

the 6:53

November 1993

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #109

Access Ohio Macro Plan Released

by Bill Hutchison, OARP Vice-President

On Friday, September 17, 1993, The Ohio Department of Transportation (ODOT) released its long awaited plan, which calls for a significant change in the state's approach to transportation needs. The plan, a result of testimony by some 3,500 Ohioans, including members of OARP, is the first attempt to establish a clear vision of the future through large scale public input.

While not perfect, ACCESS OHIO is a major shift from the highway dominated transportation system of today, toward a seamless, multi-modal system, including a large rail passenger and transit component. The vision of the plan is amplified by ODOT's mission statement: "Our mission is to serve the people of Ohio by planning and maintaining a safe, efficient, accessible transportation system that integrates highway, rail, air and water networks to foster economic growth and personal travel."

As far as specifics go, the rail component would see added service on the Pittsburgh-Youngstown-Cleveland, Cleveland-Columbus-Cincinnati & Cleveland-Akron-Canton corridors initially. Later improvements would include the Toledo-Cleveland, Toledo-Columbus, Toledo-Dayton-Cincinnati, and Columbus-Pittsburgh corridors, all of which would be state supported conventional services. Improved grade crossings and increased clearances for excess height equipment is also proposed.

On the highway side, there is still a call for widening of rural interstate highways to the tune of about \$1 billion and the development of IVHS or smart highway technology (the highway folks are still alive and well, thank you). This flies in the face of other ACCESS OHIO goals and those of the the Clean Air Act

and ISTEA and hopefully, will be tested in court by environmental groups and others including OARP.

ODOT does recognize that the huge scale of this programs means there will be a real need to find new funding sources with more flexible financing. The highway component alone is \$5.6 billion, the equivalent of 58 years of the funds allocated in the 1995/95 biennium, and that doesn't include transit or passenger rail, which could add another \$1-2 billion. This implies that a change in the state gas tax may be a reality, with funding for other modes. While not an endorsement of a more flexible approach, this is a surprising development and is quite candid, considering ODOT's pro-highway slant in the not-too-distant past.

What's next? This report gave the broad macro or where-do-we-want-to-go overview and the next, or micro phase, will concern itself with the actual details of the proposals. Hearings on this phase will start soon and after hearing public input the final plan will be released, probably within a year.

Objections to the highway portion notwithstanding, ACCESS OHIO is a huge undertaking, representing a major break with the past, and it deserves our support.

Our deepest condolences to the families and friends of the 42 passengers and 5 crew members who were killed in the crash of Amtrak's SUNSET LIMITED on September 22nd, 1993. Let us hope that lessons may be learned and action taken to prevent this type of tragedy from happening again.

Amtrak Trip Reports Sought by J. Howard Harding, OARP President

Congressional budget battles, midwestern floods, W. Graham Claytor's pending retirement, decades of substandard capital investment and lost-in-the-fog tugboat captains are creating serious operating problems for Amtrak. Service quality is more variable than ever, according to reports reaching OARP leaders. In such times, it is tempting to lash out with complaints. OARP's leaders would prefer to take a more constructive approach, and readers of *the 6:53* can help us do that.

We ask that everyone who reads this newsletter and rides an Amtrak train to send us a written report of the experience -- good or bad. We want to know which train you rode, on what date, between which stations. If a train crew member, ticket agent, or baggage handler did a great -- or terrible -- job, we want to know his or her name. If it appears that Amtrak or railroad employees are prevented from doing a good job by inadequate equipment, poor training, or bad moral, we want to know that as well. Be as specific as you can, and be as fair as you can. Remember the often adverse conditions under which Amtrak employees must work. Remember also that it's our money, both fares and taxes we pay, which supports Amtrak's existence.

The information which you report to OARP will be summarized and presented to Amtrak with specific commendations and suggestions for improvements as appropriate. It is our intention to deliver a preliminary report to Amtrak by the time they appoint a new president, or by the end of 1993, whichever comes first. So ride and write now!

