
PULSIFER OFF ORTA BOARD

Reappointment Caught In Political Crossfire

OARP President Tom Pulsifer was appointed to the Board of the Ohio Rail Transportation Authority by Governor Rhodes in September 1976. His term expired October 10, 1980, but by law he was permitted to serve an additional sixty days. Thus his term on the ORTA Board actually expired at the end of business on December 9th. In August he applied to the Governor for reappointment. As you read this, Tom is still hoping for reappointment, having been told by the Governor's office that he is still under consideration for re-appointment to a new 5-year term. Since February 1980 he has served as Chairman of ORTA's Board.

So far Governor Rhodes has failed to act on Pulsifer's reappointment, or to fill the vacancy created by the legal expiration of Pulsifer's term. Pulsifer's reappointment is caught up in a political crossfire between Governor Rhodes and the Republican forces intent on derailing any further progress on ORTA's high-speed rail passenger plan until the people of Ohio have had opportunity to approve it --- and Rep. Arthur Wilkowski and key Democratic forces who have urged full speed ahead despite Ohio's serious financial troubles. In particular, the crossfire has concerned itself with the controversial ORTA Test Track which has been vigorously opposed by the Governor. Ironically, it was Pulsifer's abstention vote at a special ORTA Board Meeting on December 8th which temporarily brought the Test Track project to a grinding halt! A legal move by Rep. Wilkowski on December 15th to force Governor Rhodes to fill the vacancy on ORTA's Board was itself derailed by Franklin County Common Pleas Judge George Tyack who gave the State Attorney General's office 28 days to file an answer on behalf of Rhodes, thus giving the Governor a chance to make the appointment after the first of the new year when such appointment... [continued on page 3]



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PLEASE BE CONSIDERATE! MAKE PHONE CALLS TO OTHERS AT REASONABLE HOURS! THANK YOU!

ORTA's 16mm FILM IS AVAILABLE
 ORTA's 25-minute film on modern high-speed rail passenger service may be borrowed for showings to schools, clubs or civic groups. Contact BOB CHIZMAR at ORTA, Suite 3414, State Office Tower, 30 East Broad Street, Columbus 43215, (614) 466-5816. This quality movie, produced by OARP member Craig Jensen for ORTA, was featured at OARP's Fall 1980 Meeting in Columbus. The film highlights rail passenger services in England, France, West Germany and Japan and outlines ORTA's plans for a high-speed system in Ohio and the Midwest.

PULSIFER OFF ORTA BOARD [contd.]

would be subject to confirmation by the Republican-controlled Senate, and have Wilkowski's suit dismissed as moot. Pulsifer served the Rail Authority not only as a passenger advocate, but also gave keen interest and concern to rail freight matters, participating, in various shippers and rail users' meetings around the state in efforts, through ORTA, to achieve improved rail freight service especially on shortlines and light-density freight lines in Ohio.

As ORTA's chief passenger rail spokesperson, Tom traveled to all parts of Ohio, and to Washington, DC, to speak out for improved transportation through passenger rail service and strongly supported the need for ORTA's high-speed dedicated system to improve personal mobility in Ohio's and America's future years. Tom is presently subject to regulations of Ohio's Ethics Commission which severely restrict any active involvement in matters before ORTA for a period of one year.

AMTRAK RIDERSHIP UP AGAIN! ---- Ridership on Amtrak's long-distance and short-distance trains increased by 24% and 23% respectively in October compared to last October. Amtrak's system-wide ridership for October, the first month of the new fiscal year, increased by 5.3%. The LAKESHORE LIMITED posted a 60% increase. The BROADWAY posted a 38% increase. The CARDINAL posted a 29.1% increase. The SHENANDOAH led the Ohio trains with a 69.4% increase. The Chicago-Detroit -Toledo service, including the LAKE CITIES, increased 6.7%.

AMTRAK PASSENGER EXTRA !!

OARP has received word of an Amtrak Passenger Extra which will pass twice thru Ohio over Conrail's Indianapolis-Union City-Piqua-Columbus-Pittsburgh route on a round trip between Ft. Leonard Wood in Missouri and New York.

Eastbound: December 19th
 Lv Ft. Leonard Wood 8:00a
 Ar Indianapolis 7:30p
 Lv Indianapolis 7:40p
 Ar Columbus 11:59p
 Lv Columbus 12:15a
 Pittsburgh 4:50a
 Philadelphia 1:40p
 Ar New York City 3:35p

Westbound: January 3rd
 Lv New York City 3:15p
 Philadelphia 4:50p
 Pittsburgh 1:35a
 Ar Columbus 6:10a
 Lv Columbus 6:25a
 Ar Indianapolis 10:30a
 Lv Indianapolis 10:40a
 Ar Ft. Leonard Wood 9:05p

CRESTLINE FACILITIES IMPROVED

Our Mansfield Area Regional Coordinator Dick Fry reports that the new railroad YMCA at Crestline is now open. Dick writes, "They have a small but nice place for Amtrak passengers to wait for the BROADWAY. They can also get coffee or food in the restaurant there". The old station ruin at Crestline is completely gone (Hallelujah!) and the platforms have been resurfaced and the area surrounding the new YMCA has been landscaped. The new facility is situated north of the BROADWAY route tracks and east of the ex-NYC 3-C Corridor route tracks.

The Amtrak station facility OARP once termed "worse than primitive" has become one of the best unmanned Amtrak station facilities in Ohio.

OARP member DAVE AIKEN of Guysville recently took a group of his students from Athens to Cincinnati and back on the SHENANDOAH. Amtrak's Fred Frayer met and spoke with the group at Cincinnati where they also toured the Union Terminal complex. On the return trip to Athens the porter demonstrated how all the sleeping car accommodations worked. Dave wrote that "the train crew went out of their way to make our trip an enjoyable one and an informative one".

OARP extends our heartfelt sympathy to John H. Keller and his family of Lima on the death of his wife, Charlotte, on December 12. Mrs. Keller was also a member of OARP.

DOUG HUDSON ASSISTING SALEM OFFICIALS TO GET AMTRAK SERVICE

Salem, Ohio, wants Amtrak's BROADWAY LIMITED to stop there. The proposal has merit. Salem has a usable station facility. And Salem is the closest BROADWAY LIMITED route point to Youngstown and Warren.

OARP's Youngstown/Warren Area Regional Coordinator Doug Hudson is helping civic leaders and community officials in Salem with their push for Amtrak service. Al Cleveland, Executive Secretary of the Salem Area Chamber of Commerce, initiated correspondence with Amtrak on this matter in mid-September. Doug Hudson is also drumming up support for the Salem stop among various sources in Warren and Youngstown.

Historically, in PRR days, quite a few of the east-west passenger trains did stop at Salem, due to its proximity to the larger Mahoning Valley cities.

OARP is investigating the feasibility of a small display at the Columbus Travel, Sports and Vacation Show to be held at the State Fairgrounds February 7-15, 1981. Cost may be prohibitive, but we'll see if we can find a way...

Plans for a scenic railway along Ohio's Little Miami River (ex-PRR right-of-way) are now being adjusted to have the railway link downtown Cincinnati with the Kings Island amusement park. Tracks are now gone all the way from Clare up to Roxanna in Greene County. Several groups in S.W. Ohio are interested in the Cincinnati - Kings Island railway proposal.

