



"the 6:53"



Ohio Rail Passenger News

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

Issue #114

AMTRAK BOARD APPROVES MAJOR REDUCTIONS

At its December meeting, Amtrak's Board of Directors approved an anticipated \$430 million in cuts to help stem a projected \$195 million budget deficit. Twenty trains will be affected, eliminating 7.2 million train-miles of service annually. Amtrak officials say the changes are intended to restructure the railroad as a decentralized, more business-like operation.

After two decades of insufficient capital funding, Amtrak officials say they had no choice but to pursue the draconian cuts, the first phase of which were announced at a press conference on December 14th, 1994.

"Without these changes, Amtrak will face a cash shortfall of almost \$200 million by June of 1995. This decline in Amtrak's financial health can be attributed to the costs of an undercapitalized system being spread too thin, trying to provide more service than the corporation is capable of providing, and to brutal price competition from the airlines," according to a December 14th Amtrak press release.

"The Board's actions will reduce annual expenses by \$430 million, which, after accounting for \$66 million in revenue loss, will improve Amtrak's bottom line by \$364 million on an annualized basis. In FY 1995, these actions will reduce revenues by \$28 million, reduce expenses by \$201 million and will produce a balanced budget by the end of the fiscal year."

Those actions will eliminate 21 percent of the service Amtrak provides nationwide. By April 1st, 5,500 employees will be without jobs: 900 non-union jobs, including 600 managerial positions recently cut, and 4,600 union jobs. Unionized employees who lose their jobs, however, will be eligible under labor protection agreements to receive severance pay for up to six years. The cuts in service levels announced December 14th represent the first of three frequency reductions. Phase II and III frequency reductions will be considered by the Board in February. These changes are on top of \$30 million in service reductions and station closings enacted last year.

"The first phase of frequency reductions would take effect in February, 1995; additional frequency reductions would occur in June and October. The Rail Passenger Service Act requires Amtrak to give affected states 90 days notice of plans to discontinue routes. During this period, Amtrak will work with affected states to discuss alternate funding that could allow the service to continue."

The Detroit-Toledo segment of the LAKE CITIES train is the only service cut directly affecting Ohio. No new thruway bus service will replace the loss of the train, which connects at Toledo with the LAKE SHORE LIMITED. However, the next two phases of cuts could result in service reductions on all existing Amtrak routes across Ohio. Service reductions will allow Amtrak to retire its older, maintenance-intensive "Heritage Fleet" equipment, which should improve on-time performance and reduce operating costs.

In addition to the cuts announced, revenue enhancements also were considered by the Board. "The business plan approved by the Board includes revenue increases through

pricing adjustments, commuter and other business development, and sale or refinancing of assets." Further, the press release reads, "The plan also calls for productivity improvements, some of which will be negotiated with some of the 14 labor organizations that represent Amtrak employees." Finally, Amtrak "is reengineering business processes, such as purchasing, payroll, and revenue accounting, to achieve productivity improvements".

Here are the service reductions announced by Amtrak:

February 1, 1995 -- Frequency Reductions/Phase I

Florida Service-

PALMETTO to be discontinued...

SILVER STAR to remain daily with no on-board service losses (was originally planned to be cut to tri-weekly between New York-Columbia-Miami/Tampa)

SILVER METEOR to remain daily but with sleeping car and full dining service eliminated (was originally planned to be cut to quad-weekly between New York-Charleston-Miami)

Nationwide-

EMPIRE BUILDER to remain daily between Chicago-St. Paul/Minneapolis; but to go quad-weekly between St. Paul/Minneapolis-Spokane-Seattle/Portland

DESERT WIND tri-weekly between Salt Lake City-Los Angeles

CRESCENT daily between New York-Washington-Atlanta; tri-weekly between Atlanta-New Orleans

April 1, 1995 -- Route Eliminations

Chicago-Milwaukee (HIAWATHA Service)

Chicago-Grand Rapids (PERE MARQUETTE)

San Jose-Sacramento-Roseville (The CAPITOLS)

