

# the 6:53

April 1992

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue # 100

+++ **Special Expanded Issue # 100 Of *the 6:53*** +++

After 99 issues of *the 6:53* and well over 1000 pages of print, are we any closer to having intrastate rail passenger service in Ohio? Some positive noises are now being heard in Columbus -- will the next sound be that of a passenger train?

## Debunking The Myth of *Subsidy*, or, The Quest For A Level Playing Field

Recently we read an *Associated Press* wire story in the *Cleveland Plain Dealer* about Amtrak's study of the Swedish X-2000 fast train and the goal of placing it in service on the North East Corridor -- in referring to Amtrak this national news service called it "the federally subsidized passenger line." At the height of the CAPITOL/ BROADWAY reroute controversy in 1990 the *Lima News* consistently and frequently identified Amtrak as the "subsidized passenger service." Yet these newspapers, as far as we can observe, have never in their pages referred to Delta or American airlines as "federally subsidized airlines" or Roadway and Yellow Freight as "federally subsidized carriers."

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**"The issue, therefore, is not why a subsidy for rail, but to recognize that ALL modes and forms of public transportation do in fact receive a subsidy, and that the least of this subsidy goes to rail transportation."**

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The myth (which continues to be perpetuated in the media and believed by some in government) is that only rail passenger service is subsidized. The truth is that all transportation modes are subsidized by federal and state governments, with the lion's share going to airplanes and trucks and autos. The "subsidy" (a questionable term in

(Continued on Page 5)

March 20, 1992 .....

.....Ohio Rail Progress At Last?

***ODOT Charters Amtrak Train In 3-C Corridor To Educate Legislators! Comprehensive Rail Passenger Legislation Promised!!!***

**OARP Members' Generosity Helps Make Trip Possible!!**

**by J. Howard Harding, OARP President**

On Friday, March 20 the Ohio Department of Transportation (ODOT) and the Ohio High Speed Rail Authority (OHSRA) co-sponsored a **Conventional Rail Passenger Fact-Finding Train On Ohio's 3-C Corridor**. The train operated round trip between Cleveland and Cincinnati, with stops in Galion, Columbus, Springfield and Dayton.

Purpose of the trip was to educate state and en-route local officials regarding the benefits and value of conventional speed rail passenger services. The on-board educational staff included ODOT Director Jerry Wray, ODOT Assistant Director John Platt, ODOT Rail Division Director Jeff Honefanger, ODOT Rail Division, OHSRA leaders, and OARP Leaders.

Small group seminars were conducted en-route to educate riders. Following the trip, ODOT intends to present detailed legislative proposals to the Ohio General Assembly requesting support for development and implementation of a comprehensive state-wide intercity rail transportation service network.

(Continued on Page 3)

**OFFICIAL NOTICE:** The 1992 OARP Annual Meeting (with elections) will be held on **Saturday, May 16, 1992 beginning at 10:00 a.m.** at the Trueman Club Hotel, 900 E. Dublin-Granville Rd., Columbus, Ohio. See Page 13 for meeting information and registration form.

# OARP Through The Years .....

..... Through The Pages of the 6:53  
by Tom Pulsifer, OARP Pres. Emeritus  
and Editor of Issues # 1-85

It all began in 1973 and 1974: the organization's founding by Dave Marshall in 1973 and the first issue of the 6:53 in 1974. the 6:53 was a quarterly publication until November, 1975 when it became a bimonthly and has remained on that schedule (more or less) ever since. Issues #1 (Spring 1974) and #2 (Summer 754) were mimeographed after hours at one of the schools where I taught, on early OARP letterhead and donated white or blue paper. These primitive issues were collated around Pres. Dave Marshall's kitchen table, stapled, folded and mailed to members and friends in a #10 envelope, first class, for ten cents!

the 6:53 went to the self-mailer format starting with Issue #3. Issues #3 (Fall 1974) through #21 (Nov 77) were offset printed in an 8 1/2" x 11" format with black ink on goldenrod paper. The one exception here was our celebration of the U.S. Bicentennial (Issue # 12/ Jul 76) which was run on a combination of red, white and blue paper stock!

Issues #22 (Jan 78) through #30 (May 79) were printed in an 8 1/2" by 7" booklet format, black ink on white stock, except for Issue #30 when green stock was used as an experiment. And

it wasn't even Christmas time!

Starting with Issue #31 (Jul 79) we went to the popular 8 1/2" by 5 1/2" booklet format. The black ink was changed to dark blue ink with Issue #63 (Mar 85). To save costs, starting with Issue #76 (Mar 88), though the folded format remained the same, the interior design was changed to eliminate saddle-stitching the binding. And, beginning with Issue #86, we set aside our Smith-Coronas, IBM Selectrics and Swintecs and began to use computers and desktop publishing and laser printers to create each issue.

"A future historian would have a field day writing a history of OARP and the classic struggle for modern passenger trains in Ohio, thanks to the wealth of information, commentary, photos, and occasional outright satire contained in the pages of the 6:53!"

A future historian would have a field day writing a history of OARP and the classic struggle for modern passenger trains in Ohio, thanks to the wealth of information, commentary, photos, and occasional outright satire contained in the pages of the 6:53!

While recuperating from a recent leg injury I spent many enjoyable hours reading through my complete file of the 6:53, reminiscing especially the early decade of OARP. How much detail in those days I had already forgotten! For this "Centennial Issue" Editor Ron Bergen has asked me to share with you a very brief overview of OARP's role over the years through the headlines from each of the first ninety-nine issues of the 6:53. These headline summaries, printed in boxes, are scattered throughout this issue.

From past pages of the 6:53 .....

+++ PENNSYLVANIAN +++  
# 58 May 1984 Amtrak Inspects  
PENNSYLVANIAN-Extension Routes In Ohio \*\*\*  
# 80 December 1988 Good News From Amtrak  
on Cleveland-Pittsburgh Service \*\*\* # 81  
February 1989 Will Amtrak's PENNSYLVANIAN  
Make It To Cleveland? \*\*\*

...pages of the 6:53 .....

+++ CANTON AND  
CRESTLINE +++  
# 19 July 1977 Ground Broken For New  
Depot At Canton \*\*\* # 24 May 1978 Amtrak  
Opens Station At Canton \*\*\* # 38 December  
1980 New Railroad YMCA Opens At Crestline  
With Amtrak Waiting Area \*\*\*

## RAIL PASSENGER PRIORITIES OF OARP FOR THE 1990s

As the only statewide volunteer organization representing those who use public transportation, we, the OHIO ASSOCIATION OF RAILROAD PASSENGERS, support the following:

Adoption and implementation of a **statewide master plan for public ground transportation**, including intercity conventional and high speed rail, intercity bus, urban mass transit and other forms of public transportation.

Making **all forms of transportation easily accessible** by promoting the creation of intermodal transportation facilities to make public transportation a convenient alternative to the automobile.

**Changing state transportation spending priorities** to conform with section 5501.03.1 of the Ohio Revised Code, to promote energy conservation.

Amending Article XII, 5a of the **Ohio State Constitution to allow greater freedom to respond to transportation needs** and to take advantage of new federal legislation, giving states the flexibility to spend funds on transit as well as highways.

Development of a **Rail Passenger Development Fund**, using revenues from the state franchise tax on railroads, similar to dedicated sources of funding for other modes of transportation.

Use of the Rail Passenger Development Fund to **immediately begin service of at least two daily round trips in the Cleveland-Columbus-Dayton-Cincinnati (3-C) Corridor, as well as extension of the existing New York-Pittsburgh service to Cleveland.**

The implementation of **additional service** in Ohio, based on the recent proposal by the Interstate Rail Compact.  
Capital funding for Ohio's share of **Chicago-Cincinnati-Atlanta-Florida service**, including connections to Detroit and Cleveland.

State assistance for the **integration of rail and bus transit with intercity rail and bus services** at Tower City in Cleveland.

**Making future transportation decisions** on cost effectiveness, environmental considerations, energy efficiency and social usefulness.

### J. Howard Harding President's Column 3-C Education Trip (Continued from Page 1)

It is expected that this proposal will include:

- a) Implementing multiple daily round trip service on the 3-Corridor;
- b) Providing Ohio's share of the PENNSYLVANIAN extension capital costs;
- c) Developing detailed implementation plans for a multi-corridor statewide rail passenger service network, supplemented by feeder bus routes;
- d) Financing of rail freight and passenger projects by dedicating to ODOT approximately 55% of the revenues derived from subjecting railroads to Ohio's Corporate Franchise Tax (45% would replace general fund revenues lost by invalidation of the state Rail Excise Tax).