EMERGING CORRIDORS RANKED BY FRA IN LONG-AWAITED REPORT

The U.S. Dept. of Transportation/Federal Railroad Administration has released its ranking of the so-called EMERGING CORRIDORS. The results are, in our opinion, both disappointing and also highly questionable. Only four routes show healthy potential -- two of them already have quite a bit of existing service, the other two serving the gamblers in Las Vegas and Atlantic City plus the "home" districts of key Congressmen, Florio (NJ) and Cannon (NV). Across the country, officials of the National Conference of State Railway Officials (NCSRO) have expressed alarm over the FRA ranking and may move to ask for a re-study. In any event, there appear to be a lot of people who are not at all happy with the ranking of the EMERGING CORRIDORS.

		Composite Score	With State* Factor Added
BEST	1. Los Angeles-San Diego	2.81	3.51
	2. Philadelphia-Atlantic City	2.67	3.34
	3. New York-Buffalo	2.51	3.14
	4. Los Angeles-Las Vegas	2.29	2.86
MARGINAL	5. New York-Albany	1.45	1.81
	6. Chicago-Detroit	1.08	1.35
	7. Washington-Richmond	1.20	1.20
	8. San Jose-Reno	.96	1.20
	9. "Texas Triangle"	1.13	1.13
	10. Philadelphia-Harrisburg	.87	1.09
	11. Chicago-St. Louis	.85	1.06
	12. Dallas-Houston	1.04	1.04
	13. Dallas-San Antonio	1.02	1.02
	BOTTOM	14. Chicago-Milwaukee	.79
15. San Jose-Sacramento		.69	.86
16. Miami-Jacksonville		.85	.85
17. CHICAGO-CLEVELAND		.70	.77
18. Chicago-Twin Cities		.65	.72
19. CHICAGO-CINCINNATI		.65	.72
20. Seattle-Portland		.56	.56
21. CLEVELAND-CINCINNATI		.34	.34
22. Houston-San Antonio		.34	.34
23. Atlanta-Savannah		.02	.02
24. Atlanta-Nashville		0	0
25. Boston-New Haven via Spfld.		0	0

*The report gave a state a factor of 1.0 for either no commitment or a minimum level of commitment to passenger rail development. More active states were given a factor of either 1.1 or 1.25. The report ignored any speed level over 79mph. It also reversed policy set in an earlier report by de-emphasizing frequency as a ridership-boosting criteria. Fuel efficiency of bus, auto and air are assumed to improve over time, while rail fuel efficiency stays the same. The report makes some strange conclusions; such as that \$117 million would be needed to make Chicago-Detroit a 79mph corridor with three trains daily each way. This line already has that frequency with 70-79mph speeds!

HEARINGS (HELD ON THE FRA EMERGING CORRIDORS REPORT

OARP has just received word that hearings will be scheduled early in 1981 on the EMERGING CORRIDORS and that at least two (and possibly three) hearings will be held in Ohio. It looks certain that hearings will be held in CLEVELAND and CINCINNATI. Attempts are being made presently to schedule a third hearing for COLUMBUS or DAYTON. OARP has requested [through Cong. Tony P. Hall] information on the proceedings and we have requested time to appear and participate. As this issue goes to press we do not have details on these hearings. As soon as we get the details, we will notify our OARP officers and regional coordinators who will act as "clearinghouses" for information in this matter.

We intend to do what we can to urge better treatment for Ohio. The FRA ranking appears to be blatantly political, with trains serving the politicians and not the people. This is the same old grind which explains why Keyser, WV, has Amtrak trains and why Columbus and Dayton do not. We must keep up the fight for trains for the people!

OARP member RON WRIGHT of Trotwood, OH and others helped save the former PRR depot there and renovated it for headquarters for the local historical society. Another fine example of re-using a railroad station as a community asset.

OARP MAY SPONSOR RAIL TOUR TO MAY 81 RAILFAIR/PAGEANT IN HISTORIC SACRAMENTO, CA!

Subject to approval by your OARP officers, we would like to sponsor an escorted rail tour, May 03-09, 1981, from Chicago to Sacramento and return via Amtrak's SUPERLINER-equipped SAN FRANCISCO ZEPHYR and attend the RailFair and Pageant which will take place in Sacramento May 02-10. The cost would be around \$287 per person and would include the round trip train trip from Chicago, one night's lodging in Sacramento, and admission to the RailFair/Pageant. We could assist with individual arrangements from Ohio points to and from Chicago. Early interest in this rail tour will help us pull it off successfully. More details will be announced. Please let Tom Pulsifer know if you'd be interested in this trip. It would be good if OARP could get involved more often in sponsoring rail tours such as this proposed one. Respond!

DREW LEWIS NAMED DOT SECRETARY

President-elect Reagan has appointed Drew Lewis of Philadelphia as Secretary of Transportation. Lewis, who comes from a railroad family, is trustee and chief executive officer of the Reading Company and also served as Republican state chairman for Pennsylvania. OARP understands Lewis has on his desk a small sign reading "Profit! Profit! Profit!". If this is any indication of priorities, Amtrak and mass transit in general could be in for rough times. We expect to have more to report on Drew Lewis in the next issue of "the 6:53".

STATION IMPROVEMENTS NOTED FOLLOWING OARP COMPLAINTS MADE IN LAST "6:53" ISSUE

In the last issue of "the 6:53" we noted some poor conditions at a few of the unmanned Amtrak stations in Ohio. Shortly after "the 6:53" was distributed we got word from Dave Dawson and David Aiken that the "Amshack" shelter at Athens had been cleaned up and the stored track materials had been removed.

We also got word from John Kempton in Sandusky that the "powers that be" moved fast to install the long-awaited light over the pay phone on the platform at the Sandusky Amtrak station. It seems likely that our publicizing of the adverse conditions did some good in these cases.

Now we have found that Amtrak schedule information posted at the C&O depot (Amtrak station location) in Richmond, Indiana, is out of date. And OARP member Vic Clausen of Peru reports the same problem exists at the Peru Amtrak stop. OARP feels that the posting of ACCURATE, UP-TO-DATE INFORMATION is essential at Amtrak stations, ESPECIALLY at the unattended stops where there is no one around to ask when one has a question. We'll look into these situations and hope to report progress shortly.

