

the 6:53

July 1993

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #107

Ohioans Go To Washington!

by J. Howard Harding, OARP President

Spring 1993 has been an exciting and productive time for OARP. In addition to our work here at home, two Ohio delegations have visited Washington D.C. and two Ohioans have gone there to work!

On April 21st Ken Prendergast, Mark Carlson and I were in Washington for the NARP Board Meeting. Prior to the NARP sessions we visited the offices of Ohio Senators Glenn and Metzenbaum, and Ohio Representatives Stokes, Hoke, Sawyer, Brown, and Fingerhut. We discussed with the legislators the importance of adequate funding for Amtrak. On April 22nd we were joined by NARP At-Large Director James Dingus for lunch with Amtrak's John Jacobsen and Al Clark. That evening, at the NARP reception in Union Station, Jim Stevenson and Mike Weber joined us and numerous Amtrak officials and congressional staff people.

On April 29th OARP members Bill Hutchison, George Bayless, Bill O'Brien, and Ken Wilt traveled to Washington D.C. with an Ohio delegation that was headed by ODOT's Assistant Director of Transportation Modes, John Platt. The group also included Ohio House member Bob Hagan, OHSRA's Jim Betts, The Ohio Railroad Association's Bob Manning, The Ohio Railway Organization's Roger Faulkner, various ODOT and legislative staffers, press, and others.

The Ohio delegation had lunch with Federal Railroad Administrator designate Jolene Molitoris and attended a hearing of the US House Subcommittee on Transportation & Hazardous Materials. Those testifying at the hearing included the new Secretary of Transportation, Federico Peña, Amtrak President W. Graham Claytor, and ODOT's John Platt. The delegation then drove up to Baltimore and rode the X2000 tilt-train back to Washington's Union Station, where OARP and OHSRA co-sponsored a reception for Jolene Molitoris,

legislators, Amtrak officials, and numerous Washington dignitaries.

The reception at Union Station was part of our demonstration of support for the Clinton Administration's High Speed Rail Development Act of 1993. This act would authorize \$1.3 Billion over five years to pay 80% of "incremental improvements" required for high speed rail development. This is the same approach long advocated by OARP and NARP as the most feasible way to implement higher speed rail passenger services. It would incrementally improve existing railroad lines rather than building all new facilities.

States or communities which wish to participate in this program must apply for federal funding and agree to pay at least 20% of the cost of any project phase and to limit federal funds provided under this program to no more than 50% of the public share of the overall improvements to any particular corridor. Applicants must therefore make maximum use of all other potential public and private funding sources.

The Administration proposal is designated S.839 (sponsored by Senators Hollings, Exon, and

Lautenberg) and HR 1919 (sponsored by Reps. Dingell, Swift, Carr, and others). It is important for OARP members to let

legislators know of their support for S.839 and HR 1919.

As mentioned earlier, there are now two more Ohioans working in Washington. Jolene Molitoris is anxious to begin her new job as Federal Railroad Administrator just as soon as she's confirmed. Until then, she's in Washington at the FRA office, acting as a "consultant". The second Ohioan with a new job in Washington is former Ohio congressman Don Pease. President Clinton just recently appointed Don to the Amtrak Board of Directors. Congratulations to them both, and we look forward to more Ohioans building stronger bonds with Washington.



Ohio Delegation prepares to board X2000 tilt-train in Baltimore, Md. April 29th, 1993.

Come Out and Enjoy OARP's Annual Outing on Saturday, July 17th in Nelsonville. Registration Form on page 3...

Rail Development Fund

Editor's Note: This information was faxed to Ken Prendergast by ODOT:

A "user benefit-user pay" philosophy is one that has many advocates, including persons who testified at the recent ACCESS OHIO public sessions. For highway funding, this philosophy works well with fuel tax providing the majority of state monies.

Since December 1992, railroads in Ohio have been paying a "Corporate Franchise Tax" which replaced an excise tax that was declared unconstitutional in 1991. The Corporate Franchise Tax generates about \$10.3 million dollars annually and presently is deposited in the General Revenue Fund of the State.

The railroads, who consider themselves a utility, desire that Ohio dedicate the revenues collected to a permanent "Rail Development Fund" (RDF) and assign the use of the funds to the Ohio Department of Transportation (ODOT). Creation of this fund in Ohio would enable development of a rail passenger service while preserving Ohio's rail infrastructure and rail-dependant jobs through freight rail enhancements.

Some of the benefits include:

-Using the dedicated fund as a secure source of monies would allow ODOT to sell bonds for capital projects including the track improvements needed at Cleveland's Terminal Tower to enable Amtrak and commuter trains such as the Canton-Akron-Cleveland corridor to go directly into Tower City and the Gateway Facility.