April 1, 1995 -- Segment Eliminations

St. Louis-Kansas City (MISSOURI MULES)

Birmingham-Mobile (GULF BREEZE)

Detroit-Pontiac

Detroit-Toledo

Philadelphia-Atlantic City

Philadelphia-Harrisburg (KEYSTONE Service)

Springfield-Boston (except LAKE SHORE LIMITED)

New York-Montreal (MONTREALER)

Ft. Wayne-Waterloo/Garrett (Thruway buses)

St. Louis-Carbondale (Thruway bus)

April 1, 1995 -- Frequency Reductions

Boston-Washington (3 conventional round trips)

New York-Washington (1 Metroliner round trip)

June and October 1995 -- Frequency Reductions

Phase II and Phase III (For Board consideration by March 1995)

ARE AMTRAK'S PASSENGERS GOING TO BE DISCONNECTED?

By Kenneth Prendergast

To rail passenger advocates, Amtrak's December 14th announcement of service cutbacks has brought concern, anger, expectation, and, of course, lots of questions. Where will Amtrak be in five years? Will Amtrak "be" in five years? No one can say for sure, but there are questions that have somewhat better clues: did Amtrak choose its budget cuts too quickly? Were the cuts based on faulty information? Is Amtrak announcing huge budget cuts to add an exclamation point to its complaints that it is woefully undercapitalized? Is Amtrak de-emphasizing long-distance passenger trains in favor of short-haul corridor services?

OARP's leaders may be inclined to answer "yes" to many of these questions, but because Amtrak's announcement is still sinking in, OARP's Board has not yet taken a formal position on the cutbacks.

It is true that Amtrak had to do something. The status quo wasn't working: Amtrak is facing serious operating and capital funding shortfalls in 1995. Here are two facts:

1. No US Congress or President has ever made a long term commitment to Amtrak's capital requirements (material and equipment having a useable life of at least 5 years).

2. Amtrak is operating with material and equipment that should have been replaced decades ago. Its "Heritage Fleet" equipment is suffering from metal fatigue and mechanical breakdowns, and repair parts are hard to find for these railcars that are so old, they pre-date both the Airport and Highway Trust Funds.

Back to Amtrak's decision-making process and its goals. Politically speaking, Amtrak's announcement of major cutbacks may be a wise move. It underscores to Congress Amtrak's desperate need for a permanent capital funding source so it can continue to modernize, reap operating efficiencies, and improve customer service.

There are some who feel that former Amtrak President W. Graham Claytor saved Amtrak politically during his early and mid-term years. But history may prove that his management style and fiscal policy was tantamount to throwing out the baby with the bath water. The systematic spend down of Amtrak's cash reserves--over a ten year period and forced by a lack of capital funding--is a major contributing factor to the Amtrak Board's choices in December.

But OARP must ask if Amtrak's Board had accurate information on which to base its decision of pursuing cutbacks--regardless of their magnitude. Amtrak was predicting a deficit of \$195 million in 1995, after operating subsidies are counted. But several sources in Amtrak's management hierarchy peg the actual deficit much lower--about \$50 million. If the latter figure is true, why advertise the higher figure? Some Amtrak officials felt it was done to put fear in both management and labor so that they will follow the Board's direction and be more cooperative about the concessions being sought. Many of us have concerns that these measures are being pursued with a meat-ax approach. Amtrak President Tom Downs may feel compelled to pursue this approach since he may not have enough time to use a carrot-and-stick with management and labor.

Yet, the \$195 million gap to which Downs keeps referring was already down to \$153 million (unofficially) at the end of November, with revenues higher, costs lower, and a slightly greater subsidy from Congress than was originally budgeted. Mercer Management Consultants, which was hired by Amtrak to study and to recommend cutbacks and revenue enhancements, used rather simplistic costing and

revenue models based on European rail experiences. Why are Mercer's models being so rebutted? In using the models, Mercer found that tri-weekly service has less of a loss than daily service. But mail contracts cannot be accommodated with less-than-daily service. Mail revenues were largely ignored by Mercer's forecasting models.