**YES! ---- OARP's NEW
BUMPER STICKERS
ARE IN STOCK AWAITING YOUR
ORDER. Order form may be
found elsewhere in this
issue of "the 6:53".
HELP SPREAD THE WORD!**

OARP MEMBER MARRI, PROMOTED

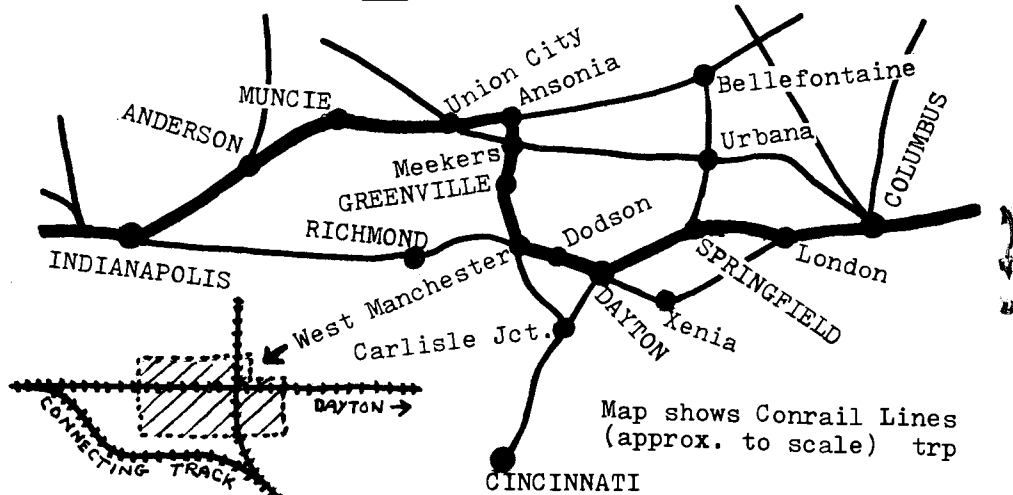
We extend our congratulations to OARP member BILL SIEVERS, formerly of Philadelphia, who was married on October 25th. Both Bill and his wife Janet are Amtrak employees. Up until the end of October Bill was supervisor of ticketing at Philadelphia's 30th Street Station. At that time, however, he was awarded a much sought after position, as the manager of station services in Portland, Oregon. OARP extends our best wishes to Bill in his new duties along the "Northwest Corridor".

Your OARP President has responded to the editor of a "railfan-oriented" publication in Ohio who alleged that OARP recommended "more Amtrak trains on the schedule for the hobbyist and railfan", and that the presidential candidates' stands, as reported in the October "6:53" reflected OARP policy and recommendations. While OARP welcomes opportunity for constructive debate on the issues and concerns; let's make sure that the facts are straight first! If Amtrak exists only for the hobbyist and railfan, there are sure a lot of 'em riding around the U.S.A. every day! And the listing of the candidates' positions, properly credited to Sierra as the source, in NO WAY carried any OARP endorsement. It was presented as information only.

DOUG HUDSON FEATURED IN NEWS!

Our own DOUG HUDSON was subject of a full-page photo feature article in the Warren Sunday Tribune Magazine on the 2nd of November. The article, entitled "Rail Advocate" was written by Gene Harbrecht.

WILL THIS BECOME THE NEW "NATIONAL LIMITED" ROUTE ? ? ? ?



OARP has learned that apparently Amtrak and Conrail have "made a deal" affecting future restoration of east-west Amtrak service on the former National Limited route through Ohio and Indiana. As you know, Conrail has applied for permission to discontinue the block signal system on the former National Limited main line between Dayton and Indianapolis via Richmond. OARP has also learned that early in 1981 Conrail is expected to apply for permission to abandon trackage on several segments of that former PRR route.

IF the National Limited is restored, it appears it will follow the solid line routing in the above map. This means the only segment which would not be an active Conrail freight line is the 10.4 miles between Dodson and West Manchester. Amtrak would be liable for 100% of the user costs over that 10.4 miles. The West Manchester - Ansonia line is the former NYCRR "Cincinnati Northern" branch which now carries quite a bit of Conrail freight. Conrail has installed welded rail and CTC on this line. It is in good shape and passenger trains could run at 60 mph over most of the route. Due to the situation of the connecting track at West Manchester, an Amtrak train would have to do an "Amtrak Shuffle" backup move enabling passengers to view the village three times before moving on to Dayton or to Indianapolis. The connecting track is about 1 mile long and was built in 1968 to bypass the village on the south. It is used today by Conrail as a passing track and by a local switching fertilizer cars in and out of Eldorado to the only active freight shipper on the line between Richmond and Dodson. A short connecting track with extremely tight curvature exists in the N.E. quadrant at West Manchester, but this track is in active use as a team track by a fuel oil dealer and a feed mill.

The West Manchester - Ansonia route opens up the possibility of service at Greenville, Ohio. It would also mean Muncie and Anderson (both college towns) would be served at the insistence of Indiana politicians. It would also mean that

Dayton would be directly served, thus ruling out the idea of bypassing Dayton with a bus connection to and from a stop at Piqua on the Columbus-Urbana-Union City mainline.

In OARP's opinion, running time over this route would not be too much longer than it was during the last days of the National Limited over the Richmond mainline. The "West Manchester Shuffle" would probably consume an extra 10 - 15 minutes. Hopefully the dispatcher would cooperate with prompt remote handling of switches and signals. A sweeping curve leads to and from the Cleveland - St. Louis mainline just west of the Ansonia Tower. There should be no delay here at all.

A hearing was scheduled in Washington at the FRA offices on December 2nd concerning Conrail's application to discontinue the signals between Dayton and Indianapolis. At one point Amtrak said it would ask to retain the signals between Dayton and West Manchester only, but just a few days prior to the hearing (which was then cancelled) Amtrak dropped its objections. OARP assumes that, rather than to pay Conrail's inflated charges for maintaining the signals for no passenger trains, Amtrak would elect to pay less in the long run to rehabilitate the signals at the time when train service might be restored. Signal cables and the cab signal system along this line are pretty well shot anyway, reflecting Conrail's lack of any preventive maintenance over the past several years. OARP had made tentative plans to appear and testify at that hearing, had it gone through.

We understand that, when Conrail applies for abandonment of portions of the Dayton - Indianapolis line (the Dodson - West Manchester segment is sure to be included), that Amtrak then will object so as to preserve the Dodson - West Manchester track (a fast, high-speed line) for future service restoration. We reported in our last issue that a rail had been removed from this line at Dodson. We found on December 3rd that Conrail had put the rail back in place -- with new angle bars and bolts and insulation (!). We assume this was done primarily for the Amtrak/FRA "high-railer" inspection trip made over this trackage on November 18th. The rail is still in place with one end spiked out of place. We also had one sighting of the Amtrak inspection train the following day on the "Cincinnati Northern" line at a point south of Greenville. Apparently this train took a side trip over this line while enroute from Columbus to the Beech Grove facility at Indianapolis. We know it left Columbus at 7:30am for the west via the Urbana - Union City route. Consist was an F4CPH, an Amcoach and Track Inspection Car 10000. This same train, on November 17th covered the 3-C Corridor route from Cleveland to Cincinnati, then ran from Cincinnati to Dayton to Columbus on the 18th. The purpose was to inspect the 3-C Corridor as part of the "Emerging Corridors" Plan (Amtrak/FRA). Several OARP members saw the inspection train on the 18th, and ensuing phone calls proved that OARP's "grapevine" is alive and well. The inspection train was parked for the night in Columbus at the former Amtrak station where it was visited by member Karl J. Gelfer who spoke with some of the Amtrak personnel.

NOW AVAILABLE!