#### OARP's ROLE

OARP involvement in this trip began in Fall, 1991 with discussion between ODOT and OARP leaders regarding ways to educate public officials about conventional-rail passenger service. Amtrak's decision to bring an equipment display to the Cincinnati station dedication seemed to offer an excellent opportunity. Cancellation of that display (at the request of Cincinnati Museum leaders) led ODOT and Amtrak to negotiate about chartering a special 3-C train. An early 1992 operation was eventually agreed to, and detailed planning began.

At the suggestion of ODOT's Jeff Honefanger, members of OARP's Board agreed to assist ODOT with on-board activities. OARP leaders also agreed NOT to publicize the trip in advance, because ODOT wanted to emphasize the educational nature of the trip, not its public relations aspect.

As promised at the November OARP meeting in Cincinnati, OARP's Board pledged \$1,000 from the group's treasury which ODOT elected to apply toward food service costs. This initial pledge subsequently grew to over \$2,500, thanks to pledges of cash and services by a few other OARP members. Total food service costs for the 14 hour trip are estimated to exceed \$3,500.

Changed circumstances appear to have presented a new opportunity to achieve our goal of significantly expanded rail passenger service in Ohio. We need to make the most of this opportunity without becoming either blindly excited or cynical. How well we do our work will help determine whether the light at the end of this tunnel is either a hostile freight train or the dawn of a new day.

In order to ensure it is a new dawn, OARP leaders are organizing a major campaign to expand our rail education efforts. This campaign will require more money and more people doing more work than ever before. The support of each and every member will be gratefully accepted.

If you have already pledged to donate, or if you would like to contribute, please send your check, payable to OARP, to George Bayless, OARP Treasurer, 2422 S. Patterson Blvd, Dayton, OH 45409. Please indicate whether the money is for the ODOT/OHSRA 3-C TRAIN FUND or for OARP's operating fund. Unlabeled donations will be assigned to the operating fund for the planned educational campaign. Remember that most donations to OARP are tax-deductible for federal income tax purposes. (See Page 11 for Contribution Form and Membership Application.)

From past pages of the 6:53 .....

#### +++ OHIO +++

- \*\*\* # 55 November 1983 OARP Expects State To Proceed With Plans For Expanded Amtrak
- \*\*\* # 59 July 1984 Ohio Moving Closer To Additional Train Service \*\*\*

From past pages of the 6:53 .....

#### +++ COLUMBUS AND DAYTON +++

- \*\*\* # 13 September 1976 OARP Assists Amtrak With Display At Ohio State Fair \*\*\* # 17 April 1977 OARP Readies For 2nd Year With Amtrak At State Fair \*\*\* # 18 May 1977 New Amtrak Depot Opens At Columbus \*\*\* # 32 November 1979 Columbus, Dayton Lose Amtrak \*\*\* # 35 June 1980 Columbus & Dayton Want Amtrak Service Restored \*\*\* # 64 July 1984 Dayton Union Depot Partly Demolished \*\*\*

From past pages of the 6:53 .....

#### +++ 3-C CORRIDOR +++

- \*\*\* # 1 Spring 1974 OARP Pres. Dave Marshall Testifies Before Senate Committee in Favor of 3-C \*\*\* # 3 Fall 1974 Amtrak says 'Ohio Must Carry The Ball' on 3-C Corridor Project \*\*\* # 52 May 1983 Parts Of 3-C Route Are Single-Tracked \*\*\* # 60 September 1984 Thrust For Expanded Service Focuses on Ohio's 3-C Corridor \*\*\* # 61 November 1984 Amtrak Inspection Train Covers 3-C Corridor \*\*\* # 64 July 1984 3-C Corridor Proposal Still On Track \*\*\* # 65 October 1985 Sen. Snyder To Introduce OARP's 3-C Bill \*\*\* # 74 October 1987 A 3-C Corridor Countdown \*\*\* # 77 May 1989 3-C Corridor: No Breakthrough Yet \*\*\*

From past pages of the 6:53 .....

#### +++ CINCINNATI +++

- \*\*\* # 11 May 1976 Cincinnati Union Terminal Faces Wrecking Ball \*\*\* # 35 June 1980 Amtrak Showing Interest In Cincinnati Union Terminal \*\*\* # 97 October 1991 OARP to Welcome Amtrak Back To Cincinnati Union Terminal \*\*\*

### What about those "subsidies"?

by John R. Martin, *President, National Association of Railroad Passengers*

In defense of killing Amtrak, people often trot out subsidy-per-passenger-mile figures purporting to show that autos, intercity buses, and airlines get little if any subsidy, certainly far less than Amtrak. This type of analysis is superficial and misleading.

In the first place, subsidy numbers are historical and don't tell us how best to accommodate future traffic growth. With airports and highways at or near capacity and rail rights of way underutilized, the cost of expanding rail service may be far less than adding airplane or highway capacity.

Second, rail freight and passenger services have been denied the most significant form of subsidy Government can offer: public ownership of infrastructure and free banking services.

Government-established funding mechanisms for Government-owned highway, air, and water facilities enable these modes to achieve impressive revenue-to-cost ratios. In fact, these ratios ignore many of the true costs, which are hidden or virtually impossible to measure. The earmarking of gasoline taxes for highway investment, and of air ticket taxes for airport/highway investment, ensures continuing improvements in road and air infrastructures.

Arguably, this makes no more sense than having a tax on liquor purchased in your neighborhood tavern earmarked for the construction of additional taverns. The effect in both cases is to insulate the designated activity from close scrutiny in the legislative budget process and to reduce the ability (unwillingness?) of elected officials to respond to changing needs. Addiction is likely -- whether it be to highways, airports, or taverns.

Not only has government failed to establish any comparable mechanism for railroads, but rail users paid Federal taxes while government spent nothing on railroads and invested furiously in highways and airports. Railroad passengers paid \$2 billion in Federal ticket taxes (1942-1962); freight shippers paid \$3.1 billion in federal freight waybill taxes (1942-1958). (Allowing for inflation and stating the rail user taxes in constant 1985 dollars, the total would be closer to \$10 billion, and this does not include rail estate and other taxes.)

Furthermore, while road and air investments have focused primarily on building for the future, the bulk of the Government's recent rail support has simply sought to repair the damage done by unbalanced transport policies of past decades.

Finally, the typical subsidy-per-passenger-mile analysis underestimates nonrail costs. The myth is that highways are funded by user taxes: the reality is that \$13.5 billion in highway revenues in 1984 (all levels of Government) came from nonusers. While the bulk of this was not at the Federal level, Federal policies encourage state and local governments to put most of their emphasis on highways. Example: Federal tax law allows full deductibility of employer-paid automobile parking but limits deductibility of employer-paid transit fares to \$15 per month.

Example: The Federal government pays 90 per cent of the cost of many highway projects but no more than 50 per cent of those few rail investments that gain Federal approval. I'm a state official. If I put \$1 of state money into an Interstate highway, I've got a \$10 project; if I put \$1 into a rail project, I've got a \$2 (or less) project. Guess where the money goes?

The highways consistently receive massive support from sources other than user fees, as this excerpt from a recent DOT report indicates: "direct imposts [i.e., payments] by highway users accounted for almost 62% of all highway revenue in 1984. In past years, highway user revenue generated as much as 73 per cent in 1964, and as little as 55 per cent in 1982."

From 1978-1982, tax exempt bonds provided 65 per cent of total investment in airport capital improvements; the tax reform bill passed by the U.S. House on December 27, 1985, essentially preserves the airport tax subsidy. In addition, general funds pay a significant, though variable, portion of air traffic control operating costs: 85 per cent, 50 per cent, and 100 per cent in FY80, 83, and 84, respectively. And then there are the hidden subsidies. Example: The January 7, 1986, Atlanta Constitution reported on a conflict involving proposed apartment development in a zone where the City of Atlanta has been buying and moving houses as part of its \$117.6 million program to abate noise from the Atlanta airport.

Calls for Amtrak to achieve a profit -- as opposed to simply continuing to improve its revenue-to-cost ratio -- ignore the huge subsidies to Amtrak's competition. Indeed, rail supporters should wonder how much longer the rail freight industry can survive with no change in the gasoline-tax-funded Highway Trust Fund "mobile, money-burning machine." A transportation trust fund which receives revenues from all modes and invests them according to public need would make more sense.