Once all three phases of cutbacks are implemented, most western long-distance trains and many eastern long-hauls would be reduced to less-than-daily frequencies. This tends to result in poor equipment and crew utilization, and will also cause much greater losses of ridership and mail revenue than Mercer is projecting. Why? For a case sample, Mercer looked at a couple of months of the PIONEER's 1993 transition from a daily to a tri-weekly train, a short period of time which was not comparable to a longer-term experience. Previous bookings were already in Amtrak's hand when the train was converted to tri-weekly. It takes time for ridership to fall after train frequencies are reduced.

Amtrak is leaning toward a vastly reduced network of long-distance trains, instead focusing on corridor services being provided at state expense (except for the Northeast Corridor which is likely to remain a federal responsibility). Given the tide of new policies spreading into the federal government, Amtrak's leaning is politically correct. But, again, it may not be fiscally sound.

Officially, Amtrak is saying that no route being pared had more than 20% of its ridership from connecting passengers. But the EMPIRE BUILDER shows 35% of its passengers are connecting at Chicago, Seattle, or Portland. The corridors in Michigan show 30% of its ridership relies on connections at Chicago and Toledo. Mercer said that only \$200,000 in revenues from connecting ridership was associated with the Chicago-Milwaukee service, yet previous Amtrak analyses indicate that the number is closer to \$2 million. It is therefore reasonable to expect that revenue loss from the proposed service cutbacks--\$66 million--is being vastly understated.

Here in Ohio, Amtrak's 1990 analysis of 3-C Corridor service showed that having a long-distance train connection offers better fiscal performance. If a 3-C train is linked at Cleveland with the LAKE SHORE LIMITED to New York City, the 3-C train would generate 88% more in revenues than if there was no connection. Meanwhile, the cost of running through cars from Cincinnati to New York was estimated to be only 54% higher than if the non-connecting 3-C train's equipment turned back at Cleveland. This conservative analysis did not include the more favorable financial impacts from a 3-C train handling mail contracts, which would be possible only if there was a connection with the LAKE SHORE--and if the LAKE SHORE remained a daily train. The LAKE SHORE may be cut to less-than-daily service under Mercer's recommendation.

If the "New Amtrak" which Downs seeks will be a system of scattered corridor services left disconnected by discontinued or tri-weekly long-distance trains, then Amtrak is pursuing a financially dubious, and possibly, self-defeating goal. Services that are linked and interdependent--be it in transportation, communications, or banking--perform better financially. Without seamless connections, a large segment of travelers will find another way to go when they hear Amtrak say "stop" at the end of the line.

Amtrak must restate its case for permanent capital funding. Congress and President Clinton must respond to this call before travelers get disconnected.

PLEASE NOTE: This opinions expressed on this page reflect the views of individuals. The organization as a whole does not necessarily endorse or agree with any of the positions taken.

GROUP BACKS CLINTON PLAN TO GIVE OHIO TRAVELERS A CHOICE

CLEVELAND, Jan. 4 /PRNewswire/ -- The Ohio Association of Railroad Passengers (OARP) today praised the Clinton Administration for its vision in proposing to convert the Highway Trust Fund to an Infrastructure Trust Fund. The new fund would give states and localities full discretion in using federal dollars to meet their own surface transportation needs -- including road, rail, and urban transit modes.

In letters to President Clinton and Transportation Secretary Federico Pena, OARP President Mark Carlson said, "Converting the Highway Trust Fund to a discretionary infrastructure account acknowledges a new age of diverse transportation demands. Moreover, an Infrastructure Trust Fund would put transportation decision-making where it should be: into the states and towns that are directly impacted."

According to OARP, present transportation policy encourages an overemphasis on highways, unlike other advanced nations which routinely spend far more on public transportation than America does. The result is perpetual highway congestion, leading to pressure for more roads, which encourages more driving and congestion. Meanwhile safer, less costly, and more efficient choices are often not considered.