OARP BUMPER STICKERS

Thanks to OARP member Mike Weber and his Champion Screen Printing Company in Cincinnati, OARP is pleased to announce the availability of OARP BUMPER STICKERS in six different styles. Our BUMPER STICKERS measure 3" x 9" and are printed in white lettering on a dark blue background on "out-door" type vinyl which makes the BUMPER STICKERS removable if you should ever wish to do so. The trend today is to a smaller style of BUMPER STICKER, hence the 3" x 9" size we selected. You can even stick one on your Honda! OARP's BUMPER STICKERS carry the following messages plus, in smaller letters, OARP's name and address:

- * I'D RATHER BE ON A PASSENGER TRAIN
- * ASK ME ABOUT TRAINS
- * I'D RATHER BE ON THE LAKE SHORE LIMITED
- * I'D RATHER BE ON THE BROADWAY LIMITED
- * I'D RATHER BE ON THE CARDINAL
- * I'D RATHER BE ON THE SHENANDOAH

**\$1.00
EACH**

We're asking just \$1.00 donation for each BUMPER STICKER and we'll take care of the shipping/handling. Use this convenient ORDER FORM:

=====

INDICATE QUANTITY	DESCRIPTION
	I'D RATHER BE ON A PASSENGER TRAIN
	ASK ME ABOUT TRAINS
	I'D RATHER BE ON THE LAKE SHORE LIMITED
	I'D RATHER BE ON THE BROADWAY LIMITED
	I'D RATHER BE ON THE CARDINAL
	I'D RATHER BE ON THE SHENANDOAH
	TOTAL HERE X \$1.00 DONATION EACH = \$ _____ ENCLOSED

YOUR NAME _____

ADDRESS _____

CITY-STATE-ZIP _____

PLEASE MAKE CHECKS PAYABLE TO O.A.R.P. AND MAIL TO OARP,
P.O. BOX 653, XENIA, OH 45385 10

OUR HOPES FOR A SUCCESSFUL AND SPEEDY RECOVERY go out to OARP Regional Coordinator BILL HUTCHISON who is recuperating from surgery on a collapsed lung. His home address is 5851 South Ridge West, Ashtabula, OH 44004.

AMTRAK TIMETABLES ARE STILL AVAILABLE!

As a service to OARP members we can provide you a copy of either Amtrak's National Train Timetable (form A) or the East-Midwest folder (form 7) that shows all Amtrak service through Ohio. To help us serve you, please send a self-addressed stamped BUSINESS LETTER SIZE envelope with your request for either timetable. For the big National schedules affix 41¢ in postage, 15¢+13¢+13¢. For the East-Midwest schedules affix just one 15¢ stamp. Current schedules are good thru January 31, 1981. At that time we will provide new schedules. We are getting an increasing number of requests for these timetables and OARP is glad to be able to serve our members this way by providing current Amtrak schedules and information.

REMINDER — Our OARP minimum for membership renewals is \$10.00 (not \$5.00). Yet we always seem to have a few members who forget, and that necessitates time and postage expense which could be used for better purpose.

AKRON AREA OARP MEMBERS HOLD SUCCESSFUL MEETING WITH AREA STATE LEGISLATORS DECEMBER 6

OARP's Akron Area Regional Coordinator, Howard Harding reported that he and three other active OARP members from greater Akron (Jim Weyrick, Gary Dillon and Paul Woodring) arranged and held a successful two-hour meeting with four area State legislators in Akron on the morning of December 6th. Attending were Sen. Kenneth Cox, Rep. Vern Cook, Rep. Thomas Sawyer and Rep. Robert Nettle. The legislators were each presented with packets of OARP and NARP materials plus copies of pro-rail clippings and information. Discussion centered around the ORTA High-Speed Rail Passenger Plan plus concern over the northeast Ohio ORTA Test Track facility. The OARP representatives reiterated OARP's policy of support for the long-term goals of the ORTA Plan with short-term goals of establishing and increasing Amtrak services in Ohio. The legislators expressed some interest in the possibility of capital improvements spending (i.e., purchase of equipment) as a means to achieve intrastate Amtrak intercity services. OARP appreciates the efforts put forth in arranging and holding this meeting. Such meetings help put the case for passenger rail in a good light and they help put OARP in good stead also. We would encourage other Regional Coordinators and active OARP members to make positive, personal contact with their own State legislators. Do not be afraid to make contact -- the legislators DO appreciate your concern.



The Washington section of a head end power-equipped Broadway Limited---with diesel locomotives under the catenary---leaves Washington's Union Station for Chicago. The Broadway was the second Amtrak train---the Lake Shore Limited was the first---to be completely equipped with head end powered cars. (Amtrak Photo)

SEASONS GREETINGS TO YOU FROM OARP

Your OARP President and "6:53" Editor would like to take the opportunity to wish you and yours a most blessed Holiday Season and the Best of Wishes for the New Year.

Editor's Note: This "6:53" will reach you shortly after Christmas. We are trying a different printer and collating/binding service in an effort to save \$\$\$ without sacrificing time or quality. Also, please forgive our delay in getting the computerized mailing labels updated. We're working on 'em!

RAIL TRIP REPORT FORMS ARE REVISED AND REPRINTED

OARP has extensively revised and reprinted its rail trip report forms that we ask our members to fill out and return to us after each rail traip they make, in and out of Ohio.

The forms are now titled RAIL TRIP AND STATION REPORT FORM. Two identical sections cover the station where you boarded your train and the station where you got off. The third section covers the train trip itself. The new format was developed cooperatively with personnel at ORTA which will use a similar form and format for trip and station condition rating.

The new OARP RAIL TRIP & STATION REPORT FORM is printed on 8½x14" paper and folded so as to fit easily into pocket or purse for travelers.

We'll send you 4 of the new forms if you'll send us a stamped (15¢), self-addressed BUSINESS LETTER SIZE envelope. The previous trip report forms are still valid. We encourage you, regardless of the kind of form you have, to make out a report for us on each rail trip you take. It doesn't take much time to fill one out and send it in. It helps us keep tabs on the quality of service you find so that we can be better prepared in supporting needs for service improvements as well as to pay compliments for outstanding services rendered to rail travelers.

JOIN & SUPPORT OARP TODAY!

A REMINDER Region VI NARP
Director Howard
Harding requests that new
candidates for NARP Director
(Reg. VI/OH-MI-IN) should
notify Ross Capon at NARP in
Washington immediately. The

- qualifications are:
a) NARP membership
b) Regional residency
c) Willingness to spend the
time and money to partic-
ipate in two meetings a
year -- one in Washington
and the other one (Fall
1981) in San Francisco.
d) Sufficient maturity to
deal with the divergent
perspectives present in a
national group.

- 2) "NARP" and "OARP" are just so much meaningless alphabet
soup to most outsiders.
3) Any group whose name contains "rail" or "railroad" will
be looked upon with suspicion by both legislators and
the general public. It is assumed to be another tunnel-
visioned selfish interest group, whatever the reality.
(American Trucking Association, American Automobile As-
sociation, etc., all suggest selfish interests at odds
with ours, don't they?)
4) OARP and NARP have each developed credibility with cer-
tain other groups and individuals. This could be weak-
ened by a name change, temporarily.
5) Within the pro-rail fraternity, NARP is widely recog-
nized as the consumer-advocate group and a name change
could affect that position.

OARP member John Marquis of
Bryan (newest stop on Am-
trak's Lake Shore Limited
route) keeps daily tabs on
arrivals and departures (a
fact noted recently by the
Toledo Blade). In the
first month of service, o-
ver 300 passengers boarded
the Lake Shore at Bryan, in-
cluding one day when twenty
riders reportedly got on the
train. OARP has received
copies of an 8 1/2 x 11" how-to-
find-the-Amtrak-station map,
produced locally in Bryan,
which is assisting area res-
idents in using Amtrak.