**Send your Amtrak Trip Reports to Howard at:
489 Overwood Road, Akron, Ohio 44313-5327
or fax them to him at 216/864-4134.**

We Value Your Opinions!

This page has been reserved for Opinions, and we'd like to hear yours! Even though we can't print all the letters we receive, your thoughts could have an impact on the future policies of our organization. So, let us know what you think!

Please note that all signed articles in *the 6:53* reflect the opinion of their authors, and not necessarily the views or positions of OARP and its officers.

Infrastructure For US Passenger Rail by Harold H. Wolff

We need to spend more time and effort on developing rail infrastructure; so stated 6:53 Editor Ken Wilt at the last OARP Board Meeting in Delaware on August 28th. I heartily agree. What is meant by infrastructure? Webster's states it is "a substructure or underlying foundation". I take that to mean the railroad right-of-ways and tracks.

I have always believed that railroad tracks and right-of-ways should become a public utility, so that any carrier, freight or passenger, could run on any company's tracks. The rates would be set by a utility commission or similar agency. The carrier and right-of-way functions would have to be dissolved into separate and independent corporations. Track right-of-way companies would have to allow all carriers passage, and carriers would pay fees based on a ton per mile or similar basis.

To convince the railroads to split themselves into two separate companies may be a hard idea to sell. We would have to show them that they would be far ahead financially, which I believe they would be. How we as a small organization can deal with this monster, I don't know. It would take a change of public opinion, for one thing. ~~We have~~ been trying our best to do just that. Many people I talk to are not aware of the fact that their highway and air travel is subsidized by means other than user fees, such as fuel taxes.

Many good people have put up their time, money, and energy in the hopes that this country will wake up to the fact that our rail and mass transit systems are long overdue for modernization. We are lagging far behind other nations in this area, instead spending our tax dollars on space exploration pipe dreams. We will soon bankrupt this nation if we continue in this direction at the expense of the essentials. We are like the farmer who is putting picture windows in his barn and not paying any attention to his leaking roof. Wake up America, wake up. Time is running out.

Editor's Note: Along with his article, Howard sent a clipping from the September 1993 issue of Rail Travel News which told of Virginia Railway Express being "railroaded" by CSX. Host railroad CSX wants to increase annual trackage use fees from \$600,000 to \$3.2 million, and if VRE adds three midday trains on each of its two runs, the fees would total \$5 million annually.

Amtrak Funding Battle Rages On

by Kenneth Prendergast

Last issue, we reported on the Amtrak funding cuts passed by the US House of Representatives. The US Senate has since passed a bill that restored the funding. Now the issue is before a joint House/Senate Conference Committee, which will try and resolve the differences.

While Conference Committee members from the House of Representatives have not been named as of press time, those from Senate side have. The Senators are all from the Subcommittee on Transportation & Related Agencies (the very people who restored Amtrak funding cut by the House). These Senators are:

Frank R. Lautenberg (D-NJ)
Robert C. Byrd (D-WV)
Tom Harkin (D-IA)
James R. Sasser (D-TN)
Barbara Mikulski (D-MD)
Alfonse M. D'Amato (R-NY)
Peter V. Domenici (R-NM)
Mark O. Hatfield (R-OR)
Arlen Specter (R-PA)

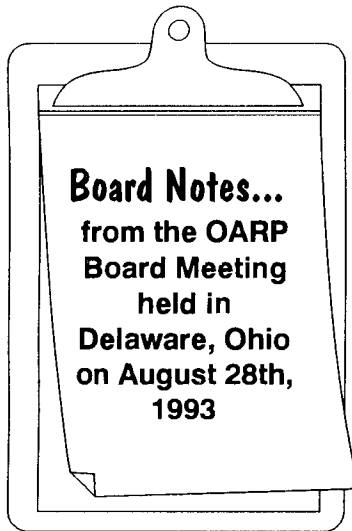
If the House follows the same pattern as the Senate, members of the Conference Committee are likely to include:

Bob Carr (D-MI)
Richard Durbin (D-IL)
Martin Olav Sabo (D-MN)
David Price (D-NC)
Ronald Coleman (D-TX)
Thomas Foglietta (D-PA)
Frank Wolf (R-VA)
Tom DeLay (R-TX)
Ralph Regula (R-OH)

You can reach any legislator on Capitol Hill through the Capitol switchboard: (202) 224-3121

Or write one or more of these Representatives at:
US House, Washington, DC 20515
US Senate, Washington, DC 20510

If you support funding for high-speed rail development, don't forget to mention that with your message of support for full Amtrak funding.