Let's be fair! Money for highway and airway improvements is commonly called an "investment." Money for Amtrak -- even its capital improvements -- is commonly called a "subsidy." Either they are all "subsidies" or they are all "investments."

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### Youngstown Station Update From a Visitor's Eye

*(Recently Ben McKay of Cincinnati was in Youngstown -- he shares with us this update on the B&O station renovation progress in Youngstown -- your editor appreciates the efforts when members write up visits and observations which are not part of their "regular turf".)*

Work has progressed on the renovation of Youngstown's B&O passenger station. As of mid-February Amtrak had not yet moved into its small corner of the building, but renovation was visible and appeared nearly ready. The Amtrak trailer was still positioned alongside the station building, and the Amtrak logo still was displayed on the WRTA bus terminal a block away. But the main portion of the station building, which now houses a restaurant, was open and doing a good business. Your writer enjoyed three meals there during a recent visit to Youngstown.



**Amtrak Station and Restaurant Signs at restored B&O Station in Youngstown. Photo by Ben McKay.**

**The Myth of Subsidy,  
Wanted: A Level Playing Field  
(Continued from Page 1)**

the first place) dilemma is that Amtrak's is up front and highly visible in the federal budget process -- for the other carriers it is granted on a host of different levels, hidden under a myriad of programs.

The airlines are subsidized through federal support of the air traffic control systems, airport construction, business tax deductions, and other support services. While a trust fund supplied by passenger taxes covers some of these costs, each year about \$2 billion from general revenues is spent to support the airlines. Other modes receive more indirect subsidies through construction and maintenance of the federal highway system. The frequent misconception that Amtrak is the only subsidized major public intercity carrier is a difficult one to dispel.

Furthermore, there is widespread belief that road and aviation "user fees" such as gasoline taxes and airplane ticket taxes held in trust funds pay the full costs of those systems. The fact is that these programs get billions of non-user fee subsidies every year.

It is important that those concerned with transportation issues understand the fact that ALL forms of transportation in the United States are subsidized by either the federal, state, or local government -- there are NO transportation modes which are not subsidized.

Let's go a step further. Additional examples of subsidy to transportation modes other than rail transportation include:

*The state has built or improved local airports in most of Ohio's 88 counties.*

*Commercial airports that service most of Ohio's major cities are publicly owned, have been built or expanded with tax-exempt bonds and the land occupied by their runways, taxiways and related facilities are tax-exempt.*

*The 241 miles of land occupied by the Ohio Turnpike is also tax-exempt and was built with tax-exempt bonds, so tolls paid by its users do not reflect the full cost of its construction and operation.*

*In a recent year, the capital investment program of one Ohio city devoted almost \$24 million to transportation facility construction, but collected only \$10 million of that sum from county, state and federal agencies.*

*According to a report by the U.S. Department of Transportation (USDOT) more than \$1 billion in federal general fund revenues is provided annually to the commercial aviation industry.*

*Heavy trucks, which compete more directly with railroads pay barely 60% of their true cost of highway construction and maintenance, while \$18.2 billion is made available for highway improvements by all level of governments from income tax, property tax and other general fund revenues.*

*In 1977, then-Transportation Secretary William Coleman reported*

*that highway and air carriers "have their business risks reduced when the federal government in effect serves as their banker in arranging for the financing of investment in their rights-of-way. Highway and airport/ airway projects have been charged with very little, or none, of the appropriate cost of Federal capital..."*

*Highway and airport lands are generally exempt from local property taxes, but competing railroad lines and terminals remain heavily taxed. Ironically a portion of these rail property tax revenues provide local highway construction and/or maintenance funds.*

The issue, therefore, is not why a subsidy for rail, but to recognize that all modes and forms of public transportation do in fact receive a subsidy, and that the least of this subsidy goes to rail transportation.

With that in mind, rail passenger advocates (including OARP) believe that local, state and national transportation taxes and fees should be restructured to eliminate hidden subsidies for any mode of travel, and to end unequal taxation of competing transportation facilities.

On the positive side we note that, at the state level, Ohio has articulated a transportation goal which asserts that "state

transportation efforts must be expanded to include all modes to develop a balanced transportation system."

**"OARP does not advocate the abolition of subsidies to highways and air transportation. But what it is asking for, is equal and similar subsidy for conventional rail and urban transportation systems -- in other words, 'a level playing field'."**

From past pages of the 6:53 .....

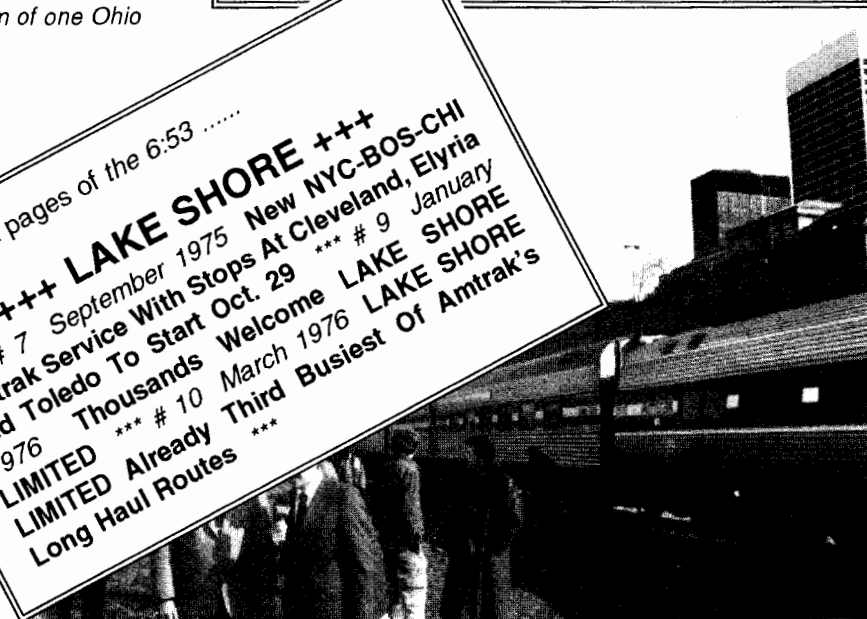
**+++ CARDINAL +++**

- \*\*\* # 12 July 1976 Amfleet Equipment For New Cincinnati-Washington Train. Amtrak Stop For So. Portsmouth \*\*\* # 44 January 1982
- Tri-Weekly CARDINAL To Return \*\*\* # 45 March 1982 Ohioans Welcome Back CARDINAL
- \*\*\* # 51 March 1983 CARDINAL Is On The Hit List Once More \*\*\* # 68 July 1986 CARDINAL Rerouted Via Indianapolis \*\*\*

From past pages of the 6:53 .....

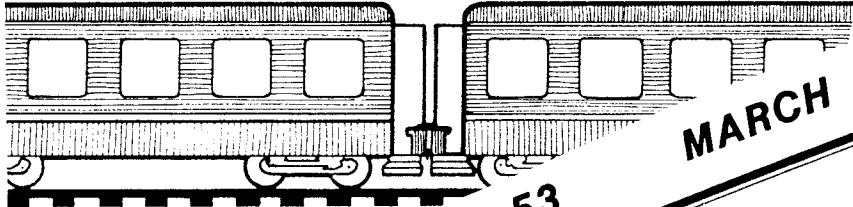
**+++ LAKE SHORE +++**

- \*\*\* # 7 September 1975 New NYC-BOS-CHI Amtrak Service With Stops At Cleveland, Elyria and Toledo To Start Oct. 29 \*\*\* # 9 January 1976
- Thousands Welcome LAKE SHORE LIMITED \*\*\* # 10 March 1976 LAKE SHORE Long Haul Routes \*\*\*
- Third Busiest Of Amtrak's



# NEWS FROM THE

# the 6:53



MARCH 1982

OHIO ASSOCIATION OF RAILROAD PASSENGERS  
Post Office Box 65.

the 6:53



"waiting for a train!"

the 6:53 - issue #1

LETTER OARP's newsletter editor, To  
6:53" as the title of OARP's  
will be the official organiza  
OARP news items for the i  
interested pers

OCTOBER 16th



PHOTO BY DAN BOARK

CORRIDOR, ONE STEP CLOSER

October 1985  
issue # 65



# the 6:53

Passengers  
Saturday, January  
The first west-  
ERNAL encounters  
of snow as  
the Tri-  
-states  
-a bit-  
-hap-  
-ki!