14

WHAT'S IN A NAME?

by Howard Harding

At its Detroit meeting, the
NARP Board created a commit-
tee to study the question of
changing the organization's
name. Chairman Charlie Dunn
(FL) has asked for an infor-
mal poll of the NARP members
views on this question.

Please send your comments to
me (address on DIRECTORY
page) as I am on the name-
change study committee.

Issues behind the question:

- 1) A four-word name invites
confusion, thus is usual-
ly gotten wrong by the
media and misunderstood
by the general public.

- 2) "NARP" and "OARP" are just so much meaningless alphabet
soup to most outsiders.
3) Any group whose name contains "rail" or "railroad" will
be looked upon with suspicion by both legislators and
the general public. It is assumed to be another tunnel-
visioned selfish interest group, whatever the reality.
(American Trucking Association, American Automobile As-
sociation, etc., all suggest selfish interests at odds
with ours, don't they?)
4) OARP and NARP have each developed credibility with cer-
tain other groups and individuals. This could be weak-
ened by a name change, temporarily.
5) Within the pro-rail fraternity, NARP is widely recog-
nized as the consumer-advocate group and a name change
could affect that position.

OARP MEMBERSHIP RENEWALS:

A new year is at hand and we
want to remind you about our
OARP membership renewal
schedule: IF YOUR LAST NAME
BEGINS WITH A thru F, YOUR
RENEWAL NOTICE IS SENT DURING
THE 1st QUARTER OF THE YEAR;

- G thru L ---- 2nd quarter
M thru R ---- 3rd quarter
S thru Z ---- 4th quarter

Cooperation with this system
has been very good. We are
sending "second notice" post
cards if you forget to renew.

OHIO LEGISLATIVE UPDATE

97TH CONGRESS

U.S. SENATE: Howard M. Metzenbaum-D (term did not expire)
John Glenn-D (re-elected)

U.S. HOUSE OF REPRESENTATIVES: Recapitulation / R-13 D-10

- 1st Dist. Willis Gradison-R/Cincinnati (re-elected)
2nd Thomas Luken-D/Cincinnati (re-elected)
3rd Tony P. Hall-D/Dayton (re-elected)
4th Tennyson Guyer-R/Findlay (re-elected)
5th Delbert Latta-R/Bowling Green (re-elected)
6th BOB McEWEN-R/Hillsboro
(replaces William Harsha)
7th Clarence Brown-R/Urbana (re-elected)
8th Thomas Kindness-R/Hamilton (re-elected)
9th ED WEBER-R/Toledo
(defeated Thomas Ashley)
10th Clarence Miller-R/Lancaster (re-elected)
11th J. W. Stanton-R/Painesville (re-elected)
12th BOB SHAMANSKY-D/Columbus
(defeated Sam Devine)
13th Donald Pease-D/Oberlin (re-elected)
14th John Seiberling-D/Akron (re-elected)
15th Chalmers Wylie-R/Worthington (re-elected)
16th Ralph Regula-R/Navarre (re-elected)
17th John Ashbrook-R/Johnstown (re-elected)
18th Douglas Applegate-D/Steubenville (re-elected)
19th Lyle Williams-R/Warren (re-elected)
20th Mary Rose Oakar-D/Cleveland (re-elected)
21st Louis Stokes-D/Cleveland (re-elected)
22nd DENNIS ECKART-D/Euclid
(replaces Charles Vanik)
23rd Ronald Mottl-D/Parma (re-elected)

LONGTIME FOE OF RAILROADS, SAM DEVINE DEFEATED IN ELECTION

Sam Devine, 64, a 22-year veteran in Congress from Ohio's
12th District, was upset in his re-election bid by Demo-
crat Bob Shamansky, 53, of Columbus. Shamansky used TV
ads very effectively in his campaign which he financed
largely through loans. Shamansky's campaign reportedly
cost \$100,000. Devine's continued tenure in Congress was
an active concern of OARP due to Devine's clear antagonism
towards railroad transportation, both passenger and freight.
OARP passed a resolution in our November 1979 meeting in
Cleveland to do what we could to work for Devine's defeat.
Well, we did what we could, which wasn't very much, but we
helped in our small way to bring about the change in Ohio's
12th District. Our records indicate quite a few OARP mem-
bers residing in the 12th District. They are the ones who
obviously helped the most in bringing about the defeat of
Sam Devine. This election upset shows, once again, that
in the work of OARP it is the LOCAL EFFORT which counts
the most in achieving success in what we want.

15

OHIO SENATE: Recapitulation / R-18 D-15

REPUBLICAN MAJORITY

Paul Gillmor/Port Clinton, President
 Thomas VanMeter/Ashland, President Pro Tempore
 Stanley Aronoff/Cincinnati, Asst. Pres. Pro Tempore

DEMOCRAT MINORITY

Harry Meshel/Youngstown, Minority Leader
 Neal Zimmers/Dayton, Assistant Minority Leader
 Charles Butts/Cleveland, Minority Whip
 Tim McCormack/Euclid, Minority Floor Leader

1st Dist. M. Ben Gaeth-R/Defiance (unexpired term)
 2nd Paul E. Gillmor-R/Port Clinton (re-elected)
 3rd Theodore M. Gray-R/Columbus (unexpired term)
 4th Donald E. Lukens-R/Middletown (re-elected)
 5th Neal F. Zimmers, Jr.-D/Dayton (unexpired term)
 6th Charles J. Curran-D/Dayton (re-elected)
 7th Richard H. Finan-R/Cincinnati (unexpired term)
 8th Stanley J. Aronoff-R/Cincinnati (re-elected)
 9th William F. Bowen-D/Cincinnati (unexpired term)
 10th MIKE DeWINE-R/Cedarville (DEFEATED MAHONEY)
 11th Marigene Valiquette-D/Toledo (unexpired term)
 12th STEVEN MAURER-D/Botkins (DEFEATED R. L. DITTO)
 13th Ron Nabakowski-D/Amherst (unexpired term)
 14th Cooper Snyder-D/Blanchester (re-elected)
 15th John R. Kasich-R/Columbus (unexpired term)
 16th Mike Schwarzwalder-D/Columbus (re-elected)
 17th Oakley Collins-R/Ironton (unexpired term)
 18th Marcus Roberto-D/Ravenna (re-elected)
 19th Thomas VanMeter-R/Ashland (unexpired term)
 20th Sam Speck-R/New Concord (re-elected)
 21st M. Morris Jackson-D/Cleveland (unexpired term)
 22nd BEN M. SKALL-R/Lyndhurst (DEFEATED CALABRESE)
 23rd Charles L. Butts-D/Cleveland (unexpired term)
 24th GARY SUHADOLNIK-R/Parma (DEFEATED J. STANO)
 25th Paul R. Matia-R/Cleveland (unexpired term)
 26th Paul Pfeifer-R/Bucyrus (re-elected)
 27th Oliver Ocasek-D/Akron (unexpired term)
 28th Kenneth R. Cox-D/Barberton (re-elected)
 29th Thomas F. Walsh-R/Canton (unexpired term)
 30th BILL RESS-R/New Philadelphia (DEFEATED MILLESON)
 31st Tim McCormack-D/Euclid (unexpired term)
 32nd Thomas E. Carney-D/Girard (re-elected)
 33rd Harry Meshel-D/Youngstown (unexpired term)

OHIO HOUSE OF REPRESENTATIVES: Recapitulation / D-56 R-43

DEMOCRAT MAJORITY

Vern Riffe/New Boston, Speaker
 Barney Quilter/Toledo, Speaker Pro Tempore
 William Mallory/Cincinnati, Majority Floor Leader
 Vern Cook/Cuyahoga Falls, Asst. Maj. Floor Leader
 Arthur Wilkowski/Toledo, Majority Whip

REPUBLICAN MINORITY

Corwin Nixon/Lebanon, Minority Leader
 W. Ben Rose/Lima, Assistant Minority Leader
 Helen Fix/Cincinnati, Minority Whip

Dist.