Officers and Board Members NOT present:

Thomas Pulsifer, Bill Hutchison, William O'Brien, Jim Edwards, and Duane Roller.

Financial Summary: Checking account balance of \$1900 (recent bills not reflected).

Money spent on last year's 3-C Demonstration Train: approx. \$600

Money spent on the X2000 and ICE Demonstration Trains: approx. \$1490 (6:53 Special Edition, other printing, equipment rental, postage, bus service from Cleveland to Elyria)

Donations received: approx. \$500 (does not include memberships)

Areas of Discussion: ODOT/OHSRA; Statewide Conference; Funding Success in Washington State; Columbus Local Meetings; "Grass-roots" Organizing vs "Education" of Politicians; Private vs Public Rail Infrastructure; OARP Staffperson Position; "What OARP Stands For"; Newsletter Deadlines and Content; Proposed By-law Amendments; Jolene Molitoris' swearing in as FRA Administrator.

Board Action:

- George Bayless authorized to contact Washington State ARP to get details on how they achieved funding.
- Adopted the document, "What OARP Stands For".
- Authorized the formation of a 5 person committee to develop recommendations as to how OARP should proceed, particularly in regards to achieving funding and an OARP Staffperson position. George Bayless chairs committee, with Mark Carlson, Ken Wilt, Al Wolf, and Harold Wolff to serve originally. (Committee positions available)
- Adopted a motion to put by-law amendments up for a vote at the March 1994 Membership Meeting.
- Authorized spending up to \$125 to reimburse Ken Prendergast for travel expenses to Washington DC to witness the swearing in of Jolene Molitoris as the new FRA Administrator.
- Authorized spending \$20 to defer costs of the Robinson Flower Shop, where the meeting was held. (The old Delaware Depot is now the Robinson Flower Shop)
- Agreed to hold the next OARP board meeting at White Feather Farms in Pataskala, Ohio in November.

St. Louis Transit System Good Model For Ohio Cities

by Mark J. Adamcik

On September 15th I took a trip via Amtrak to St. Louis (10 minutes ahead of schedule!) in order to explore the nation's newest urban rail transit operation - Metrolink. Operated by the Bi-State Development Agency, Metrolink commenced operations on July 30th. Ridership, originally estimated at 17,000 to 18,000 riders per day, is actually in the range of 20,000 to 32,000 riders per day! Not bad, considering the fact that the outer end of the line isn't even finished yet.

The line was constructed and placed into service in a cost-effective manner. The routing consists of the lower level of the Eads Bridge and its connecting tunnel through downtown, the baggage tunnel under Union Station, and the ex-Wabash RR right-of-way. Very little additional property was acquired to complete the line.

The track is standard gauge, laid with 132lb/yd rail, which was purchased used from the Illinois Central RR. That was much cheaper than using new 115lb/yd rail. The cantenary is simple - consisting of a single messenger wire supporting a single contact wire. Aluminum poles are used to support the cantenary on open track, while direct mounting to the roof is used in tunnels.

Cars are identical to those used in Pittsburgh - Duewag U2a's outfitted for high station platforms.

The stations are of concrete, with aluminum and plexiglass canopies. All stations are wheelchair accessible.

Fare collection is proof-of-payment, with tickets available from vending machines at each station, and verified in spot checks by security personnel. A fare free zone is in effect between Laclede's Landing and Union Station, Monday thru Friday from 10am to 3pm. Trains run at 15 minute intervals off-peak, and 7-and-a-half minutes peak.