OHIOANS WELCOME BACK  
AMTRAK'S CARDINAL  
PRESIDENT REAGAN THREATENS  
TO AXE AMTRAK BUDGET AGAIN

details / PAGE 3

TRAIN WITH AMTRAK'S  
E CHANGES

September 1986

issue # 69

Publication of the  
ASSOCIATION OF  
PASSENGERS

Issue # 45

53 APRIL 1981

## SCHEDULE

-CRRR FIELD TRIP  
Amtrak Yards.  
RP SACRAMENTO  
Tour to 1981  
Pageant.  
ANNUAL MEETING &  
PASSENGER TRAINS  
ATI UNION TERMINAL  
11:30am.



## LIST THIS ISSUE:

WH LOSES SLEEPER  
ON YOU CAN USE  
HAVE AMTRAK  
ING MADE FOR MAY  
ANNUAL MEETING  
FOR PASSENGER  
HISTORIC CIN-  
UNION TERMINAL!  
VISTS STATEWIDE  
IG THE FIGHT FOR  
TRAINS  
ACTION ALERT  
AND MORE...

## HELP SAVE AMTR



IF AMTRAK GETS  
\$613 MILLION  
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BROADWAY LI  
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NIGHT RUNNING  
SOLD-OUT MONTHS  
AMERICANS CANNOT AFFORD  
ALLOW RAIL TRANSPORTATION  
BE DESTROYED. THE REAGAN  
PLAN IS SERIOUS! WE MUST  
TAKE ACTION! OUR VOICES  
MUST BE CLEARLY HEARD IN  
WASHINGTON RIGHT NOW!

Amtrak/OhioDOT Evaluate Potential For  
Cleveland-Columbus-Cincinnati Service



November 1984  
issue # 61

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Assista.

Office Box 653

ISSUE 18

MAY 1977

ASSOCIATION OF RAILROAD PASSENGERS  
Post Office Box 653 - Xenia, Ohio 45385  
NOV. 1978 DEC.

WHY THE "6:53" IS RUNNING LATE!  
every and at the outage of  
Friends of OARP think it wan  
fault line and it wan  
after

HAMILTON AND  
DENNISON WILL  
SOON HAVE  
AMTRAK STOPS  
ANOTHER VICTORY FOR OHIO RAIL  
PASSENGERS - THANKS TO HIG  
Two more Ohio cities to help  
fight Amtrak service  
listed in new  
table

Collage prepared by Tom Pulsifer.

official publication of the AMTRAK ASSOCIATION HAS A SUCCESS!

### Columbus Area OARP Update

by Robert M. Boyce

Columbus area OARP members opened their March 7 meeting at the Red Door Tavern with discussion of plans for the March 20 Amtrak educational train on the 3-C Corridor.

The discussion was continued from the previous Arch Committee meeting with Stu Nicholson. It was agreed that all local members should be called to turn out at 9:30 a.m. at Arch Park to rally with signs and banners as the train passes by. Some members were to bring clipboards to collect petition signatures. Arrangements were made to load the box lunches being supplied by Bill Schuler on the train at the Columbus stop.

Copies of a third batch of 693 signatures urging state funding of conventional rail service on the 3-C Corridor were reported sent to key legislators and state officials. A total of some 1,500 signatures have been collected by Columbus area members since last summer.

Schuler reported on a February meeting in Newark called by Ohio Rep. Marc Guthrie to discuss commuter rail service between Newark and Columbus. A survey of public commuting habits between the two communities is being taken. The survey is showing considerable dissatisfaction with existing local transit, and more commuters are favoring increased transit funding than increased highway funding.

Mary Eckert has contacted Fostoria city officials about arranging a visit with city council members about upgrading the service at the Amtrak BROADWAY stop. Reports are that some station improvements, such as renovating restrooms, are under way, but there are problems with staffing during train time. Passengers don't like waiting for a train without knowing that someone is on hand to advise them about arrival times.

Tom Fletcher is making arrangements with the National Model Railroad Association for a petition station at their spring meeting on the state fair grounds.

Cleve Ricksecker reported on his Capitol City Coalition, whose purpose is to raise public awareness among the need for better transit and zoning. He is putting together a slide show on municipal transit and has met with numerous local leaders. It was pointed out that his efforts are complementary to OARP goals.

Former passenger station in Columbus -- all that remains now is the Arch in The Park. Photo by Harold Zweifel.

### Cincinnati Report and Chicago-Florida Proposal Update

by Ben McKay

The Cincinnati *Enquirer* of Feb. 20, 1992 contained two related stories by reporter Ben Kaufman. The larger story is an update on high speed rail in Ohio. The smaller story, featuring a photo of State Sen. Cooper Snyder, discusses the possibility of starting conventional rail Amtrak service soon, to test Ohioans' willingness to use intercity trains. It is encouraging to see favorably rail passenger reporting in the Cincinnati newspapers, after many years of negative reports.

Regarding the Chicago-Florida proposal for new Amtrak service, activity in Lexington, KY seems to have overshadowed Cincinnati and Ohio efforts. Current Kentucky progress is described in a Jan. 29 article in the Lexington *Herald-Leader* by staff writer Robert Kaiser, which reports on a visit from John Jacobson, Amtrak deputy director of governmental affairs. Also, a memo to the Amtrak Task Force of Central KY from Teresa Ann Isaac, Lexington-Fayette County Council member, describes an Interstate Rail Passenger Network Compact which expects to jointly conduct and participate in a rail passenger financial impact study. Later, this compact will secure the needed capital funds to start Chicago-Florida rail passenger service. We should be worried if Ohio is left out of the compact.



OARP members gathering at the Red Lion in Columbus



## Special Cleveland-Pittsburgh Update

By Kenneth Prendergast  
CLE-PITT Project Director

Mileposts located beside the railways of the CLE-PITT Corridor have witnessed sweeping changes in this heavily populated region since 1973, OARP's birth year. These changes, many of which were economic, affected the health of the region's railroads and vice-versa; some were negative, even destructive, while others invited a festive celebration. On this particular occasion, the 100th issue of *the 6:53*, we take a cursory look back at the mileposts, and a look to those that may lie ahead.

**The CLE-PITT Corridor of 1992 has become a paradox of poverty and prosperity.** A similar description can be extended to the history and overview of rail passenger services provided and proposed during the last two decades of OARP. In 1973, Amtrak did not serve the CLE-PITT Corridor; the last through CLE-PITT passenger trains were eliminated seven years prior to

Amtrak's 1971 birthyear. The only remnants were two commuter trains: Erie-Lackawanna's (E-L) Youngstown-Cleveland round trip and Pittsburgh & Lake Erie's (P&LE) Beaver Falls-Pittsburgh round trip. While the trains operated at top speeds of up to 70 mph, their decayed appearance aged by the passing of decades hardly induced new riders to experience rail travel.



RAVE Tower in Ravenna, Amtrak train in distance, former "Ravenna Connection" on right.

**By 1977**, the E-L commuter train was withdrawn; P&LE's ended eight years later. For the next five years, no rail passenger service connected any two stations in the CLE-PITT Corridor. During this era, OARP and its friends began taking steps to fill this void. Prominent events are listed below, indexed by the year they occurred. They document the progress and challenges of the present effort to develop modern, convenient rail passenger service in the CLE-PITT Corridor.

**Early-1988:** Youngstown-area officials identify transportation access as a key ingredient to reviving their sagging economy. Amtrak service is targeted and the seeds for the current CLE-PITT project are planted. In the coming months, officials in Ravenna, Lordstown, Warren, and Alliance unite with Youngstown's endeavor.

**Late-1988:** KARP members and officials in Beaver Falls and Sewickley, PA join Ohio's efforts, creating an informal, two-state coalition advocating CLE-PITT Amtrak service. NARP offers vocal support for CLE-PITT service.

**Late-1988:** As a result of the outpouring of support, Amtrak announces it will begin a series of ridership and feasibility studies of a proposed CLE extension of its PENNSYLVANIAN route, ultimately concluding that the expanded service would generate a small profit.

**Early-1989:** OARP's Board votes to create a formal CLE-PITT Special Project to coordinate and administrate

regional support to achieve greater overall strength and unity.

**Mid-1989:** CLE-PITT Corridor is recommended as one of six primary routes for new, vastly upgraded conventional-speed service by the Interstate High-Speed Rail Compact, comprised of DOT representatives from six member states.