"With few real alternatives to driving in many instances -- due to the dedicated highway fund -- we unwittingly vote money to more roads. The 'trust' in trust fund should be about allowing a choice," Carlson said.

The decisions on how to spend surface transportation dollars would be placed nearer to Americans under President Clinton's plan. "If highway construction perseveres under the Infrastructure Trust Fund, why should anyone be dissatisfied with the fact that cities will have finally gained an opportunity to decide for themselves?" Carlson questioned. "But highway interests have expressed fears about allowing choice. There is an important message in that fear."

"The Highway Trust Fund does not belong to highway builders. It is the public's money. The highway fund makes no more sense than if taxes on alcohol were earmarked solely for the construction and maintenance of breweries, taverns, and nightclubs," Carlson said.

OARP is a non-profit organization comprised of members having diverse interests -- including citizens, chambers of commerce, labor, and transportation planners -- working to improve Ohio's rail passenger service, urban transit, and intermodal links.

CONTACT: Mark Carlson, 216-331-3161; Bill Hutchison, 614-898-7536; or Ken Prendergast, 216-891-OARP.

Columbus Area Update

By Robert Boyce, OARP Columbus Area Regional Coordinator

Red Door members heard plans in November for a future Columbus station, and in December they reviewed principles of effective letter writing.

Elena Constantine, a senior transportation engineer for the Mid Ohio Regional Planning Commission (MORPC), showed slides of the just-completed concept plan projected for a site adjacent to the Columbus Convention Center. She told the November 12th meeting crowd that the Columbus Multimodal Transportation Terminal would accommodate up to 14,500 transit passengers daily. The flexible plan also calls for phased-in construction to accommodate both local and intercity passenger trains, as well as buses and taxis. Parking facilities and commercial development could also be incorporated very easily under the MORPC plan. "Columbus has a better potential than many similar cities for patronage," said Constantine. She emphasized the importance of obtaining the site for the facility before it becomes unavailable. The group presented her with a Daniel H. Burnham broadside in recognition of her excellent work and presentation.

Larry Robertson reported on his progress in developing a video tape library for our local group and promised more details at a later meeting. Six new people attended, including Vic Ketcham, Randy & Robbie Ketcham, Dennis Nessler, and Heidi & David Wooley.

At the December 10th Red Door meeting, OARP's Delaware Regional Coordinator Tom Allen explained his formula for successful letters when writing to politicians and the news media. Citing several humorous examples of how statements can be misconstrued, Tom urged writers to take a careful look at their work before firing letters off in a fit of anger. Time constraints prevented members from composing letters at the meeting.

Amtrak's impending funding crisis at the hands of the Clinton Administration and the new Republican Congress touched off a

spirited discussion about our association's role in promoting passenger rail. Ken Wilt suggested putting emphasis on public access to and ownership of rail infrastructure rather than public subsidies of train operations. Such a move would stand a better chance of gaining Republican support, he said, because it would follow the pattern of the highway system - public roads for private use. Al Wolf, OARP's Area 513 Board Director, agreed that infrastructure was key in developing passenger rail, however, he also noted very much improved service on a recent Amtrak trip. Tony Flores was also excited about Ken's suggestions, and urged the group to focus on a game plan that would engage all members in a specific strategy for promoting passenger rail. John Murley suggested studying other areas with successful rail corridors to determine factors in their success. Bill Allman suggested we look into the new industrial rail supplier group, which was formed to lobby for passenger rail development.

In addition to Al Wolf, OARP's Dayton Regional Coordinator Linda Leas also attended the meeting. The group also welcomed Don Kramer, attending his first Red Door meeting. Don announced a model train show at Veteran's Memorial on December 17th.

The next Red Door Meeting will be on February 11th.

Columbus area local OARP meetings are held on the second Saturday of every month, from 10am to Noon, at the Red Door Tavern, 1736 West 5th Avenue. Also, beginning in February, an additional monthly working meeting will be held on the third Wednesday evening of every month. The exact times and location of this additional meeting have not yet been established - please contact Ken Wilt at 614/451-5764 for more information.