St. Louis LRV stops for passengers at the Central West End Station. Photo by M. Adamcik.

Ohio cities could look to St. Louis as a model for their own rail transit systems. The use of existing railroad rights-of-way, if visible and useable, would be desirable and cost-effective. Economizing on track materials and construction techniques could bring costs down to an affordable level. Another innovation is the low floor car. The car floor could be as low as 8" above the top of the rail,

enabling fast boarding and detraining, without sacrificing wheelchair accessibility. This is an important consideration if a light rail line would feature any degree of street running, which may be necessary within a city's Central Business District.

St. Louis is to be commended for its efforts to introduce rail transit to its citizens. Let us hope that more Ohio cities follow this fine example in the near future.

Toledo Area Update... by Larry George, OARP Board Member

The Central Union Terminal project is moving along, albeit a bit slowly. The transfer of ownership from Conrail to the Toledo-Lucas County Port Authority is expected to be completed before the end of the year. Frank Stoy, Amtrak Regional Supervisor, says construction is expected to begin next spring. Plans call for the Amtrak station to be relocated on the first floor track level, which will also serve Toledo's new Greyhound station.

The Toledo OARP Chapter is once again meeting at the Oregon Municipal Building on the last Friday of each month at 7:30pm. The address is 5330 Seaman Road, in Oregon. We hope to liven things up a bit with videos, speakers, etc.

The **NARP Region 6 Meeting will be held** at the Radisson Hotel, 101 North Summit Street (corner of Monroe St.) in Toledo on **Saturday, March 19th, 1994**. The Radisson is offering single or double rooms at \$65. The lunch menu will be a choice of Chicken Monterey or London Broil, with salad, oven roasted potatoes, mixed vegetables, rolls and butter, and cheesecake for dessert. Registration is expected to be no more than \$20. More on the meeting, along with a registration form, in the next 6:53...

Amtrak News Briefs

All Aboard Amtrak!

Amtrak is offering some incredible travel values this off-season! Called "All Aboard America" fares, the round trip prices are as follows: \$138 for travel within one region, \$178 for travel within two regions, and \$218 for travel within three regions. The fares are good for travel from now until June 16th, 1994, but NOT between December 16th and January 4th. To get these prices, reservations must be made by November 12th! Tickets must be paid for within 7 days after that. Kids aged 2 to 15 travel for half-fare and seniors 62 and over get fifteen percent off when they travel Monday-Thursday. Your trip can take up to 45 days with three stopovers (try that on an airplane!). The fares aren't good for Metroliner Service or the Auto Train. Other restrictions apply. Contact your OARP authorized travel agent (see page 7) or call Amtrak at 1-800-USA-RAIL for more details.

Western Train Excursion

OARP member Tom Nastoff is arranging a rail excursion to Colorado this winter. The trip runs from January 29th to February 6th, 1994 and leaves from Columbus. Travel to Chicago is by air, and from Chicago to Glennwood Springs, Colorado via Amtrak's CALIFORNIA ZEPHYR. Other highlights include sleeping compartments and meals on board the train, 5 nights lodging at the Aspen bed and breakfast, and one night in Chicago. The cost per person is \$669. Call 614/221-5831 for complete details. Please note that this excursion is not being organized by OARP, and is not connected to OARP.

Service Cuts Likely

No matter what happens with the Amtrak funding situation in Congress over the next few weeks, expect some service cuts in the near future. The popular Denver-Portland-Seattle PIONEER is likely to go tri-weekly, as is the TEXAS EAGLE south of St. Louis. Also on the block: the St. Louis-Carbondale segment of the RIVER CITIES and Philadelphia to Harrisburg service.

Youngstown Station To Be Destaffed!?

Amtrak officials have announced their intention to "destaff" the Youngstown Station, effective November 20th. This is a terrible idea from a security standpoint, and OARP will formally protest. If you can help fight this, please contact Ken Prendergast immediately at 216/891-6277 or on CompuServe at 72764,2020.

