

**ON THE SCHEDULE**

MARCH 7 / OARP OFFICERS INFORMAL, OPEN MEETING AT MANSFIELD, OHIO  
MARCH 21 / NARP REGION SIX ANNUAL MEETING IN DETROIT  
MAY 2 / OARP FIELD TRIP TO CHICAGO'S 12th ST. YARDS  
MAY 3-9 / OARP "SACRAMENTO SPECIAL" ESCORTED RAIL TOUR TO RAILFAIR & PAGEANT  
MAY 16 / OARP ANNUAL MEETING AT CINCINNATI'S UNION TERMINAL

**CONSIST OF THIS ISSUE:**

- \* PULSIFER REAPPOINTED TO ORTA BOARD AS GOVERNOR MOVES TO ELIMINATE AGENCY
  - \* AMTRAK CONDUCTS "EMERGING CORRIDORS" PUBLIC MEETING IN CLEVELAND
  - \* SHENANDOAH, CARDINAL IN MOST DANGER OF BEING CUT
  - \* UPCOMING MEETINGS, TRIPS FILLING OARP SCHEDULE
- ALL THIS AND MORE, INSIDE..

**REAGAN ADMINISTRATION**

**RECOMMENDS:**

**ELIMINATE AMTRAK!**

Rail passenger transportation advocates: If you believe the fight for energy-efficient intercity rail passenger service has thus far been hard; then according to what the Reagan administration has in mind, we've just been on the fringe of the battleground!

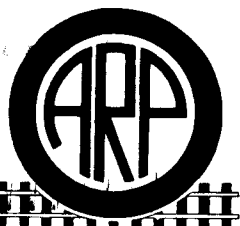
The Reagan administration is recommending eventual elimination of Amtrak!

Less than one week before President Reagan was scheduled to address a joint session of Congress, OARP received from a Congressional source a draft copy of the Office of Management & Budget's recommendations affecting Amtrak. Starting on page 3 of this issue, we are presenting excerpts from this document which presents the thinking of the Reagan administration in this regard. The formal Reagan budget is to go to Congress (contd. pg. 3)

**official publication of the**

**OHIO ASSOCIATION OF RAILROAD PASSENGERS**

**issue #39**



P20

# OARP DIRECTORY

Corrected to  
February 1, 1981

The OHIO ASSOCIATION OF RAILROAD PASSENGERS - P.O. Box 653, Xenia, OH 45385 - 513-372-9868

<u>PRESIDENT</u>	Thomas R. Pulsifer, 1751 Wilshire, P.O. Box 371, Xenia 45385	513-372-9868
<u>VICE-PRES</u>	Rodger J. Sillars, 2521 Euclid Hts. Blvd., Cleveland Hts. 44106	216-932-2781
<u>SECRETARY</u>	William C. Glasser, 3815 Ashwood Drive, N.W., Canton 44708	216-478-1003
<u>TREASURER</u>	David S. Marshall, 2435 Ridgeway Road, Oakwood (Dayton) 45419	513-296-0227
<u>MEMBERSHIP SERVICES</u>	John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870	419-625-5556
<u>INFORMATION SERVICES</u>	John T. McCann, 1341 Red Bluff Dr., W. Carrollton 45449	513-435-5066

REGIONAL COORDINATORS are your local contact persons who represent OARP:

"REGION 216" / NORTHEASTERN OHIO

<u>CLEVELAND AREA</u>	James Stevenson, 192 Franklin Drive, Berea 44017	216-234-5885
<u>AKRON-CANTON AREA</u>	J. Howard Harding, 489 Overwood Road, Akron 44313	216-867-5507
<u>YOUNGSTOWN-WARREN</u>	G. Douglas Hudson, 3981 Greenmont Dr., SE, Warren 44484	216-856-2557
<u>ASHTABULA-CONNEAUT</u>	Bill Hutchison, Jr., 5851 S. Ridge W., Ashtabula 44004	216-969-1634
<u>ELYRIA-LORAIN AREA</u>	Joseph F. Brove, 3902 Valley View Drive, Lorain 44053	216-282-2130