SAVE OUR TRAINS!

When the new Congress meets in January 1995, attempts to eliminate or significantly reduce funding for Amtrak—the only intercity passenger train service in the United States—are expected. Just like any other form of transportation, Amtrak depends on federal support. If that dries up, so will the trains.

The virtual elimination of Amtrak funding is on a list of suggested budget cuts prepared by the Republican staff of the important House Budget Committee. Also, it appears that the Clinton Administration's support for Amtrak may be weakening.

Congressional efforts to dismember Amtrak must be nipped in the bud. If you want passenger trains to survive—tell Congress! Your representatives will listen to you! Write a brief note or post card to these four people—the President, your two Senators and your Representative:

The President

The White House

Washington, DC 20500

The Honorable _____

U.S. Senate

Washington, DC 20510

The Honorable _____

U.S. House of Representatives

Washington, DC 20515

Any local library, or city or town hall can tell you the names of your Members of Congress.

Some reasons to save Amtrak:

- **Loss of Amtrak trains would harm peoples' mobility.** Many smaller communities served by Amtrak are poorly served by other forms of public transportation—or not served at all. Air travel to smaller places is expensive, and bus lines are disappearing. Many types of people—elderly, disabled, students, those with medical conditions who cannot fly—need trains as a travel option.
- **Federal investment in Amtrak has fallen, but investment in highways and aviation has grown.** Considering inflation, from 1982 to 1991, aviation spending is up 97%, highways up 25%, Amtrak down 36%. No mode of transportation can do without federal support. Had other federal government expenditures been reduced correspondingly, there would be no federal budget deficit.
- **Travel on Amtrak rose during nine straight years.** In 1991, Amtrak accounted for 6.3 billion passenger-miles, up from 4.2 billion in 1982. After dropping to 6.1 billion in 1992, Amtrak bounced back to 6.2 billion in 1993. Problems directly related to funding reductions have restrained further growth.
- **Use of Amtrak is greater than use of the pre-Amtrak rail system.** Amtrak's passenger-miles in 1993 were 24% above the 5.0 billion intercity passenger-miles handled by private railroads in 1970—when there were twice as many trains on a much larger route structure.
- **Amtrak's coverage of operating costs from commercial revenues has risen.** In 1983, Amtrak covered just 54% of its operating costs, but was up to 79% in 1991.
- **Amtrak is energy-efficient.** Amtrak consumes just 54% of the energy per-passenger-mile that domestic airlines consume (according to the Oak Ridge National Laboratory, *Transportation Energy Data Book: Edition 13.*) Amtrak's energy efficiency has improved over time, and will improve even more as corridor speeds rise and as new equipment arrives. Rail is the most energy-efficient mode capable of attracting people from cars and airplanes.
- **Amtrak is good for the environment.** Trains create less pollution because they use less energy. The same is true for work to improve tracks. Since most rail rights-of-way are underutilized, improving them costs less and has far less environmental impact than a new airport or highway, and can be done with much less disruption. One rail line can carry the equivalent of 16 highway lanes.
- **Amtrak is safe.** On a per-mile basis, motorists are eight times more likely to be killed than Amtrak passengers.
- **Amtrak workers and contractors pay taxes.** Amtrak employs nearly 25,000 people. Tens of thousands of car builders and supply workers depend on their employers' Amtrak contracts. The taxes on their salaries and on sales of supplies to Amtrak exceed Amtrak's Congressional funding.

National Association of Railroad Passengers

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The National Association of Railroad Passengers is an independent group supported by individual members. We seek to improve America's transportation system and environment by improving passenger trains. Write or call for membership information.



NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
REGION VI ANNUAL MEETING
HOSTED BY THE INDIANA ASSOCIATION OF RAILROAD PASSENGERS
Saturday, March 11th, 1995 from 8:30am to 4:00pm
Ramada Inn South - Beech Grove, Indiana

Scott Leonard, NARP's Assistant Director, will be the featured speaker at this year's NARP Region 6 meeting. The meeting will also feature a guided tour through Amtrak's Beech Grove Maintenance Facility.