-Providing the necessary 20% matching funds for the new \$1.3 billion federal passenger rail program that was recently announced by Secretary Pena which would allow Ohio to develop the "3-C" rail corridor connecting Cleveland, Columbus, Dayton, and Cincinnati as well as to extend the PENNSYLVANIAN from Pittsburgh to Cleveland through Youngstown. This would provide Ohio approximately \$60 million in new federal funds and create several hundred new jobs.

-Talgo, a manufacturer of passenger rail cars headquartered in Spain, has shown interest in coming to Ohio for developing a manufacturing facility for equipment for North America which would create about 1,000 new jobs. This is contingent upon Ohio being able to provide funding for passenger rail service.

-Capital projects important for improved freight rail service would create or preserve another 869 jobs and would also use a portion of the RDF.

The Ohio Legislature is now considering the establishment of the RDF as part of the Fiscal Year 1994-1995 biennial budget. The railroad industry supports the use of the presently collected tax monies to create the RDF. It is important to Ohio to make this decision now to enable Ohio to once again be a leader in rail passenger and freight service.

New Budget Committee To Consider RDF

State Representatives Bob Hagan (D-Youngstown) and Pat Sweeney (D-Cleveland) are working to get the RDF amendment before the newly formed Legislative Conference Committee for the Budget. The following is a list of legislators who have been named...

OHIO SENATE:

Bob Ney (R-St. Clairsville)
Richard Finan (R-Cincinnati)
Ben Espy (D-Columbus)

OHIO HOUSE:

Pat Sweeney (D-Cleveland)
Barney Quilter (D-Toledo)
Tom Johnson (R-New Concord)

State House, Columbus Ohio 43266

Top 3 Reasons Rail Development Fund Is Needed Quickly

Opinion by Bill Hutchison, OARP Vice-President

1. Unless Ohio gets it's act together quickly it will lose out on federal funding from ISTEA, and the pending high speed corridor bill now being pushed by the Clinton Administration, as well as other local and private funding. Other states are lobbying hard for these funds, offering projects and dollars.
2. This fund WILL CREATE JOBS! According to ODOT, at least 2000 jobs will be created directly. If each job creates six in the service sector, that's 14,000 new jobs! The resulting income taxes will reduce, if not eliminate, any General Revenue Fund shortfall caused by dedicating the \$10.3 million corporate franchise tax on railroads to the RDF. Wouldn't it be better to have people doing real work instead of collecting unemployment compensation or welfare?
3. Ohio cannot expect Jolene Molitoris, nominee for Federal Railroad Administrator, or Don Pease, new to the Amtrak Board of Directors, to help Ohio if Ohio does not help itself by establishing a Rail Development Fund.

Summertime Rail Excursions & Events

- not connected to OARP -

July 10th - 11th, 1993 Cincinnati to Knoxville, TN. Round trip behind Norfolk & Western 4-8-4 number 611. Return on July 11th. Cincinnati Railroad Club, PO Box 27050, Cincinnati, OH 45227. 513/681-7245.

July 16th - 18th, 1993 Three Rivers Narrow Gauge Historical Society Annual Conference. Holiday Inn of Middletown, I-75 & SR.122. James Foster, 2600 Shroyer Rd, Dayton, OH 45419. 513/299-1599.

July 25th, 1993. Northeastern Ohio Railroadiana Show. Austintown Fitch High School (Youngstown, Ohio). 10am to 4pm. Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. 216/755-1914

September 11th - 12th, 1993 Bellevue to Kenova, WV. Round trip behind Norfolk & Western 4-8-4 number 611. Return on September 12th. Mad River & NKP Railroad Society Inc, 233 York St, Bellevue, OH 44811. 419/483-2222.

September 18th & 19th, 1993 Columbus to Kenova, WV. Round trips behind Norfolk & Western 4-8-4 number 611. Ohio Railway Museum, PO Box 171, 990 Proprietors Rd, Worthington, OH 43085. 614/885-7345.

Ongoing Trips Waterville to Grand Rapid, MI. The "Bluebird" has whistled the all aboard on another excursion season. It's a very scenic trip in vintage rail cars along the 10 mile Nickel Plate route. Diesel pulled. 419/878-2177.