"REGION 419" / NORTHWESTERN OHIO

<u>TOLEDO AREA</u>	Willard B. Edson, 1008 Eton Road, Toledo 43615	419-536-0643
<u>LIMA AREA</u>	John H. Keller, 721 Woodward Avenue, Lima 45805	419-224-9936
<u>SANDUSKY AREA</u>	John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870	419-625-5556
<u>MANSFIELD AREA</u>	Richard A. Fry, P.O. Box 381, Bellville 44813	419-886-2875

"REGION 513" / SOUTHWESTERN OHIO

<u>DAYTON AREA</u>	Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409	513-294-7110
<u>CINCINNATI AREA [2]</u>	W. Mike Weber, 14 Joywood Drive, Cincinnati 45218	513-851-7959
	James A. "Jake" Kroger, 5250 Charloe St., Cincinnati 45227	513-731-8062
<u>OHIO VALLEY AREA</u>	Ronald D. Garner, 1884 Kress Road, Mt. Orab 45154	513-444-3098

"REGION 614" / CENTRAL & SOUTHEASTERN OHIO

<u>COLUMBUS AREA</u>	David J. Lebold, 2650 Neil Avenue, #4, Columbus 43202	614-261-1549
<u>SOUTHEASTERN OHIO</u>	David D. Dawson, 318 West Main St., McArthur 45651	614-596-5562

The NATIONAL ASSOCIATION OF RAILROAD PASSENGERS - John R. "Jack" Martin, Pres.  
417 New Jersey Ave., SE, Washington, DC 20003 202-546-1550  
Ross Capon, Exec. Dir. - Barry Williams, Asst. Dir.

NARP REGIONAL DIRECTORS (Region VI/Ohio-Michigan-Indiana) FROM OHIO:

J. Howard Harding, 489 Overwood Road, Akron 44313	216-867-5507
David S. Marshall, 2435 Ridgeway Road, Dayton 45419	513-296-0227
William Snorteland, 2122 Overbrook Avenue, Lakewood 44107	216-221-1722

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

REAGAN ADMINISTRATION RECOMMENDS ELIMINATION OF AMTRAK !  
(From pg. one) on March 10th. At that time we should get the word on specific funding reductions recommended by the Executive branch. The eventual elimination of Amtrak would result from the proposed criteria; but one Amtrak spokesman was quoted in the press as stating that no train in England, France or Japan could satisfy the proposed criteria. Herewith, OARP presents excerpts from the OMB recommendations on Amtrak subsidies:

## ARGUMENTS FOR SHARPLY REDUCING AMTRAK SUBSIDIES:

- \* Average system-wide operating losses are now at about 16¢ per passenger mile. On many routes the average ticket subsidy is \$60-70 per person and it reaches \$137 per ticket (the Southwest Limited). These subsidies are a grossly inefficient use of tax dollars, especially when train travel represents only about 1% of intercity travel.
- \* With the President's decontrol of gas and fuel prices, the cost of driving or flying will increase. Thus, Amtrak passengers are less likely to object to paying higher fares.
- \* Amtrak is not particularly energy-efficient because of low passenger load factors, especially outside of the NEC. Passenger trains are likely to become comparatively less efficient as automobiles and airplanes make major improvements in fuel economy.
- \* Many Amtrak trains provide only an intrastate or bi-state service with minimal national benefit. The fully allocated costs of these trains should be borne totally by the states and the passengers, or the service should be dropped.
- \* It is inappropriate for the Federal Government to subsidize travel between two points when the private sector offers common carrier bus and air travel services.
- \* Improvements in intercity highways and widespread availability of air travel since 1960 have, in effect, eliminated the need for and utility of passenger trains. Passenger trains, while part of the country's heritage and history, have little place in a federal budget which is heavily in deficit.
- \* To the extent Americans demand long distance trains, a private sector excursion or vacation market for such travel could emerge in the same way that entrepreneurs now operate cruise ships such as, the Delta Queen and the Mississippi Queen.