TENTATIVE AGENDA

- 8:15am - Gather in Ramada lobby to carpool to maintenance facility.
- 8:30am - 10:30am - Tour of Amtrak maintenance facility. Cameras are welcome. Wear appropriate shoes and clothing for an indoor and outdoor walking tour of a large industrial facility.
- 10:30am - 11:00am - Coffee and juice break at the Ramada.
- 11:00am - Noon - Meetings of respective state associations.
- 12:15pm - 1:30pm - Hot buffet luncheon.
- 1:45pm - 4:00pm - Featured speaker Scott Leonard; Presentations by respective state ARP's; Selection of 1996 meeting site; other business.

The Ramada Inn South is located at 4514 South Emerson Avenue in Beech Grove, at the South Emerson exit of I-465. The Ramada offers attractive rates of \$55.95 per room, plus tax. Arrangements should be made directly with the Ramada. Please indicate that you will be attending the NARP Region VI Meeting in order to get the special rate. To contact the Ramada, either call them at 317/787-3344 or write them at 4514 S Emerson Ave, Indianapolis, IN 46203-5991. *The deadline for making room reservations is February 17th, 1995.*

Registration cost for the meeting is \$20 per person. This includes morning coffee and juice, a complete hot buffet luncheon, and use of meeting facilities for the day. *The meeting registration deadline is March 6th, 1995.* Due to space limitations, and out of consideration for those who register for the meeting, the Beech Grove tour will be open only to those who have registered.

INDARP will be pleased to provide transportation to/from Indianapolis Union Station and Indianapolis International Airport, at reasonable hours. Please indicate specifics on your registration form.

To register for the 1995 NARP Region VI Annual Meeting, complete and send the form below, along with a check for \$20 per person to: Phil McGeath, 5346 Chipwood Lane, Indianapolis, IN 46226. *Please make checks payable to INDARP.*

Questions? Call Phil at 317/546-7218.

REGISTRATION FOR THE NARP REGION VI MEETING ON SATURDAY, MARCH 11th, 1995

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone Number (____) _____ - _____

Local transportation needs, if any _____

Ohio Festival of Stations Report

by Robert Boyce, OARP Columbus Area Regional Coordinator

Central Ohio members of the Ohio Association of Railroad Passengers (OARP) staged a successful Ohio Festival of Stations in early Fall of 1994. The two-part event included a "Mayors' Workshop" which was held on Thursday, September 29th, and a Public Station Display on Sunday, October 2nd. Both sessions were held in the former Toledo & Ohio Central Railway Station at 379 West Broad Street in Columbus. The T&OC Station is currently the headquarters of the Volunteers of America. The Festival of Stations was sponsored by OARP and the Ohio Department of Transportation (ODOT), with meeting space generously provided by the Volunteers of America.

At least 40 persons attended the "Mayors' Workshop", about half of whom were community officials from around Ohio. Communities represented included Andover, Cincinnati, Elyria, Hamilton, Galion, Lima, Marion, Newark, Sharonville, Springfield, and Troy. Following a luncheon at the Spaghetti Warehouse, participants heard talks by John Platt and Karen Young of ODOT. They showed slides and explained procedures for obtaining funds for rail station renovations, especially funds from the Intermodal Surface Transportation Efficiency Act (ISTEA). Discussion followed, and brochures containing ODOT criteria and application instructions were passed out. Another speaker, Columbus architect Bruce Pheneger, described his experiences in working with the renovation of the T&OC Station.

The Public Display on Sunday was attended by about 50 persons who dropped by between 11am and 4pm. Information and photographs of some 40 existing Ohio rail stations were displayed in the main lobby of the T&OC Station. Upstairs, a variety of passenger train videos were shown throughout the session by Larry Robertson, and in another room, Jeff Darbee presented illustrated talks on historic stations in Cleveland, Columbus, and Cincinnati, as well as some in several smaller Ohio communities. Both of these special programs were well attended, as were four tours of the handsomely restored station by Dave Lebold.