**Late-1989:** Amtrak announces it will reroute two of its long-distance services, the BROADWAY and CAPITOL LIMITEDs, over CLE-PITT rail lines, forcing Amtrak to temporarily place the PENNSYLVANIAN extension project on the back burner.

**1989:** Nearly \$10,000 is donated to OARP's CLE-PITT Special Project Fund in the project's first official year alone; donations come from communities, businesses, and citizens.

**Early-1990:** KARP creates PITT-CLE Special Project, with Jay Hrechun as Director. Late-1990: Amtrak reroutes the BROADWAY LIMITED and CAPITOL LIMITED. Alliance and Youngstown both gain Amtrak station stops. Over 15,000 Northeast Ohioans crowd stations and tracksides to witness the inaugural runs.

**Early-1991:** Amtrak revives PENNSYLVANIAN extension project by initiating a capital cost study involving discussions with host railroads Conrail and CSXT to determine requisite track and signal upgrading expenses.

**Late-1991:** Preliminary capital cost study is finalized, revealing estimated start-up costs of \$26 million for the Alliance Route and \$17 million for the Youngstown Route. Early-1992: Amtrak and the State of Ohio begin searching for potential funding sources to

pay the capital costs to bring the PENNSYLVANIAN to Cleveland.

Continued, direct negotiations between Amtrak and the host railroads Conrail and CSXT will commence once sources of funding are identified. Certainly, no one can say what the future will bring. Budget crises in Ohio and in Pennsylvania add further doubt as to how soon the PENNSYLVANIAN will be extended. It is my hope that, by the 200th issue of *the 6:53*, such doubts will seem overblown in retrospect as we ride from milepost to milepost along the rails of the CLE-PITT Corridor, during daylight hours. There are still a number of mileposts ahead, but by approaching them one at a time at a calculated speed, each can be left in the dust with the rest of our doubts.

Finally, I would like to make it known that I may not be able to continue as OARP's CLE-PITT Project Director after this Summer. I will receive my Bachelor's degree in June, and depending on the job market, I may relocate. If you live in Northeast Ohio, are quite familiar with this project, and have some spare time, please get in touch with me. As to who ultimately takes over as CLE-PITT Director will rest with the decision of OARP's Board.



## AMTRAK NEWS And Related Items .....

### Amtrak's Discount Fares .....

Amtrak has revised its discount program for elderly travelers, lowering the age from 65 to 62. The former senior program offered a 25% discount off the highest one-way fare, the new program offers a 25% discount of the lowest available round-trip fare. This new deal in practice is really an improvement, although since the lowest fares (on which this discount is based) sells out quickly, it is important for patrons to get those reservations in early. An Amtrak spokesman has added that "liberalizing Amtrak's senior citizen fare should make train travel the most economical form of transportation for many mature travelers."

### Bryan, Ohio is a busy place .....

In an October, 1991 Toledo *Blade* article Hank Harvey mentioned that "people are going to great lengths to board Amtrak trains at Bryan, O., a city of 8,000 about 50 miles west of Toledo" -- seems Bryan has been recognized by Amtrak several times as one of the few stations around the nation which annually boards more than its population.

### The Recession Shortfall .....

The recession has taken its toll on Amtrak which is now forecasting a \$67 million revenue shortfall for the current fiscal year. Cost-saving contingencies have been made to offset the anticipated shortfall, the worst of which would be massive layoffs at the Beech Grove, Indiana maintenance facility beginning July 1. Plans call for 1,011 out of 1,250 employees to be furloughed for the summer. Not only would this be a tough break for the employees, but it would make a mark on the economy of the Indianapolis area, and it would postpone equipment maintenance to a latter date, increasing possible breakdowns and future cost.

### A Proposed New Station in St. Louis .....

From MOKSRail News we get the report that plans are firming for the new St. Louis Regional Passenger Center, slated to be the home for Amtrak, Greyhound, a Metro Link light rail stop, a

downtown St. Louis heliport, Bi-State buses, tour and charter bus operations, and taxicabs, to be located just southeast of the intersection of Jefferson and Scott Avenues, on the western edge of downtown within a few blocks of the historic St. Louis Union Station -- maybe that "Amshack" really is only "temporary" after all!

### The Penny Gasoline Tax .....

Earmarking a gasoline tax penny for an "intercity rail passenger capital improvement trust fund" has grown to the point where a key member of Congress has drafted a bill in its support -- the Congressman is Rep. Al Swift (D-WA), chairman of the House Energy & Commerce Subcommittee on Transportation and Hazardous Materials. Indications are also evident that the Bush administration will fight this proposal. According to NARP, the source of this story, Swift would meet highway lobby and anti-tax opposition by using one of the 2 1/2 pennies now going to deficit reduction so highway trust fund revenues would not be reduced and taxes not increased -- one penny generates about \$1 billion.

Swift needs cosponsors. Representative Donald Pease of Ohio has indicated his support, OARP members are urged to write their US representatives to get behind this.

### Instant Replay: Bush backs off on budget business by brandishing belittled bucks for Amtrak!

In spite of the hype about the Intermodal Surface Transportation Efficiency Act, the "jobs" law which received a presidential signature with a flourish in December, President George Bush's proposed FY '93 budget has only \$343 million for Amtrak -- 47% less than current funding and 29% less than Bush included in his budget a year ago. In addition, we note that Bush's budget included 92% of ISTEA's road money, but only 58% of ISTEA's transit money. Just when we thought it was safe on to rely on trains again, the leadership in Washington wings this surprise.

#### CURRENT AMTRAK SERVICE IN OHIO (as of April 5, 1992):

Akron	# 40 Eastbound BROADWAY LIMITED	Dp	330a
	# 41 Westbound BROADWAY LIMITED	Dp	427a
Alliance	# 30 Eastbound CAPITOL LIMITED	Dp	122a
	# 29 Westbound CAPITOL LIMITED	Dp	127a
Bryan	# 49 Westbound LAKE SHORE LIMITED	Dp	1040a
	# 48 Eastbound LAKE SHORE LIMITED	Dp	1037p
Cincinnati	# 51 Westbound CARDINAL (M,Th,Sa) Ar 350a	Dp	405a
	# 50 Eastbound CARDINAL (W,F,Su) Ar 435a	Dp	450a
Cleveland	# 30 Eastbound CAPITOL LIMITED	Dp	1159p
	# 48 Eastbound LAKE SHORE LIMITED Ar 201a	Dp	211a
	# 29 Westbound CAPITOL LIMITED	Dp	257a
Elyria	# 49 Westbound LAKE SHORE LIMITED Ar 701a	Dp	711a
	# 48 Eastbound LAKE SHORE LIMITED	Dp	123a
	# 29 Westbound CAPITOL LIMITED	Dp	329a
Fostoria	# 49 Westbound LAKE SHORE LIMITED	Dp	744a
	# 30 Eastbound CAPITOL LIMITED	Dp	1122p
	# 40 Eastbound BROADWAY LIMITED	Dp	125a
Hamilton	# 41 Westbound BROADWAY LIMITED	Dp	627a*
	# 50 Eastbound CARDINAL (W,F,Su)	Dp	330a
Maysville KY	# 51 Westbound CARDINAL (M,Th,Sa)	Dp	455a
	# 50 Eastbound CARDINAL (W,F,Su)	Dp	609a
Sandusky	# 51 Westbound CARDINAL (M,Th,Sa)	Dp	214a
	# 48 Eastbound LAKE SHORE LIMITED	Dp	1249a
So. Portsmouth-So.	# 49 Westbound LAKE SHORE LIMITED	Dp	818a
	Shore KY # 50 Eastbound CARDINAL (W,F,Su)	Dp	658a
Toledo	# 51 Westbound CARDINAL (M,Th,Sa)	Dp	120a
	# 29 Westbound CAPITOL LIMITED	Dp	520a
	# 49 Westbound LAKE SHORE LIMITED Ar 914a	Dp	949a
Youngstown	# 353 Westbound LAKE CITIES	Dp	955a
	# 30 Eastbound CAPITOL LIMITED	Dp	1005p
	# 352 Eastbound LAKE CITIES Ar 1055p		
Youngstown	# 48 Eastbound LAKE SHORE LIMITED Ar 1136p	Dp	1159p
	# 41 Westbound BROADWAY LIMITED	Dp	317a*
	# 40 Eastbound BROADWAY LIMITED	Dp	440a

(\* indicates schedule change on April 5, 1992. Westbound BROADWAY LIMITED (#41) is the only train with a schedule change. Updated info courtesy of Amtrak station personnel in Akron.)