[OARP COMMENT: Man cannot live by jellybeans alone! If this the way our leadership thinks and rationalizes, then they have been horribly misled, either by sheer stupidity or by forces in the land who want Amtrak to fail and/or don't want rail passenger transportation service to look or do too good. Somewhere along the line, our decisionmakers have missed the train. -Ed.]

OMB RECOMMENDATIONS continue...

DATA: Amtrak Subsidies  
\$ in millions

	1981		1982		1983		1984		1985	
	BA	O	BA	O	BA	O	BA	O	BA	O
BA-budget authorization	906	769	993	943	1082	1112	1171	1201	1257	1284
O-outlays	-25	-25	-380	-380	-550	-550	-700	-700	-900	-950
CARTER BUDGET	881	744	613	563	532	562	471	501	357	334
PROPOSED CHANGE										
PROPOSED REAGAN BUDGET										

**PROGRAM:** Amtrak is a private corporation subsidized by the Federal Government which has operated all intercity trains since 1971. About 22 million riders are expected in 1981, over half on routes in the Northeast. Most of the trains bear historical names and represent service which has existed for 50-100 years. Over two dozen trains operate daily along the Northeast Corridor (NEC), round-trip trains are operated up to six times daily on 21 other corridors, and other trains operate approximately daily on 16 long haul routes.

Passenger fares on NEC other corridors and long haul routes cover 107%, 47% and 62%, respectively, of the short-term avoidable costs of these trains. These costs represent only 54% of Amtrak's total costs. Amtrak also has \$597 million of indirect operating costs which are not allocated to individual trains (administrative costs, locomotive and car repairs, reservations and advertising, track maintenance, etc.) and \$250M of capital costs annually. In 1981, passenger fares will cover only 40% of Amtrak's total operating costs. Federal subsidies represent 60% of the operating costs and 100% of the capital costs.

The Amtrak Act of 1979 set a goal of having passenger revenues cover 50% of Amtrak's operating costs by 1985. The 1980 Amtrak amendments set a goal of having NEC trains cover 100% of their costs by 1987. If the 50% test were in place today, and assuming no loss in ridership as a result of a fare increase, fares would have to be increased immediately 30% across the board above the 15% fare hike already planned for 1981. Fares would have to equal about 92% of short term avoidable costs in order to cover 50% of total operating costs.

**POTENTIAL CHANGES:** To sharply reduce Federal subsidies, routes and trains should be dropped if they don't meet a stringent threshold test. (In 1979, six routes were dropped by using statutory factors involving subsidy per passenger mile and passenger miles per train mile.) Substantive legislation should be submitted to Congress to require each Amtrak train's revenues to cover 50% of total operating costs by the end of 1982, 60% by 1983, 70% by 1984, and 80% by 1985. Legislation should also stipulate that if appropriations are constrained, Amtrak shall be free to drop service on marginal trains. Thresholds on a route-by-route basis would require an arbitrary allocation of indirect costs as described below.

This recommendation also assumes that Amtrak capital investment would fall sharply (by \$125M annually) because many trains would be dropped. Phase-out and labor protection costs in 1982 are hard to estimate, but would be substantial.

Railroad and budget specialists have argued for decades about how to allocate indirect costs to individual routes. Suffice it to say, railroad accounting is a morass. In the data below, indirect costs not offset by miscellaneous revenue are distributed one-third each by passengers, passenger miles and train miles. This arbitrarily allocates indirect costs as follows: 33% to NEC, 19% to other short haul, and 48% to long-haul routes. This approach is necessary to compare route-by-route revenue with fully allocated costs. Using projected 1981 data, the following is observed:

	Revenue Direct		R/DC	Total	
	R	Cost DC		Costs TC	R/TC
Northeast.....	150	140	107%	322*	47%
Short-haul.....	59	124	47%	232	25%
Long-haul.....	280	452	62%	720	39%
Amtrak Sys tot/avgs	489	716	69%	1274	40%

An Amtrak system consisting only of the NEC would have costs of \$400-\$500M annual-

ly if it alone had to carry all of Amtrak's indirect costs.