A number of other Central Ohio OARP members contributed to the event. David Petry traveled 1,300 miles and photographed 59

stations in 52 Ohio communities for the displays. Alex Heingartner mounted the displays, with assistance from members of his family and OARP member Bob Rietz. Larry Grey constructed the display bases, and Meg and Larry Grey staffed the registration and literature tables at both Festival sessions. Harold Zweifel and Karl Gelfer contacted the media and distributed many festival fliers, as did several other members. Harold Zweifel and Mary Eckert developed a news release which was sent to 17 broadcast stations and five newspapers. Harold, Bill Hutchison and Bob Boyce gave broadcast interviews to stations WSYX, WTVN, and the Ohio News Network. The Columbus Dispatch and two or three other papers ran advance stories. Bill Hutchison coordinated planning with ODOT and sent 192 Festival invitation letters to community leaders. Ken Wilt produced the Festival fliers and nearly 2,000 of them were distributed.

Admissions and the sale of bumper stickers totaled \$156. Festival expenses totaled \$489, while \$500 had been appropriated for the event. At the October 15th Red Door meeting members voted to contribute \$100 to the Volunteers of America. Although the group agreed that the Festival was a success, they postponed a decision on whether to hold another Festival next year.



Columbus area OARPers Bob Boyce and Harold Zweifel present a \$100 check to Volunteers of America Executive Director Graham LeSturgeon. The gift was given in appreciation of the generous use of the historic T&OC Station for the Festival.

Some of the group's suggestions if there is another Festival of Stations event next year:

- Consider including sites in addition to Columbus to hold simultaneous events.
- Consider widening the scope of the Festival by involving school art departments - perhaps a display making contest.
- Consider a format that focuses upon getting stations ready for use in the near future.
- Include a demonstration by Operation Lifesaver.
- Reduce the admission from \$3 to \$2 for adults, and call it a donation instead of an admission fee.
- Hold a weekend equipment display, to attract Ohio State students and visitors going to football games.
- Erect more signs outside the station to try and lure in some of the traffic from the Spaghetti Warehouse.

Welcome New OARP Members!

The following good people have joined the Ohio Association of Railroad Passengers in the past few months:

Robert Barckert of Amherst, Ohio
Ken Bertka of Maumee, Ohio
Ed Blake of Fairborn, Ohio
James Cashin of North Olmsted, Ohio
Fred Colbrunn of Columbia Station, Ohio
R.W. Dipert of Findlay, Ohio
John Dougherty of Galion, Ohio
Edward Dunn of Marion, Ohio
Pauline Eaton of Galion, Ohio
Charles Fry of Springfield, Ohio
A. Elaine Hottenroth of Galion, Ohio
Tyler Hughes of Galloway, Ohio
Paul James of Galion, Ohio
Roger Johnson of New Vienna, Ohio
Herb Keen of Galion, Ohio
Jerry Keen of Marion, Ohio

Steve Keen of Galion, Ohio
Ruth Kelley of Marion, Ohio
Randy Ketcham of Columbus, Ohio
Mike Koontz of Perrysburg, Ohio
Marjorie Legters of Claremont, California
Bob Lorenz of Fremont, Ohio
Rosalee Lowery of Columbus, Ohio
Wayne Malz of Mason, Ohio
Robert McCarley of Grove City, Ohio
Dale McClenathan of Galion, Ohio
John Medert of Columbus, Ohio
Randy Monk of Galion, Ohio
Charles Ott of Galion, Ohio
Randall Over of Middleburg Heights, Ohio
John Renock of Galion, Ohio
Mo Ressallat of Galion, Ohio

Daniel Roberts of Columbus, Ohio
Mike Rose of Toledo, Ohio
Jack Shuck of Galion, Ohio
Andrew Szucs of Fairborn, Ohio
Bob Valentino of Cleveland, Ohio
Russell Vose of Galion, Ohio
Ted & Helen Wetzler of Lakewood, Ohio
Robert Williams of Cincinnati, Ohio
David Wimbs of Cleveland, Ohio
Bayard Wright of Louisville, Kentucky
Albert Yorichin of Canal Fulton, Ohio

Welcome Aboard!
Sincere thanks to all of you for supporting passenger rail!