July 1991 OARP on-site inspection and field trip.

Photo by Tom Pulsifer.

### Cleveland RTA Update by Mark J. Adamcik

Cleveland RTA, in both this past year and this coming year, has been performing much in the way of capital work on its rail division. Welded rail has been installed along with new ties on the section of the Red Line between Tower City and the West 117th-Madison. This section from West 117th to Hopkins Airport will have the new rail installed this year. Last year, RTA's own track maintenance crews have replaced many ties on the West 117th-Hopkins segment. When the airport extension of what is now RTA's Red Line was being built, the contractor who underestimated the cost of materials, stretched the tie spacing in order to use fewer ties. This will be corrected by this track rehabilitation program. Along with the replacement of ties the contractor, Delta Railroad Construction, Inc. of Ashtabula, is also performing undercutting, re-ballasting, and resurfacing of track.

It is interesting to note that the various construction projects affecting RTA's Red Line, both directly and indirectly will be in progress from now until the end of the century.

Under its previous management RTA instituted a program of re-signalling the Red Line with new Cab Signal Apparatus. Unfortunately this has resulted in a reduction of speed and a lengthening of schedules. To correct this RTA has implemented a modification of the Cab Signals in order to decrease running times. This has proven to be successful, although the schedules will not be shortened until the Cab Signal revisions have proven to be reliable. Interestingly, these revisions have been done totally in house. Cab signals have been installed this year between Tower City and Windermere, which permits all rail operations to be

right-hand rule. Formerly, operation east of Tower City was left-hand rule.

Station rehabilitation is also well underway. The station at west 25th-Ohio City is being totally replaced by a new structure which will be wheel-chair accessible. Due to its unique glass canopy, it has been dubbed the "Glass Palace" by its detractors. It is interesting to note that one RTA board member received letters from suburban residents opposing such a "grandiose" facility in "that neighborhood." The board member remarked that if a similar facility were to be built in a suburb, no one would complain! The area around the west 25th-Ohio City station is in the process of being revitalized. Other station rehabilitation work is being planned, and the Committee For Public Art is involved in the inclusion of artwork in and around the stations.

Schedules were revised for both the Red Line and the Shaker Rapid (Blue and Green Lines). The same service pattern which is run on Saturdays (15 minute headway on the Red Line, 30 minute headway on each of the Shaker Rapid branches), is also run on Sundays and holidays. The inbound Shaker trains arrive at Tower City 5 minutes before the arrival of a westbound Red Line, and leave 5 minutes after the departure of an eastbound Red Line train.

The rail lines (Red, Blue, Green) increased usage by 8.7% in December, 1991, over December, 1990, while overall RTA ridership dropped by 6.8% as a whole. Transit usage by the elderly and disabled increased by 4.8%.

The Transportation Bill signed into law by President George Bush contains three projects for Cleveland: 1) study of the Blue Line extension to Highland Heights for the new Figgie headquarters, 2) preliminary engineering for the dual hub corridor project, and 3) study for a commuter rail service network for northeastern Ohio. It looks like some big things are in store for rail transit in Cleveland.

From past pages of the 6:53 .....

#### +++ NATIONAL LIMITED, SHENANDOAH, and HILLTOPPER +++

\*\*\* # 6 June 1975 NATIONAL LIMITED In Danger Of Discontinuance \*\*\* # 10 March 1976 NATIONAL LIMITED Stays On Present Route \*\*\* # 14 November 1976 SHENANDOAH Inaugurated \*\*\* # 21 November 1977 SHENANDOAH, HILLTOPPER Go To 4-Day-A-Week Service \*\*\* # 22 January 1978 SHENANDOAH becomes Overnight Train \*\*\* # 30 May 1979 OARP Working To Get NATIONAL LIMITED and SHENANDOAH Put Back Into National System Plan \*\*\* # 43 October 1981 Last Run of SHENANDOAH Departs Cincinnati \*\*\*



Jeff Honefanger, ODOT's Rail Division Director, at OARP's 1990 meeting in Cincinnati Union Terminal.

From past pages of the 6:53 .....

#### +++ LIMA +++

\*\*\* # 64 July 1984 Amtrak Holds Open House At Lima \*\*\* # 65 October 1985 Conrail To Spend \$20 Million To Upgrade Fort Wayne Line \*\*\* # 86 December 1989 BROADWAY, CAPITOL To be Rerouted Off Conrail Fort Wayne Line Within A Year \*\*\* # 89 June 1990 Lima: An Effort To Save Service \*\*\* # 92 December 1990 Lima Loses Passenger Trains After 146 Years \*\*\*

**OPERATION LIFESAVER**

OPERATION LIFESAVER is the name of Ohio's Highway-Railroad Grade Crossing Safety Campaign.

Council members include Ohio Dept. of Highway Safety, PUCO, Ohio Department Of Transportation, Ohio Dept. of Ed., Ohio State Highway Patrol, Federal Railway Administration, Federal Highway Administration, Brotherhood of Locomotive Engineers, Buckeye State Sheriff's Association, Ohio Assn. Chiefs of Police, MADD, AAA, Railway Progress Institute, Conrail, CSX, Norfolk Southern, Grand Trunk, I & O Rail System, and Ohio Railroad Association.

Activities include promoting and testing the "Buckeye Crossbuck", working for the installation of more gates and lights and more crossing closures, presenting highway-train safety exhibits and talks at Ohio schools, producing education materials in Spanish, promoting the "Officer On The Train" program, running in cooperation with various

railroads special Operation Life Saver trains, plus a host of other activities.

**Some Grade Crossing Crash Statistics**

	<b>Crashes</b>	<b>Injuries</b>	<b>Fatalities</b>
<b>1989</b>	412	161	61
<b>1990</b>	308	128	58
<b>1991</b>	316	122	55

**32% of crashes occurred at crossings with active warning devices -- 35% of fatal crashes occurred at crossings with active warning devices.** OARP endorses and supports the work of OPERATION LIFESAVER -- we encourage our readers to heed their safety message and support their efforts. For more information contact Donald G. Slemmer, State Coordinator, 1085 Joyce Avenue, Columbus, Ohio 43219-2448. Phone (216) 251-2650, FAX (614) 251-2633.

**Thanks for your support -- continue to help us find new members -- and, your extra financial gifts are always welcome!  
by George Bayless, *Treasurer***

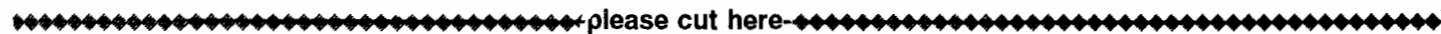
One of the problems that an organization like the Ohio Association of Railroad Passengers always has is money. During OARP's history, there have been times when the treasury was at or near zero. This inhibits the effectiveness of the organization in fulfilling its mission.

Fortunately, the financial situation has stabilized over the last few years and, while by no stretch of the imagination can OARP be called financially well off, there is not the day to day worry about finances that has happened in the past. Bills are being paid in a timely manner and the expenses incurred in getting our message about rail transportation out are being met.

This is due in large measure to the willingness of individual members to make extra donations, over and above their dues. Without these "extra" funds, the progress that has been made recently might not have been possible. One of the reasons there has been some progress in achieving our goals is because the financial situation allows the officers, directors, regional coordinators, and other leaders to incur expenses with reasonable expectation of being reimbursed. For example, when an appeal was made for donations to keep the Cle-Pit effort going, there was a good response by the membership. This is very important.

While these donations are always appreciated and put to good use, it is the regular dues paying member that forms the backbone of the organization. And we need more. One of the ways you could help OARP is to recruit new members. This has a two fold effect. First, it will give us another person to help in the struggle to convince the public that rail transportation is important to the long term survival of our environment and economy. Second, it broadens the cost our mission over a larger and larger base. It would cost OARP very little to have two hundred more members. But what a difference it would make in the ability of OARP to be an effective voice for rail transportation. Why not consider asking someone to join today. A membership application and contribution form is on the bottom of this page.

In closing, thanks to all of you that have realized that a financially stable and healthy organization is necessary for it to do its work. When you promptly send in your dues and send along something extra when possible, it helps. That willingness is one of the reasons that there is a 100th issue of *the 6:53*.