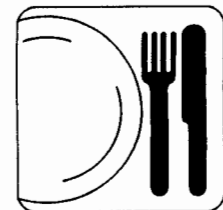
OARP Annual Family Outing

Saturday, July 17th, 1993

10am to 4pm



Quality Inn - Hocking Valley
US 33 and SR 691
Nelsonville, Ohio
614-753-3531



Greetings and Refreshments at 10am
Meeting from 10:30am to 12 noon
Buffet Lunch from 12 noon to 1pm

Lunch Menu

tossed or potato salad
baked fish or swiss steak
vegetable medley & whipped potatoes
assorted fruit pies
rolls, coffee, tea, water

Hocking Valley Scenic Railway
US 33 and Hocking Parkway
Nelsonville, Ohio
614-753-9531

Children's Menu:

chicken strips, fries, beverage

MEET AT DEPOT BY 1:30pm

Nelsonville to Logan round trip

Meeting, Lunch, and Train Ride -- Adults \$20, Children \$15

Train Ride only -- Adults \$10, Children \$6

Use coupon(s) below to register. Be sure to indicate which names are children.

Send with check or money order payable to OARP.

Mail to: J. Howard Harding, 489 Overwood Rd, Akron, OH 44313-5327.

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Potential Station Site

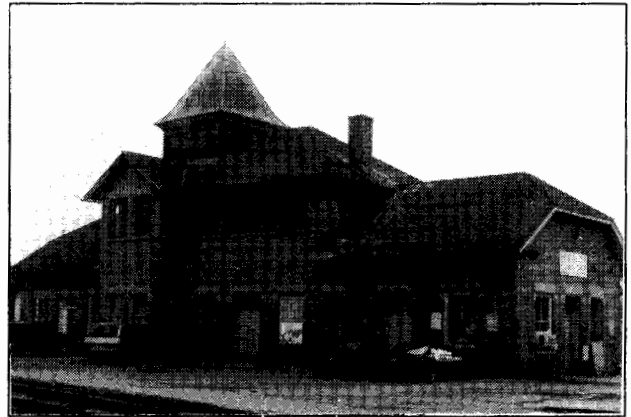
by Thomas Allen,
Delaware Area Coordinator

Several years ago the Delaware City Council passed a resolution supporting 3-C Corridor service with a stop in Delaware. On May 10th, 1993 they reaffirmed and strengthened that resolution, stating that the city "will work cooperatively to help establish modern, efficient rail passenger service". A news article the following day generated several phone calls. A very positive article also appeared on the front page of the May 30th *This Week in Delaware*.

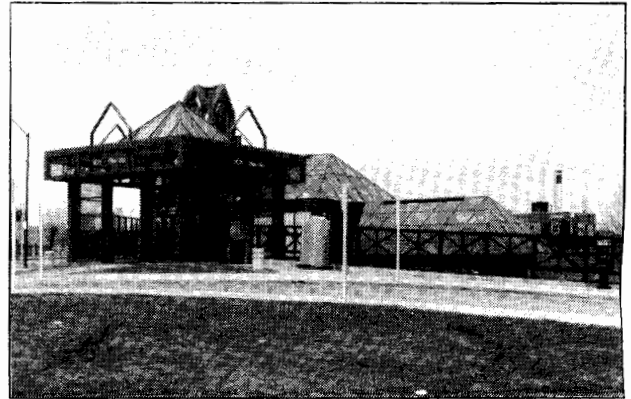
Geographically, Delaware lies about 20 miles north of Columbus. Conrail's Columbus to Cleveland mainline is several miles east of Delaware, but an elongated horseshoe shaped "siding" comes into the city. A station near the apex of the loop would serve not only Delaware, but also Marion, Upper Sandusky, Marysville, and Sunbury.

A florist now owns the old station in Delaware, and the acre or so across the track where several spur tracks were removed several years ago. The florist is not willing to relinquish the building, however, his open air storage area, now protected with a chain link fence and including an old freight depot, might become available if he could find another reasonably priced facility. Also, a triangular shaped parcel (aprox. 1 acre) just north of his property is owned by Conrail, is vacant, and may be available.

Let's keep the pressure on local legislators to follow through and help us develop station sites so that when service returns there will be adequate facilities for people to board and detrain. Stations and their surrounding areas will also bring much needed economic development.



The old Delaware Station is now a flower shop, but the fenced area across the tracks is a potential station site. Photo by Bob Boyce.



The new W.25th - Ohio City Station in Cleveland was dedicated on September 25th, 1992. Photo by Mark Adamcik.

Cleveland Transit News

by Mark J. Adamcik

The Cleveland RTA is continuing its program of track rehabilitation and station replacement. The track rehabilitation program is currently focusing on the segment between W.117th Street and Hopkins Airport. Last year new rail was installed up to 150th Street, with ties, ballast and resurfacing completed up to W.117th Street. This year, tie replacement, ballast cleaning, undercutting, and resurfacing will be accomplished first, followed by installation of new 115 lb/yd rail. Next year will see the realignment of the westbound track at the West Park and W.117th Street stations.