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) 456-6315
Canal Fulton	Massillon AAA Travel	(216) 854-6616	
Cleveland	Ohio Motorists Assoc/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	Ohio Automobile Club/AAA Travel	(614) 431-7823	
Elyria	Tours & Travel Service, Inc.	(800) 443-7789	(216) 323-5423 Mike McClister
Mansfield	Mansfield Travel Center	(419) 756-8747	Jay Gilbert
Massillon	Massillon AAA Travel	(216) 829-1004	Cheryl Anderson
Perrysburg	Hayes Travel Agency	(800) 234-8877	(419) 874-2271
Piqua	Miami County Auto Club/AAA Travel	(513) 773-3753	
Sandusky	Sandusky Travel Service, Inc.	(419) 626-4633	Roberta Slyker
Solon	Astro Travel Service	(800) 759-7404	(216) 248-7740 Al Mladineo
Troy	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 \$50 check, made payable to OARP, to Stephen Klipfel, Treasurer, 825 S. Tecumseh Rd, Springfield, OH 45506. 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 1994

Help OARP Meet the Challenges of 1995!

An Introductory year long membership in OARP costs only \$15, and includes subscriptions to OARP's 2 newsletters.

Mail you order to OARP's Treasurer: Steve Klipfel, 825 S. Tecumseh Road, Springfield, Ohio 45506.

Name _____

Address _____

Phone (optional) _____

Contributions to OARP are tax-deductible.

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National Association of Railroad Passengers/ NARP PASSENGER RAILNEWS HOTLINE (24 HOURS)	900/988-RAIL
NARP OFFICE PHONE (regular hours)	202/408-8362
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OHIO NARP Region 6 Directors: J. Howard Harding, 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
OARP'S OFFICIAL BUSINESS PHONE - (equipped with answering machine).....	614/898-9774

Updated: November 1994

Please clip out this updated directory!



One of the most successful events of 1994 was the OARP Summer Meeting and I&O Excursion Ride, held August 6th in Springfield. Many thanks to Tom Pulsifer, Steve Klipfel, and the I&O Railroad for their hard and excellent work... This meeting was the best attended in OARP's history! Photo by Ken Wilt.

1994 A Good Year For Rail

1994 was a banner year for railroads in the United States. Railroads carried more freight in 1994 than in any previous year, and Amtrak covered 80% of its operating costs from fares -- that's more than any other passenger railroad system in the world!

In Ohio, landmark funding legislation was passed and a major restructuring of the state agencies that deal with rail was begun. The state's comprehensive transportation plan also moved along, with promises that passenger rail will play an integral role.

The Ohio Association of Railroad Passengers was very active in 1994, and participated in many events and projects, two of which are featured here.



The Ohio Festival of Stations was held at the T&O Station in Columbus in the fall of 1994. Thanks to the hard work of many Columbus area members, local officials from around the state learned how to apply for ISTEAs enhancement funds for historic stations in their communities. Photo by David Petry.



"Dedicated to Promoting and Improving Rail Passenger Service In and Through Ohio"

Your Contributions Make The 6:53...

Your passenger rail related articles, clippings, letters, and photos are welcome! We may edit and we can't guarantee that we'll use everything you send. But we'll try...

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

Send your newsletter items to:

OARP News/the 6:53

c/o Ken Wilt, Editor

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Deadline for the March 6:53 is

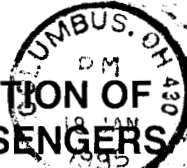
February 10th

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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COLUMBUS, OH 43220-6209

RAIL TRANSPORTATION ADVOCATES



ADDRESS CORRECTION REQUESTED

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