**JOIN** and help get Ohio moving on modern passenger trains! OARP is NOT another "railfan club". We are rail transportation advocates. OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 500 strong, and we are moving forward together for better rail transportation for Ohio. We invite YOU to get on board! A NEW MEMBERSHIP in OARP is just \$ 15 for your first year, \$ 20 per year thereafter.

Enclosed is \$ \_\_\_\_\_ for a new membership (or renewal). Enclosed is a tax-deductible contribution of \$ \_\_\_\_\_ for OARP's Planned Educational Campaign. Enclosed is a tax-deductible contribution of \$ \_\_\_\_\_ for the ODOT/OHSRA 3-C Train Fund.

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_ PHONE: \_\_\_\_\_

Mail this entire coupon with your check/money order made payable to "OARP", c/o George Bayless, Treasurer, 2422 South Patterson Boulevard, Dayton OHIO 45409.

from your editor .....

..... two items of interest

**ONE:** In the past 20 months your editor has been a frequent rider on Amtrak, perhaps more than any other OARP member. My travels have taken me and my wife to California via the DESERT WIND and SOUTHWEST CHIEF, to Florida via the SILVER METEOR and SILVER STAR, on a host of trips to Milwaukee, Wisconsin, (sometimes just 6 to 10 weeks apart) using the CAPITOL LIMITED, the BROADWAY LIMITED, and even the CARDINAL, plus travels on the HIAWATHA service between Chicago and Milwaukee. As such I have been a close-up observer of Amtrak's station and on-board service and have commented on the same in these pages. I, like other OARP members, have not always been satisfied with the uneven service aboard some trains. This time I want to single out some outstanding Amtrak employees: last August on a journey from Washington to Chicago on the CARDINAL the sleeping car attendant was helpful, friendly, and readily available, and the dining crew and food were extra special (even though the diner and its overworked crew served an endless full house for what seemed to be hours (their good reputation which you have seen in print in other sources is true!)). I also want to mention that the slumbercoach attendant and the dining car crews were just great on a SILVER STAR trip to Florida at the beginning of January.

And then there was my January 27 departure from Cleveland on the am LAKESHORE for Chicago. Seems the westbound New York City section was running 3 hours late all the way from the Big Apple. Consequently, Amtrak chose to run the LAKESHORE in two sections for the entire distance. The Boston section arrived in Cleveland on time around 7 a.m., but no passengers were allowed to board for lack of space. About three hours later the NY section arrived and we boarded, as promised. Now let's single out the good people: the personnel at Cleveland's Lakefront station who were superb, explaining what happened and why one could not board the early section, remaining friendly and helpful throughout to everyone -- onboard the conductors who were cheery and positive, and the dining car crew, even though they were running late and had to use part of the car for a lounge, who were friendly and prompt. Nice job, folks!

Even though we were late, we did not miss the EMPIRE BUILDER connection in Chicago (we arrived at 22nd street with about a half hour to spare, but the back-up took 25 minutes!) Nevertheless the Amtrak folks in CUS were most helpful in pointing us to the eager BUILDER. Bad news, we had only checked our bags to Chicago, so we boarded the BUILDER without. We explained our dilemma to the baggage people at Milwaukee -- a quick phone call by them brought our bags to the Milwaukee station yet that evening on a later train -- now I call that friendly service -- they delivered. Thanks, people!

**TWO:** Finally, after the next issue of *the 6:53* I will have to give up my duties as editor. I do it reluctantly, but with no choice, since the duties of where I work take a lot of dedicated time and a second set of "at large duties" regionally take additional time. The extra duties began after I assumed the editorship, but alas it is now too overwhelming to do justice to the 6:53 task.

No, I am not abandoning the cause -- not after having my fill of weaving triple-trailers on the turnpike and interstate deluging my windshield with dirty slush as they zoom past at 70 mph! Yes, I will continue to ride trains, I will continue to work for our organization and its cause, and perhaps on occasion, I will even write or report. If you have ideas about restructuring the 6:53, or if you are interested in serving as editor, send a sample of your work or ideas to OARP President J. Howard Harding, so that it may be shared with the board. In case you are interested, this copy is prepared on WordPerfect and a laser printer. I will be glad to share the 5 1/4" floppy discs with the next editor, if he or she chooses to use WP. Tram and the Directory are on disc and only take minor editing -- in addition the layout is the same for every issue, so you don't have to reinvent the wheel every time by setting up new margins, columns, etc. If you want a sample disc from an issue, let me know.

Ronald Bergen

## Letter to the Membership

by Mike Weber, *Cincinnati Regional Co-ordinator*

Fellow members -- we have an option. We can just give up. After all, 21 years is a lot of time to work for a particular cause. Nobody could blame you if you quit. Working for the cause of modern trains for Ohio and the Midwest is often thankless, sometimes expensive, and even occasionally laughed at by those with something to gain -- like rail employees.

Personally, I think I'll hang in there. The personal satisfaction gained when we finally achieve rail services will hopefully blank out the bad memories of discontinued trains, 4 a.m. service, and discouraged fellow-advocates.

Nostalgia time! Remember how empty the first RILEY-GEORGE WASHINGTONs were at C.U.T. in 1971? We got a chance to look 'em over twice as they looped north of C.U.T. Remember Ruby Sullivan or Kathy at the Amtrak Station?

These clerks in Amtrak's early days never got discouraged, even when the trains were hours late, hot, cold, or just seemingly "lost." Their enthusiasm was catching. Remember, that the River Road Station was actually expanded? How about the noxious sanitation truck which backed along in front of passengers waiting to board?

Recently I have been to California and seen the future. Station construction -- new locomotives -- 90 M.P.H. -- great intermodal connections. A railroad operating frequent, fast routine service. It will happen here. Just help us **work for it!**

**OARP Cincinnati Regional Meeting**

**Wednesday, April 15, 6:30 p.m. at West Chester Travel, Tylersville Road and Conrail tracks -- West Chester, Ohio.**



Inside Cincinnati Union Terminal after restoration, looking towards shortened concourse, with Amtrak waiting room area to the right.

**OARP 1992 ANNUAL MEETING**

**Trueman Club Hotel**  
900 East Dublin-Granville Road  
(Northwest Corner @ I-71/SR 161 Interchange)  
Columbus, Ohio

**Saturday, May 16, 1992 - 10:00 a.m.**

**The Trueman Club Hotel is .....**

located on the north side of Columbus, just west of I-71 on SR 161. Easily accessible from the north via I-71; from all other directions via I-270 to I-71, then south on I-71 to SR 161 which is the next interchange.

Overnite room rates for this event are \$64.99 for a "double queen room". Reservations may be made by calling 1-800-477-7888. Be sure to say that you are coming for the OHIO ASSOCIATION OF RAILROAD PASSENGERS meeting on May 16. Reservations at the hotel must be made by April 30, 1992 to guarantee this rate. Reservations made after this date will be accepted on a space/rate availability basis only.

There are numerous other restaurants, motels, shops and attractions nearby. Spouses and children may enjoy such things as the Columbus Zoo or COSI.

Our speaker, Joe Vranich, previously served as Executive Director of NARP, worked at Amtrak's Public Affairs Department. His book, SUPERTRAINS, is a highly positive report on trains of all speeds, including Amtrak-operated conventional service, FGV's ICE's and Mag-Levs. We expect to have copies of this book available for sale at a slightly reduced price, and Joe will happily autograph copies after the meeting.

**AGENDA:**

- 10:00 a.m. ... Coffee, tea and refreshments -- Gathering Time
- 10:30 a.m. ... Meeting begins
  - Introductions, Announcements
  - General News, Officers' Reports
  - Election of Officers -- President, Vice-President, Secretary
  - Treasurer and Two At-Large Board Members
  - Legislative Update -- Federal and State
  - Other Business
- 1:00 p.m. ... Lunch -- New York Deli Buffet
- 2:15 p.m. ... Featured Speaker: Joseph Vranich, author of SUPERTRAINS
- 3:00 p.m. ... Questions, answers, discussion with the speaker
- 3:30 p.m. ... Other Business
- 4:00 p.m. ... Book sales and signing -- SUPERTRAINS
- 4:30 p.m. ... Adjournment

Registration fee is \$20 per person in advance; \$25 at the door. Meeting only (no lunch) \$10 in advance; \$15 at the door. Reserve early; not later than May 10.