Membership Surveys Tabulated

The membership surveys have been tabulated. A detailed report is to be presented at the OARP Board Meeting later this month. After that, details will be made available to the general membership. Please bear with us while we go through this process. It's more important that we do this correctly than quickly...

Columbus Area Update

by Robert Boyce,
Columbus Area Coordinator

Central Ohio members targeted six areas for special action at the September 11th Red Door meeting: public speaking, letter writing, petition drives, the study of Ohio railroad lines past and present, track structure/equipment, and goal planning. Each subject area is headed up by a member who will schedule working meetings at a time other than the monthly Red Door meetings.

The goal planning group, headed by Ken Wilt and Tony Flores, held their first meeting on September 25th at the Dublin Library. Ten members turned out to discuss what would make a good rail system from a passengers' point of view, without regard to costs or politics. This brainstorming session was the first in a series of meetings designed to lead our local group into some new and active projects. For more information, contact Ken at 451-5764.

Any local members who have not yet volunteered for a working group are urged to do so. We need everyone involved in order to help speed up action on restoring passenger rail service across the state.

Bob Boyce sent sample petition signatures to 11 legislators and state officials, with cover letters advising that copies of the full batch of 1154 signatures are available upon request. The petitions, urging the state to seek funding for Ohio passenger rail services, include signatures collected at the ICE static display in August, the Ohio stops of the X2000 in July, and the Columbus Community Festival in June. This latest batch of signatures is added to the several thousand collected earlier.

To avoid any mix-up over Red Door meeting times, phone calls will be made shortly before the first Saturday of each month, advising whether a meeting will be held that Saturday, and if not, the date of the next meeting. A sincere apology to anyone who went to the Red Door only to discover that there was no meeting!

The next local meeting will be held on Saturday, November 6th, 10am, at the Red Door Tavern, 1736 West 5th Avenue.

MEDIA WATCH... news clips compiled by Ken Wilt

October 12, 1993 *Cleveland Plain Dealer* - Report about the operator of an RTA rapid transit train running a signal and crashing into another train. Nine passengers were slightly injured. One train derailed, but remained upright. (Ken Wilt)

October 3, 1993 *Columbus Dispatch* - Report from Mount Victory, Ohio. The families of two people killed in separate accidents at the same grade crossing want crossing gates installed as quickly as possible, rather than the one to two years that seems acceptable to PUCO, the FHA, and Conrail. One of the families won a \$1 million judgement against Conrail after the railroad said that only PUCO had the authority to decide which crossings are upgraded. One month after an agreement was finally reached between PUCO, Conrail, and the Mount Victory Village Council, the second person was killed at the crossing. The city will be closing four of seven grade crossings in order to get the \$100,000 to \$200,000 protection devices installed on the other three. An offer from the families to reduce the judgement against Conrail by \$1 for every \$2 they would spend to upgrade the crossings quickly has been rejected. (Dennis Wilt)

October 3, 1993 *Columbus Dispatch* - Story of a debate between the railroads and the train engineers' union over the issue of safety on the nation's 190,591 miles of track. The railroads cite a 50% reduction in accidents over the past 11 years, while the union complains of lax federal regulations and inattention to safety, particularly rail maintenance and inspections. (D.Wilt)

October 2, 1993 *Cincinnati Post* - Editorial denouncing the OHSRA "high-speed" plan and supporting the ODOT plan for "conventional" rail service. (Mike Weber)

October 1, 1993 *Cincinnati Post* - Report of efforts to provide funding for a study of a light rail system to serve the Cincinnati area. Senator Howard Metzenbaum has written in \$1.85 million dollars into the current Senate Transportation Appropriations bill, which would be matched by \$466,660 in local funds. The federal portion must still pass the full Senate and a joint House/Senate Conference Committee. (Mike Weber)

October 1993 *Ohio Motorist Magazine* - This very positive piece from the AAA's monthly publication gave a detailed trip report of Amtrak's "Auto Train". (James Dingus)