1st Branstool-D/Utica
 2nd Wargo-D/Lisbon
 3rd PETRO-R/Cleveland
 (REPLACES JIM BETTS)
 4th Colonna-D/Brook Park
 5th Panehal-D/Cleveland
 6th Sweeney-D/Cleveland
 7th Rocce-D/Cleveland
 8th Bonnano-D/Cleveland
 9th James-D/Cleveland
 10th Bell-D/Cleveland
 11th Mahnic-D/Garfield Hts.
 12th Pope-R/Parma
 13th I. Thompson-D/Cleveland
 14th Boyle-D/Cleveland Hts.
 15th J. Thompson-D/Cleveland
 16th FISHER-D/Cleveland
 (REPLACES LEHMAN)
 17th Hatchadorian-R/Mayfield
 18th Eckart-D/Euclid
 19th Van Vyven-R/Sharonville
 20th Pottenger-R/Cincinnati
 21st Luebbers-D/Cincinnati
 22nd Mayer-R/Cincinnati
 23rd Mallory-D/Cincinnati
 24th Tranter-D/Cincinnati
 25th Rankin-D/Cincinnati
 26th Fix-R/Cincinnati
 27th DAVIDSON-R/Westerville
 (REPLACES A. NORRIS)
 28th DESHLER-R/Columbus
 (REPLACES O'NEILL)
 29th Brown-D/Columbus
 30th Stinziano-D/Columbus
 31st BEATTY-D/Columbus
 (REPLACES P. HALE)
 32nd Conley-D/Columbus
 33rd Gilmore-R/Columbus
 34th Orlett-D/Dayton
 35th Fries-D/Dayton
 36th McLin-D/Dayton
 37th BALLWEG-R/Dayton
 (REPLACES P. LEONARD)
 38th Corbin-R/Dayton
 39th Cook-D/Cuyahoga Falls
 40th Sawyer-D/Akron
 41st Nettle-D/Barberton
 42nd Crossland-D/Akron
 43rd Skeen-D/Akron
 44th Karmol-R/Toledo
 45th Jones-D/Toledo
 46th Wilkowski-D/Toledo
 47th Quilter-D/Toledo
 48th Maier-R/Massillon
 49th Red Ash-R/Canton

continued, next column...

Dist.

50th Healy-D/Canton
 51st Gilmartin-D/Youngstown
 52nd Vukovich-D/Youngstown
 53rd Camera-D/Lorain
 54th BOWMAN-R/Elyria
 (DEFEATED JOHN BARA)
 55th Nader-D/Warren
 56th Williams-D/Niles
 57th Donham-R/Middletown
 58th Fox-R/Hamilton
 59th Hughes-D/Mentor
 60th Hartley-D/Springfield
 61st Brown-D/Mansfield
 62nd Begala-D/Kent
 63rd Zehner-D/Yellow Springs
 64th Rose-R/Lima
 65th O'BRIEN-R/Cincinnati
 (REPLACES R. A. TAFT II)
 66th Hughes-R/Columbus
 67th GUERRA-R/Englewood
 (DEFEATED CHRISTMAN)
 68th AMSTUTZ-R/Orrville
 (REPLACES J. JOHNSON)
 69th Galbraith-R/Maumee
 70th D. Johnson-R/No. Canton
 71st T. J. Carney-D/Boardman
 72nd Tansey-R/Vermilion
 73rd Nixon-R/Lebanon
 74th Wojtanowski-D/Chstrlnd.
 75th Saxbe-R/Mechanicsburg
 76th Turner-R/Mt. Vernon
 77th HAINES-R/Xenia
 (REPLACES McEWEN)
 78th Hughes-R/Huntsville
 79th Manahan-R/Defiance
 80th Locker-D/Anna
 81st Netzley-R/Laura
 82nd Oxley-R/Findlay
 83rd Brown-R/Perrysburg
 84th Deering-D/Monroeville
 85th Damschroder-R/Fremont
 86th McClaskey-R/Marion
 87th Malott-D/Mt. Orab
 88th Shoemaker-D/Bournevl.
 89th Riffe-D/New Boston
 90th WILLIAMS-R/Lancaster
 (DEFEATED MADDUX)
 91st Ball-R/Athens
 92nd James-D/Proctorville
 93rd Batchelder-R/Medina
 94th Ross-R/Coshocton
 95th Johnson-R/Cambridge
 96th Hinig-D/New Phila.
 97th Boggs-D/Jefferson
 98th Bowers-D/Steubenville
 99th NEY-R/Bellaire
 (DEFEATED WAYNE HAYS)

AMTRAK AGGROBBER, ATTACKED AND RAPED AT CLEVELAND DEPOT

A female Amtrak ticket agent was attacked, robbed of approximately \$4,000 in office receipts, and then raped in Cleveland's Amtrak Station at about 11:00am on Thanksgiving Day. The agent was alone on duty in the station at the time. OARP understands that Amtrak personnel at Cleveland had requested increased security at the station at times when just one person is on duty. To our knowledge this is the worst incident to befall an Ohio Amtrak station.

The assailant, armed with a gun, is (to our knowledge) still at large. He reportedly was somewhat familiar with routines and procedures at the station.

OARP WILL SUPPORT THE PUSH FOR INCREASED SECURITY FOR AMTRAK PERSONNEL AT CLEVELAND AND OTHER AMTRAK STATIONS IN OHIO. We do not necessarily use the word "security" as "armed camp". Had a second person been on duty at Cleveland, as is usually the case, it is doubtful this incident would have occurred; or at least less likely that the agent would have been attacked and raped. We feel there are ways on improving upon overall security in unobtrusive ways. We would encourage this approach.

CONGRATULATIONS, SHANNON!

OARP HAS JUST LEARNED THAT OUR FRIENDLY LEAD AGENT AT PARKERSBURG, WV, HAS BEEN NAMED ONE OF AMTRAK'S OUTSTANDING EMPLOYEES OF THE YEAR. HE IS W. SHANNON DAVIS AND OARP EXTENDS TO HIM OUR BEST WISHES & CONGRATULATIONS!

OARP 1981 COLOR CALENDARS READY! . . . AND THEY'RE LOOKING GREAT!

We received our new 1981 OARP CALENDARS from our printer on the 10th of December. On the 11th we began mailing out the calendars to all who had sent in orders. The orders are still coming in. We've had 5000 of the calendars printed and we've already received donations totaling about 12% of the production cost. We'd like to cover as much of the production cost as we can. The four-color color separation of Mike Weber's brilliant slide of the CARDINAL crossing the C&O trestle at Okeana (Butler County) on a snowy winter's day runs about \$180.00. Our total cost will be around \$850.00.