Make check/money order payable to "OARP" and mail with registration form to:  
**Stu Nicholson, 276 E. Tulane Avenue, Columbus, Ohio 43202.**

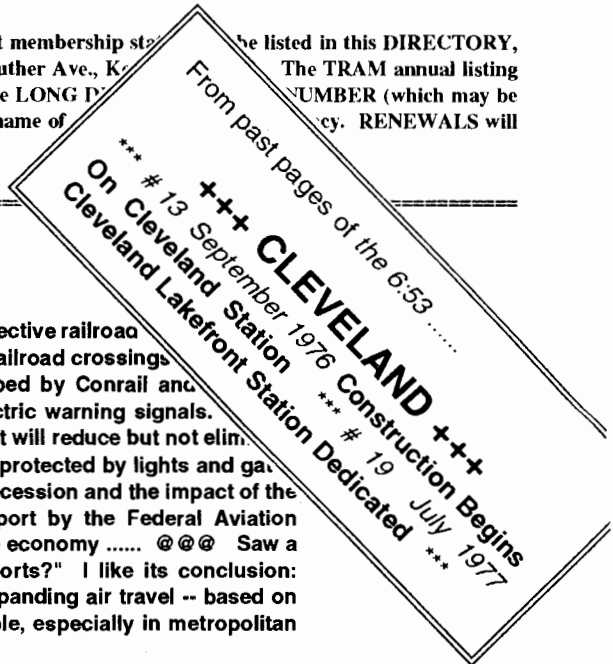
----- OARP 1992 ANNUAL MEETING IN COLUMBUS ON MAY 16 -----

NAME _____	NAME _____
ADDRESS _____	ADDRESS _____
C/S/Z _____	C/S/Z _____
PHONE _____	PHONE _____

PLEASE PATRONIZE THESE AUTHORIZED TRAVEL AGENTS WHO ARE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS:

Akron	Parkside Travel U S A	(216) 724-1800	Joel Brown
Alliance	Alliance AAA Travel	(216) 821-2323	(216) 456-6515
Canal Fulton	Massillon AAA Travel	(216) 854-6616	
Cincinnati	West Chester Travel, Inc.	(800) 634-8150	(513) 777-6770 David Dawson
Cleveland	Ohio Motorists Association/AAA Travel	(216) 361-6080	
Cleveland	Randall Park Mall Travel Agency	(800) 999-2434	(216) 475-8747 Robert Peck
Columbus	Accessible Travel Agency	(800) 837-2822	(614) 792-3555 Jude Cuddy
Columbus	The Ohio Automobile Club/AAA Travel	(614) 431-7823	
Elyria	Tours & Travel Service, Inc.	(800) 443-7789	(216) 323-5423 Michael E. McClister
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034	Cheryl Anderson
Piqua	The Miami County Auto Club/AAA Travel	(513) 773-3753	Frank Neff
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker
Solon	Searles Travel Service	(800) 877-9724	(216) 248-7740 Amtrak Al Mladineo
Tipp City	The Miami County Auto Club/AAA Travel	(513) 667-5333	Richard Hardesty
Troy	The Miami County Auto Club/AAA Travel	(513) 339-0112	

Authorized Amtrak travel agents who wish to join OARP, maintain current membership status, and be listed in this DIRECTORY, should send a \$40 check, made payable to OARP, to "the 6:53" Editor, 120 Luther Ave., Kirtland, OH 44130. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER (which may be a "WATS" (800) toll-free number), one LOCAL PHONE NUMBER, and the name of your agency. RENEWALS will be billed by the Treasurer. Updated: April 1, 1992.



BAGGAGE & EXPRESS

@@@ We continue to read in newspapers across the state about the new reflective railroad crossing signs designed to cut train-automobile accidents, which will be erected at 3,741 Ohio railroad crossings. These signs should have this crossing sign, called the "Buckeye Crossbuck" and developed by Conrail and the Ohio Department of Transportation, in place at all crossings which do not have electric warning signals. The average per annum has been 391 accidents, 58 deaths, and 150 injuries a year -- it will reduce but not eliminate accidents, because 35% of the accidents and fatalities still happen at crossings protected by lights and gates.

@@@ Mar. 2 Columbus Dispatch reported that "U.S. airlines, cramped by recession and the impact of the Gulf War, saw traffic decline last year for the first time", according to a report by the Federal Aviation Administration. The recession continues to be for real, hitting all sectors of the economy ..... @@@ Saw a neat article in the Feb. 25, 1992 Toledo Blade, entitled "An alternative to airports?" I like its conclusion: "Eventually it will be time for everyone to accept the fact that unlimited, ever-expanding air travel -- based on building more and more commercial aviation airports -- will simply be impossible, especially in metropolitan areas such as Chicago." .....

@@@ The Feb. 12 issue of the same northeast Ohio newspaper had an interesting article pleading for the saving of Toledo's Union Terminal -- the big question is, how do you find "a new and creative way to make use of the present terminal" after Amtrak leaves? Stay tuned ..... @@@ Saw a great letter to the Wall Street Journal by Karl J. Gelfer of Columbus -- a good response to President Bush's proposal to reduce Amtrak aid while increasing the indirect subsidies for highways and airlines ..... @@@ Thanks to Harold Zweifel for a nice clip from The Encyclopedia of Cleveland History (and reprinted in the Journal of Commerce) stating that "New York Central operations in Cleveland date back to 1836 when financial backing was secured for the construction of a rail line from Cleveland to Cincinnati via Columbus and Wilmington -- not bad, after a wait of a mere 156 years we might finally get 3-C service .....

@@@ Thank you to Walter Kussmaul for the latest update on the sale of Conrail's Panhandle rail line from the Jan. 24 Coshocton Tribune. ODOT expected the \$7.35 million sale of the local line to be closed this spring. Seems now the Columbus and Ohio River Railroad will operate the line, but the "State of Ohio will own it through a lease agreement." ..... @@@ Thanks to Richard Cartwright for the copy of the article in the Feb. 9-15 Toledo Magazine highlighting the design, style, theme, and dedication of Toledo's Union Station -- neat story, no wonder people have strong feelings about abandoning and tearing it down ..... @@@ Thanks to Malcolm S. Richie, who continues to keep track of the Alliance situation for us, for his recent note with these comments: "Alliance shelter erected for CAPITOL LIMITED passengers remains totally inadequate. Upon interviewing passengers one night in January I heard comments such as, 'why are there no restrooms, phone, or Amtrak information?' Also most passengers had to wait in cars just to keep warm as both trains were late. Does Amtrak settle for 'bus stops' rather than adequate facilities for a first class train?" .....

@@@ Andrew Card, top aide to former White House Chief of Staff John Sununu was named new Transportation Secretary, replacing Samuel Skinner. According to the Jan. 23, 1992 Wall Street Journal praised him for his "wise and loyal counsel". Other "qualifications" include working on the Bush campaign in Massachusetts in 1980, being an unsuccessful candidate for governor in Massachusetts in 1982, working in the Reagan White House. Identified as a "skilled political conciliator" he was originally thought to have had the inside track for the job as president of the Association of American Railroads -- only time will tell if he is supportive of rail passenger service ..... @@@ Saw a nice article by Bob Greene, "Rolling past America's back doors", in the Feb. 12, 1992 Springfield News-Sun, chronicling his journey on the CAPITOL LIMITED on a snowy January evening from Chicago to Cleveland -- he captured in print the feelings which most of us know but can't articulate .....

@@@ Jan. 7, 1992 Dayton Daily News carried an article that "USAir clips its Dayton wings". The spokesperson USAir felt there cuts would not be too distressing, adding that "service will only be lost for the most part to some of the smaller cities" which include Akron, Toledo, Fort Wayne, Lexington and Louisville KY, and some Florida stops .....



Wellington, Ohio, a community on the 3-C Corridor, and the Amtrak Educational train speedily passing through on March 20, 1992.



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# the 6:53

\* \* \* Issue # 100 \* \* \*

Centennial Issue of the 653 ---

--- looking back, standing still, hoping in the future!

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- ..... looking back at the first 99 issues
- ..... A Statement of OARP's Priorities
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## April 1992

## Issue #100

## Centennial Issue



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*the 6:53* is the official bimonthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, INC., a non-profit educational organization of about 500 concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES IN AND THROUGH OHIO. The work of OARP is supported through membership dues and by extra donations of time, talents, and dollars by our members and friends. JOIN OARP NOW and HELP FIGHT FOR THE RAIL PASSENGER ALTERNATIVE! Annual dues are \$ 15 (minimum) for NEW members and \$ 20 (minimum) for ALL RENEWALS. Look for the handy membership application form printed in this issue.

-- ALL ABOARD!

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