October 1993 *Railpace News Magazine* - Report that Golden Age Rail Equipment (Bellevue) has purchased ex-NJ Transit E8A4285. The company now owns over ten passenger cars and five locomotives, which it seeks to lease to any city or transit authority in the Ohio area interested in sponsoring passenger rail service. (Jim Stevenson)

September 28, 1993 *Journal of Commerce* - Report of Triple Crown Services (operators of Roadrailleurs) move to subsidize a 19 mile stretch of Conrail track between Upper Sandusky and Dunkirk, Ohio. The arrangement will save the line from abandonment, give Roadrailleurs access to the Central Ohio market, and increase efficiency. It will also mean that the Norfolk Southern terminal in Bellevue will close, and a new terminal will open in Crestline. (David Shreiner)

September 27, 1993 *Ashland Times-Gazette* - "ODOT's Master Plan Charts Seamless System" was the headline of this very positive report on the release of Access Ohio. The story quotes OARP Vice-President Bill Hutchison. (Charles Horn)

September 27, 1993 *This Week in Worthington* - Report that the Franklin County Commissioners have approved spending \$126,000 towards the installation of gates and lights at four Hilliard area grade crossings. Conrail is paying 10%, and the Public Utilities Commission of Ohio (PUCO) is paying the remainder. Total cost for four crossings: \$560,000. (Dennis Wilt)

September 26, 1993 *Coshocton Tribune* - Another positive report on Access Ohio. This one also mentions OARP and quotes member Walter Kussmaul. (Walter Kussmaul)

September 26, 1993 *Middletown Journal* - "Transportation Wish List: Trains, Planes, and Highways" read the headline on this story of the release of the Access Ohio Macro Plan. OARP was mentioned, and Bill Hutchison was quoted. (Mystery fax)

September 24, 1993 *Journal of Commerce* - Another story inspired by the release of Access Ohio, this report included the following classic quote from the administrator of the Ohio High Speed Rail Authority, Bob Chizmar: "High-speed rail is moving at glacial speed, but it is moving." (David Shreiner)

September 22, 1993 *Columbus Dispatch* - Report stating that State Senator Cooper Snyder may seek election to Congress next year. The Republican from Hillsboro has long been an avid supporter of passenger rail service and one of OARP's best friends in the state legislature. (Dave Lebold)

September 22, 1993 *Columbus Dispatch* - James Bradshaw story on the unveiling of the state's 30 year transportation master plan, Access Ohio. (Dave Lebold)

August 27, 1993 *Cincinnati Post* - Report on the release of a \$3 Billion regional transportation plan, which in part calls for 78 miles of electrified light rail and 18 miles of diesel powered commuter rail on existing tracks. The proposed rail system would cost \$1.3 Billion. (Ben McKay)

Editor's Note: Thanks to all our contributors (whose names appear in parenthesis). Also, photocopies of these articles are available. Please send a SASE along with your request to us here at the 6:53.

Rail News of the Weird

The *Lorain Morning Journal* of September 14th, 1993 told of a man who had tried to commit suicide on the railroad tracks the night before. The man had been drinking beer and then passed out. Then a freight train ran right over him. Amazingly, he was uninjured. When the man awoke the train's conductor James Ellis said to him, "You know, you were just run over by a train." The man replied, "Yeah, I know. I heard." (Steve LaConte)

The *Norwalk Reflector* of September 30th, 1993 reported that Amtrak's BROADWAY LIMITED made an unscheduled stop in Willard, Ohio to have local police escort a "drunken, unruly Marine" from the train. (Steve LaConte)

The September 1993 *NARP News* states that as of October 25th, Amtrak's train #666 between Atlantic City and Washington DC will be renumbered #668, because of comments from "superstitious" gamblers.