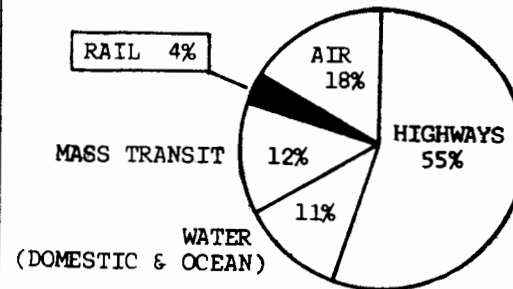
The calendar promotes OARP and features the entire 1981 year in very clear and readable type. Our calendar also features, in a column at the lefthand side, useful information including the local phone numbers of all the Amtrak stations in, and adjacent to, Ohio. The toll-free numbers are prominently listed, as is the number for the Ohio Legislative Service HOTLINE. Our calendar measures 9"x12" and is printed on coated white cardstock with the full-color photo at the top and the rest of the printing in red, blue and black.

You'll want at least one or two; and, if you want a large quantity for use as hand-outs, your OARP President will give you a deal. We've already made several shipments of 100 - 150 calendars! Call him at 513-253-5390 (days) or 513-372-9868 (eves.).

USE THE CONVENIENT CALENDAR ORDER FORM WHICH APPEARS ON THE LAST PAGE (inside) OF THIS ISSUE. WE'LL SPEED YOUR ORDER AS SOON AS WE HEAR FROM YOU.

OARP made available our free-standing display sign, brochures, and back issues of "the 6:53" at a mid-November Railroad Flea Market & Show in Dayton and we picked up three new members as a result. Use every opportunity to help make OARP known and bring in new members in your area. We can easily ship you quantities of brochures and "6:53's" for use in your area. Just ask. Our free-standing sign comes apart enough to fit in a car trunk for easy transport.

FEDERAL AID TO TRANSPORTATION FISCAL YEARS 1971-77



During FY 1971-77, the federal government spent \$75.8 billion on transportation, with nearly three-quarters of that outlay going to highway and air transportation. Only 4% was spent on rail programs (which includes Amtrak). SOURCE: U.S. Conference of Mayors, Federal Aid to Transportation: An Analysis of Government Obligations by Mode, May 1979.

(courtesy of NARP NEWS)

Are you reading RAIL ?

Subscribe to RAIL! RAIL is a newsletter for persons concerned about the future of American Railroads. Read what informed observers have to say in coming issues about these topics:

- Coal to fuel railroads: Central electrification or coal-fired units?
- The new era of rail deregulation: Will it help an ailing industry to survive?
- Amtrak and Ohio's efforts to improve rail passenger service: Is there an answer to the legal dilemma?

RAIL is edited by OARP member Bob Boyce of Columbus.

Our thanks to KEN STEWART of the Cincinnati NRHS Chapter, and resident of Loveland, Ohio, who suggested some minor improvements to our HOW-TO-FIND-THE-STATION MAP of Loveland carried in our last issue. We'll incorporate Ken's suggestions when we redesign and reprint our OARP RAIL TRAVEL GUIDES in the near future.

OARP Pres. Tom Pulsifer, ORTA's Bob Casey, and Montgomery-Greene County TCC's Jack Jensen participated in a radio talk-show interview on passenger rail concerns, November 23rd on Bill Nance's "Pro & Con" program on Dayton's WING radio.

JOIN & SUPPORT OARP & NARP

"RAIL"

For four issues, send this coupon and \$2.00 to RAIL, Robert M. Boyce, Editor, 1080 Lincoln Road, Columbus, OH 43212.

NAME _____
 ADDRESS _____
 CITY/STATE/ZIP _____

SOME RANDOM THOUGHTS ON AMTRAK ----- BY BILL SNORTELAND

In a recent New York Times article Amtrak said that it would like to run separate trains on the BROADWAY LIMITED route from Chicago to New York and Washington. Why not also run separate sections of the LAKE SHORE LIMITED from Chicago to New York and Boston? This route has higher ridership and with proper scheduling could provide a skeletal Chicago - Cleveland Corridor set-up. At very least during the peak travel periods (Thanksgiving, Christmas, and Summer) Amtrak should offer expanded service on these routes.

Amtrak should run demonstration tests on the emerging corridors that now have limited or no service presently using the LRC sets now running on the BEACON HILL between New Haven and Boston.

Amtrak should channel its advertising money into specific regions where the trains aren't doing as well as they could and must (in order to survive).

People in Columbus, Dayton, Oklahoma City, Wichita, Roanoke, etc., are not going to get too excited about America getting into training when they can't.

Amtrak should implement measures now to "shore up" the endangered trains; the SHENANDOAH, the CARDINAL and the INTER-AMERICAN.

Does anyone know why/how the emerging corridors study omitted the Cleveland - Pittsburgh corridor?

[Bill is a Region VI NARP Director and a member of OARP.]

REPORT FROM SOUTHWESTERN OHIO ----- FROM MIKE WEBER

Is Amtrak actively planning to make the move out of River Road back to Cincinnati Union Terminal? Present indications point this way. OARP has learned that plans to enlarge the River Road Station have recently been shelved. Amtrak Pres. Alan S. Boyd was in Cincinnati early in December to meet with city officials and tour the C.U.T. OARP strongly supports relocating Amtrak to C.U.T. The River Road location is too isolated, too small (both building and parking area), and has no intermodal connections with local transit. Amtrak could shave at least 20 minutes, and probably more, off the CARDINAL's schedule by moving back to C.U.T.

OARP will become actively involved in trying to get Amtrak to stop in Oxford [Miami University] initially as a "seasonal" stop for traveling students.

Ridership at both Hamilton and at Loveland seems to be holding at better than the 3 passengers per train per day average which is the cutoff point.

Rumors are circulating around the Queen City that the SHENANDOAH may die as early as April of 1981. Amtrak would prefer to run the train between Washington-Cumberland-Pittsburgh as a more lucrative market as possibly to tie in with the BROADWAY LIMITED at Pittsburgh. The present SHENANDOAH does its best as a commuter's train between Martinsburg and Washington. Restoration of the eastbound connection with the CARDINAL at Cincinnati has helped a little to boost ridership such as Athens - Chicago, Chillicothe - Muncie, etc. 20

LET'S TAKE A NEW LOOK AT "403-B" FOR OHIO BY BILL HUTCHISON, JR.

Ohio's Constitution forbids state aid to private corporations, which Amtrak and Conrail are under the law. Let's look at the situation in a different way -- Why not just say that the money involved is for services rendered to Ohio by Amtrak? After all, whatever trains would be run would be for Ohio's benefit, not Amtrak's.