Compared to the 15% annual fare increases already planned, fares in future years (and/or State subsidy) should exceed those already planned by the following amounts to meet 50, 60, 70 and 80% recovery of total costs:

	1982	1983	1984	1985	
NEC.....	2%	17%	31%	43%	These increases do not take into account the probable large decline in ridership which would occur as a result of sharply higher fares. These increases are well outside the range of demand elasticities with which Amtrak is familiar.
Short-haul..	88%	117%	140%	161%	
Long-haul...	23%	41%	57%	72%	

Passengers on short distance trains obviously now get the greatest subsidy per mile. At the same time, passengers on long-haul routes now get a larger total dollar subsidy because of the length of their trip.

These tests would require a combination of the following actions by Amtrak: (a) sharply increase fares on virtually all short-haul and long-haul trains; (b) institute tough controls on both direct and indirect costs; and (c) eliminate trains which don't meet the criteria.

The following table displays some representative routes, their 1981 revenues, and incorporates their prorated share of indirect 1981 costs. The table also shows the order of magnitude increase in fares needed to cover 50% of the route's total cost:

	(\$ in M)		'81 Revenue as % of TC	Fare increase needed to cover 50% of TC
	Revenue	Total Cost TC		
Chicago-Milwaukee	1.4	8.2	17	193%
Los Angeles-San Diego	8.2	40.4	20	145%
Washington-Cincinnati	0.9	8.9	10	394%
Chicago-Los Angeles	26.0	72.4	36	39%
Los Angeles-New Orleans	7.8	29.1	27	87%
New York-Florida	55.7	140.4	40	26%
New York State routes	13.2	37.8	35	43%

The foregoing data suggests that if passengers are willing to pay 50 to 100% more than they are now paying (in 1982), but not more than that, then about two-thirds of the long-haul routes and about half of the short-haul routes would be kept through 1982. Demand elasticities are not accounted for in the data. As the cost recovery requirements increase toward 1985, more trains will be cancelled. The table on page four assumes that major reductions in the Amtrak system would be desirable under these conditions.

[OARP COMMENT: This issue of "the 6:53" went to press two days prior to President Reagan's February 18th address. We hope we have presented in this issue the WORST POSSIBLE CASE that could happen. Reagan's recommendations will be subject to some Congressional modification. But unless we SPEAK OUT FIRMLY to our Congressional delegation, we could see the end of almost all intercity rail passenger service in this country within four years! We can't let this be!]

HERITAGE FOUNDATION SLAMS AMTRAK, PRAISES ORTA

Washington's prestigious Heritage Foundation, in a recently issued report entitled "Mandate for Leadership Project Team Report for the U.S. Department of Transportation" reportedly stated that: "Amtrak no longer should be subsidized. In the past Congress has insisted on federal support for rail passengers. There is no reason except nostalgia for aiding passenger transportation. Amtrak should be authorized \$200 million for FY 1982 and zero thereafter..."

On the other hand, Heritage Foundation's President, Edwin Feulner, in an August 1980 news release praised the creative thinking going on at the Ohio Rail Transportation Authority in developing a high-speed passenger train system, reflecting realistic approaches to future transportation needs of America.

Heritage Foundation is a Washington based public policy research organization.

THE FIGHT FOR RAIL PASSENGER TRANSPORT SURVIVAL IN 1981 IS GETTING HOT!

YOU CAN HELP KEEP THE HEAT ON WASHINGTON AND IN COLUMBUS BY HELPING TO KEEP OARP STRONG AND HEALTHY.