Station work will begin this year at Hopkins Airport, Superior, and West Park. The Windermere, W.98th and W.117th Street stations will then follow. The station work will include total structural rehabilitation, full-length platform canopies, and elevators for wheelchair accessibility. It is also possible that one station, W.65th & Madison, may be relocated. Presently, that station has one of the worst patronage levels.

Editor's Note: Mark is a member of the Citizens Advisory Committee of the Greater Cleveland Regional Transit Authority and recently testified before the RTA on options for the Dual Hub Corridor Project.

High Speed Trains To Visit Ohio!

Both the X2000 and the ICE are scheduled to visit Ohio this summer! Look for the X2000 in Columbus on June 29th, and then all across the state on July 19th and 20th. The german built ICE will be in either Cleveland or Toledo on August 14th.

The schedules are tentative! For the latest details watch your local news and look for a flyer to be included with the OARP surveys due out in a few weeks.

Please attend these events to show your support for passenger rail service!

Trains of Thought

News & Opinion

by Stu Nicholson & Ken Wilt, 6:53 Co-Editors

@@@ On June 9th the Ohio State Patrol and Operation Lifesaver officials ran a train between Columbus and Marion on the Norfolk Southern mainline in the latest "sting" on drivers who try to beat trains across grade crossings. A trooper on the train was in radio contact with troopers in patrol cars, who arrested and ticketed violators. Both WSYX-TV 6 and WCMH-TV 4 in Columbus had excellent coverage of the operation, with WCMH even going live aboard the train during their 5:30pm news. *The Columbus Dispatch* also ran a story on June 10th which stated that four people involved in six grade crossing accidents have been killed since the beginning of this year in Marion and Delaware counties alone! Sincere thanks to Don Slemmer from Operation Lifesaver, the Ohio State Patrol, and Norfolk Southern. Keep up the good work!

@@@ Speaking of the *Columbus Dispatch*, there seems to have been a change in their attitude lately. They have run some very favorable stories on the proposed re-establishment of passenger rail service across Ohio (Apr. 14, May 2nd, May 5) and an exceptional opinion piece on the editorial page of May 8th. They have also been giving good coverage to proposed commuter rail service for the Columbus area (May 16, May 22). Many thanks to reporters James Bradshaw, David Jacobs, and Mary Stephens, as well as the *Dispatch* editorial staff!

@@@ The May issue of the *Dayton Business Reporter* also had a nice front page story on the proposed return of 3-C & D passenger rail service, and the *Dayton Daily News* of May 3rd also made a mention of the subject.

@@@ *The Cincinnati Enquirer* had an article on May 14th that told of efforts to bring an electric powered commuter train system to the Queen City. Go for it!

@@@ Both the *Lorain Morning Journal* and the *Sandusky Register* had articles on April 23rd about the Sandusky City Council's consideration of plans to refurbish the North Depot Street Station the city recently bought from Amtrak. A citizens group called Leadership Enrichment And Development Sandusky (LEADS) is heading up the effort to fix up the abandoned station so that it can be used jointly by Amtrak passengers and as a restaurant or recreation center. Sounds good! LEADS proves that if the citizens lead, leaders will follow.

@@@ On a sad note, Hank Harvey of the *Toledo Blade* is retiring. Hank has been a real friend to OARP, and has provided excellent coverage of rail issues. We will miss him! At the Annual Meeting Hank was given an honorary lifetime membership in OARP. Enjoy retirement, Hank! Your contributions to *the 6:53* are welcome!

@@@ Key support from Indiana Senators Richard Luger and Dan Coats has saved the jobs of 250 workers at Amtrak's Beech Grove repair facilities near Indianapolis. The Senators' worked out a \$10 million funding extension with members of the House and Senate. It only allows a two month postponement of the planned layoffs, but it buys some time to find a better funding formula for Amtrak. Sounds like it's time to give the HR 4414 and the "Ampenny" tax the go ahead...

@@@ President Clinton has dropped his proposal for the Btu tax in favor of a transportation fuels tax. This new tax could raise the price of gas 7 to 10 cents a gallon and raise over \$40 Billion in five years. It would cost the average consumer \$49 a year. Now, if we could just get the "Ampenny" to help fund the most fuel efficient form of mass transportation we have... Dig up the government addresses from the last issue of *the 6:53* and let your legislators know how you feel!

@@@ There's a great cover story on the X2000 tilt-train in the latest *Passenger Train Journal*. Check it out!