I personally favor Howard Harding's "building block" approach -- starting small with a few new trains and extensions of others and working up to a large system. Also, I feel that ORTA may be making a serious mistake with their "go it alone" stance. This would pass up available federal monies to which Ohio would be entitled. Notice how many of these proposals could be achieved with a minimum of investment:

1. Extend the NIAGARA RAINBOW to Cleveland, serving Dunkirk, Westfield, Erie, Ashtabula and Painesville.
2. Extend the LAKE CITIES to Columbus, thus giving direct service between Columbus-Toledo-Detroit-Chicago.
3. Extend the MICHIGAN EXECUTIVE to Cleveland, thus providing a second daytime schedule in the Cleveland-Toledo-Detroit Corridor.
4. Extend the PENNSYLVANIAN to Cleveland via Youngstown to serve the Cleveland-Pittsburgh Corridor.
5. Extend the proposed Altoona-Pittsburgh FORT PITT on to Cleveland, thus giving the Cleveland-Pittsburgh Corridor a second day-train.

Larger scale Amtrak improvements that could be achieved with possible 403-b help from Ohio and its neighbor states might be:

1. Establish a day-train between Washington-Cumberland-Pittsburgh-Youngstown-Cleveland-Toledo-Detroit.
2. Separate the New York and Washington sections of the BROADWAY on a permanent basis; rename the Washington section the CAPITOL LIMITED and have it fill the present SHENANDOAH schedule east of Cumberland.
3. Complete restoration of the NATIONAL LIMITED with an extension to Denver, acting as a bypass around Chicago for transcontinental passengers and providing connections with the SOUTHWEST LIMITED and the INTER-AMERICAN.
4. In addition to establishing intrastate service in Ohio's 3-C Corridor operate a section of the LAKE SHORE LIMITED between Cleveland and Louisville, or even to Nashville. Or even to Memphis to connect with the PANAMA LIMITED. A significant market exists here for through passengers.

[Bill Hutchison is OARP's Ashtabula-Conneaut Area Regional Coordinator.]

OARP member John McCann reports that work is now well underway in rebuilding Chicago's Union Station after the bad fire there several months ago. John reports that many of the Amtrak offices formerly housed at 309 West Jackson Boulevard have been moved over to space within the Union Station facility.

Alinda C. Burke, a Deputy Federal Highway Administrator, told a recent American Planning Association National Conference in Cincinnati that the federal interstate highway system is falling apart faster than it can be fixed up --- that the system, which has already cost taxpayers nearly \$70 billion, cannot be adequately maintained for \$7 billion annually. 21

CALIFORNIA STUDYING HIGH-SPEED SYSTEM

California Governor Edmund Brown, Jr. recently announced his state would proceed immediately with studies to determine the need and available technology for trains that would run at 125 to 150mph on the "West Coast Corridor" between San Diego, Los Angeles, the Bay area and Sacramento.

Officials said one reason for acting on the high-speed plan was impatience with Amtrak and with the federal government.

The P&LE has proposed discontinuance of its commuter train service between College and Pittsburgh. An ICC hearing will be held in Pittsburgh on January 8th.

Someone asked OARP if it was true that Amtrak's HOOSIER STATE continues to run standing-room-only and with would-be passengers being turned away. The answer is YES. We are learning of more and more instances of this. It is a popular train, especially on weekends. On some days the train is full out of Indianapolis and SRO out of Crawfordsville. All seats on the HOOSIER STATE are unreserved. For Amtrak, it's a success story for sure!

GREYHOUND LOSES IN ICC RULING

Greyhound Lines has failed to prove that Amtrak's low prices on passenger fares between eight cities in the West and Midwest caused the bus firm to operate at a loss between those points, or that the rates violate the Interstate Commerce Act. Greyhound had complained to the ICC last year that it had to depress its rates because of Amtrak's lower fares. Greyhound's argument was dismissed by ICC Administrative Law Judge Paul S. Cross.

Amtrak has announced plans to open a national training center for employees at Donaldson, IN, 70 miles east of Chicago, early in 1981. Amtrak will spend 2.8 million dollars to purchase and renovate the 134-acre former religious training school which can house and train up to 250 employees at one time.

A Toledo Blade editorial on Nov. 10th quoted your OARP Pres. Tom Pulsifer in suggesting Ohio could sidestep the constitutional problem by purchasing equipment (as Connecticut has done) and leasing it to Amtrak in return for added intrastate passenger services.

OARP member Russ Heine reported that on September 30th he saw the westbound BROADWAY leaving Lima with the lead F4OPH running backwards! Apparently the leading unit had to be set out so the train continued to Chicago with the second unit doing the honors.

OARP has learned that Conrail is diverting considerable Columbus - Pittsburgh freight traffic over the Columbus-Galion-Crestline to Pittsburgh line so that extensive trackwork and TCS signalling can be installed on the Columbus to Pittsburgh mainline in 1981.

1981 OARP CALENDAR

OARP's FULL-COLOR 1981 CALENDAR measures 9" by 12" and features a full-color photo of Amtrak's CARDINAL on the Okeana Trestle in Butler County, Ohio, on a bright winter day. OUR 1981 CALENDAR also lists phone numbers that are important; including Amtrak's toll-free information and reservations numbers, Amtrak's local station numbers, Amtrak's Regional Marketing/Sales Offices, the Ohio Legislative Information Hotline, OARP and ORTA.

2 for \$1.50-[minimum order] 4/\$3.00 6/\$4.50 8/\$6.00
10/\$7.50 12/\$9.00 14/\$10.50 16/\$12.00 MAKE DONATION

PAYABLE TO O.A.R.P. Thanks!

Please send _____ 1981 OARP CALENDARS to:

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

MAIL THIS COUPON TO: OARP CALENDAR
BOX 653 / XENIA, OH 45385

Calendars mailed flat by first class mail.

COUPON

OARP NEW MEMBERSHIP

JOIN the OHIO ASSOCIATION of RAILROAD PASSENGERS and help support our volunteer efforts to bring more and better rail passenger services to OHIO. We're 600 strong and growing! We're moving forward together for better trains in the 80's. CLIMB ON BOARD TODAY!

A NEW MEMBERSHIP in OARP is still just \$5 for your first year.

Check here if you can spare some time and/or talent to participate actively in the ongoing work of OARP above and beyond your annual dues.

Allow 4-6 weeks for your membership to be processed. Thanks!

NAME _____

ADDRESS _____

CITY _____

STATE/ZIP _____

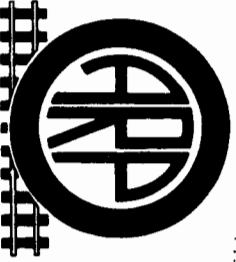
PHONE _____

MAIL WITH YOUR REMITTANCE TO: OARP
MEMBERSHIP SERVICES
P.O. BOX 653
XENIA, OH 45385

\$5.00

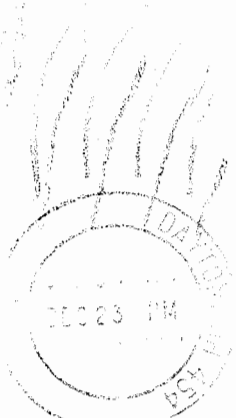
COUPON

"the 6:53" is the official bi-monthly (Feb-Apr-Jun-Aug-Oct-Dec) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 600+ 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 solely through membership dues and by extra donations of time, talents and dollars by our members. JOIN US TODAY in the fight for better trains! Annual dues are \$5 (min.) for NEW members and \$10 (min.) for membership renewals. Use membership coupon appearing in this issue.



DAVIDSON, JR.
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