**PLEASE
JOIN US!**

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

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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 Beck
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 McClister
Mansfield	Mansfield Travel Center	(419) 756-8747		Jay Gilbert
Massillon	Massillon AAA Travel	(216) 833-1034		Cheryl Anderson
Perrysburg	Hayes Travel Agency	(800) 234-8877	(419) 874-2271	
Piqua	The Miami County Auto Club/AAA Travel	(513) 773-3753		
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633		Roberta Slyker
Solon	Searles Travel Service	(800) 759-7404	(216) 248-7740	Amtrak Al Madine
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 George Bayless, Treasurer, 2422 S Patterson Blvd, Dayton, OH 45409. 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: August 10, 1993

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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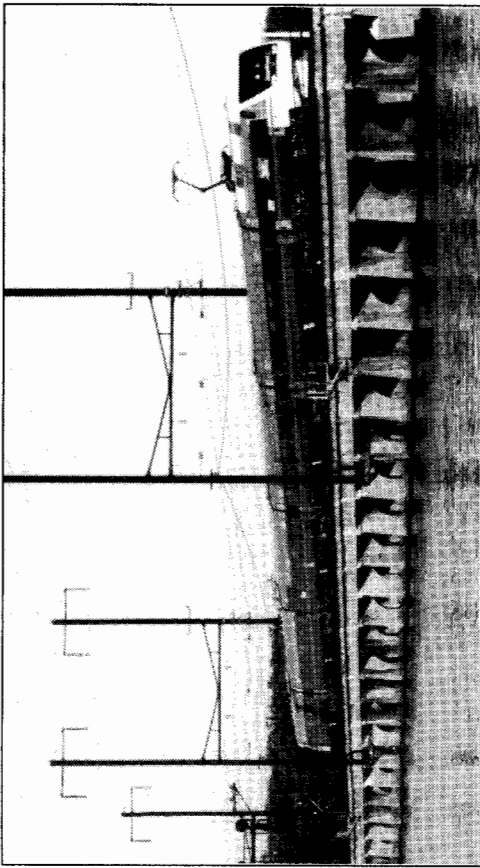
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DELAWARE	TOM ALLEN, 752 Braumiller Road, Delaware 43015	(614) 369-5804
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National Association of Railroad Passengers/ NARP PASSENGER RAILNEWS HCTLINE (24 HOURS)		(900) 988-RAIL
NARP OFFICE PHONE (regular hours)		(202) 408-8362
900 Second Street, NE, Suite # 308, Washington DC 20002	Ross Capon, Executive Director	
OHIO NARP Region 6 Directors: J. Howard Harding, Mike Weber, James Stevenson, and Mark Carlson (addresses above)		
OHIO NARP At-Large Director: James A. Dingus, Jr., 20600 Chagrin Blvd. #701, Cleveland, OH 44122-5398.....		(216) 561-9200
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Updated: October 15, 1993

Things Change! Are you using the most current directory?

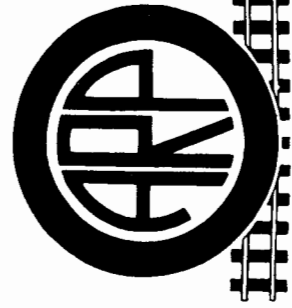
the 6:53



Wouldn't it Be Great...if we had this type of rail Infrastructure? Then we could have given the "high-speed" trainsets that visited Ohio this past summer a fair test. Here the X2000 is seen crossing the Bush River Bridge near Aberdeen, Md. as Metroliner #223 on April 29th, 1993. Photo by Paul Woodring.

In This Issue...

**Access Ohio Macro Plan Released!
Amtrak Service Reports Sought!!
Rail News Of The Weird!!!
...and lots more news!**



November 1993

Issue #109

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

Contribution Policy Changes...

We still need your passenger rail articles, clippings, letters and photos! And now we're making it easier to contribute by having one address and adding a dedicated fax line. So please keep sending us things... we may still edit and we can't guarantee that we'll use everything you send us... but we'll try to! Send your newsletter items to:

OARP News/the 6:53

c/o Ken Wilt, Editor

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Columbus, Ohio 43220-6209

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via postal mail & fax: December 10th

via electronic mail: December 15th