@@@ Thanks to Illinois ARP, Indiana ARP, Mark Adamcik, Tom Allen, George Bayless, Bob Boyce, Dick Cartwright, Howard Harding, Bill Hutchison, Steve LaConte, Dave Lebold, the *Toledo Blade*, UPI, Mike Weber and WSYX-TV for your contributions to this issue of *the 6:53*.

Thanks OARP Members!

OARP is working hard to help educate both citizens and lawmakers about the benefits of passenger rail service and improved rail infrastructure. These educational efforts consume substantial amounts of both time and money. The generosity of our members made it possible for OARP to co-sponsor the April 29th reception in Washington DC and to provide briefing papers to the congressional staff with whom we met on April 21st and 22nd.

OARP's leaders volunteered their time for each trip, and for the April 21--24 trip, paid their own travel, hotel, and meal expenses. ODOT provided transportation for the April 29th trip. We'd like to thank each and every member of OARP for their support. We couldn't do it without you!

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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, 276 East Tulane Road, Columbus OH 43202. The TRAM annual listing fee of \$40 entitles you to list your CITY, the NAME OF YOUR AGENCY, one LONG DISTANCE PHONE NUMBER, one LOCAL PHONE NUMBER, and the name of one salesperson at the agency. RENEWALS will be billed by the Treasurer.

Updated: June 10, 1993

JOIN US!

Become a dues paying member of OARP and help us sustain our voice for rail passenger concerns! The first year costs only \$15, and includes a subscription to the 6:53. Membership dues are \$20/year thereafter. All contributions to OARP are tax-deductible. To join, simply fill out and mail this coupon, along with a check or money order payable to OARP to: George Bayless, Treasurer, 2422 S. Patterson Blvd, Dayton, OH 45409.

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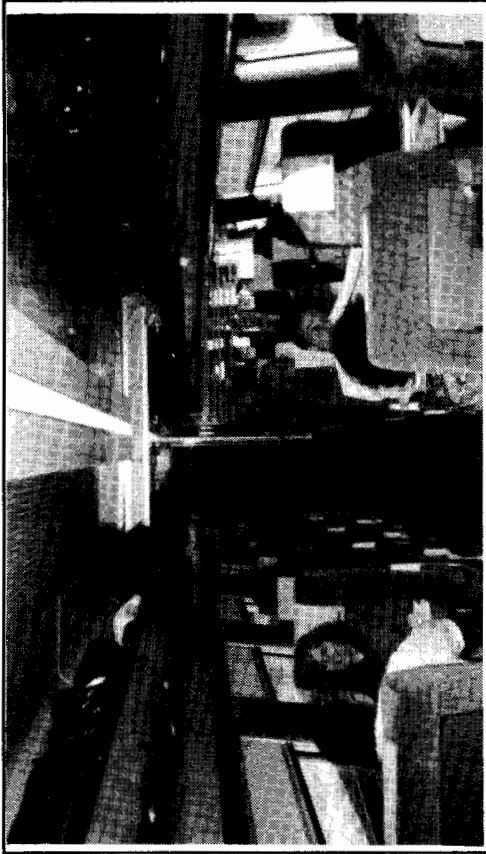
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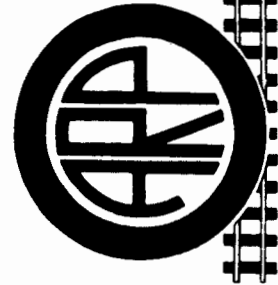
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On board the X2000 the passengers are as quiet as the train as it streaks towards Washington DC at 135mph. X2000 photos by Ken Wilt.

In This Issue...
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Annual Outing Registration!
... and lots more!



July 1993

Issue #107

Official Publication of the
OHI O ASSOCIATION OF RAILROAD PASSENGERS

Wanted: Photos, Clippings, Articles

We welcome contributions to the 6:53. We're looking for PHOTOS of trains and mass transit in action, NEWS CLIPPINGS, and EVENT/MEETING ANNOUNCEMENTS.

If you have a special area of expertise or interest please consider writing an ARTICLE. We ask that articles be typed and kept to 350-400 words. We may edit articles for space, format, or content and we can't guarantee that every article will be printed.

Mail clippings and photos to **Stu Nicholson at 276 E Tulane Rd, Columbus, OH 43202**. Articles should be sent to **Ken Wilt at 5315 Stonemeadow Ave #E, Columbus, OH 43220-6209**. Articles may also be sent via E-Mail on **CompuServe to 71773,2544**.

**Deadline for the next issue:
August 1st, 1993**

All signed articles in the 6:53 represent the opinion of the writer only, and do not necessarily reflect the views or position of OARP or its officers.

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