WE CAN MAKE A DIFFERENCE!

AMTRAK AND THE REAGAN ADMINISTRATION ----- by Dr. M. D. Monaghan

It is interesting to note Mr. Reagan's endorsement of rail passenger service both on a professional and personal basis when he was at the height of his screen career in the 1950's. A man who was not a professional rail buff, at the height of a successful career in the entertainment industry, later elected by a majority of his countrymen to serve as their President, clearly recognized, enjoyed and made regular use of the attractions of long-distance rail passenger service even into the jet age, unhesitatingly endorsing it publicly as a recommendation for others to follow. It becomes difficult to denounce the marketability of rail service with such a dynamic testimonial as this regardless of other aspects of the issue. [see example reprinted elsewhere in this issue of "the 6:53"]

These testimonials were not merely paid endorsements purely exploiting his prominence in the entertainment world. Reagan was known to be an inveterate user of passenger trains, preferring them to air travel, until he entered politics and time constraints began to force him into the air. In a personal letter dated October 8, 1961, to NARP Director Ken McFarling of Portland, Oregon--written on board an eastbound passenger train--Ronald Reagan states, "Appropriately enough I'm answering your letter while a train carries me east. It doesn't make for good penmanship but it is my only method for cross country travel."

Time will tell if Reagan truly intends to be a President of all the people as he declares. If so it is difficult to understand how he can accept biased advice such as the foregoing: The story may be recalled how, in 1979, when Brock Adams announced his abortive DOT plan for decimating Amtrak, the FRA official called in his department heads and informed them of the announcement, warning that there would be an explosion of protest and anger--"But," he added, "don't pay any attention to it because it will all be coming from just a few hundred Anarchist Rail Nuts."

Perhaps, in the future, in view of the colorful statements made earlier by the new President such agencies will be a bit more cautious as to how they label the legions of rail passenger advocates around the nation. 6 (edited)

"traveling by Domeliner is one of the happiest habits I've ever acquired"

Ronald Reagan

"Union Pacific Domeliners certainly are the answer to the modern conception of luxury travel. I find they offer a wonderful opportunity to relax while enjoying service as superb as the surroundings."



"Dome dining? That's for me! It's one of the extras I can enjoy on a Domeliner."

"Another thing—I like my comfort. Take the new Pullman accommodations, for example. For six footers like me, the wide long-length beds assure a good night's rest. And, during the day, I have a 'private room' where I can study scripts or just take it easy, as though I were home."



"The relaxing moments in beautiful lounge cars, the leisurely enjoyment of the trip and the thoughtful service all add up to my being such an enthusiastic Domeliner fan."

Mr. Reagan is a frequent guest on the "City of Los Angeles" Domeliner. The "City of Portland" Domeliner, in service between Chicago and the Pacific Northwest, provides the same attractive Dome cars and modern Pullman equipment. Ride Union Pacific Domeliners and we feel sure that you, too, will become an ardent Domeliner traveler.

**UNION PACIFIC**  
*Railroad*  
Omaha 2, Nebraska

DEPENDABLE PASSENGER AND FREIGHT SERVICE

Reproduced from original in May 1959 NATIONAL GEOGRAPHIC, courtesy of Dr. M. D. Monaghan, NARP Director, Garland, TX.

ALL ABOARD FOR "THE SACRAMENTO SPECIAL"!

This call will be heard in Chicago Union Station on May 3rd, 1981, as passengers on OARP's FIRST MAJOR RAIL TOUR board Amtrak's SAN FRANCISCO ZEPHYR.

This escorted rail tour, sponsored by OARP with arrangements handled by the Miami Valley AAA Motorcoach Tour Division, is the first of what we hope will be a series of rail tours in the future. Several OARP members have already expressed definite interest in "THE SACRAMENTO SPECIAL".

The highlight of this rail tour will be to help celebrate the grand opening of the California State Railroad Museum and attend the special RAIL-FAIR & PAGEANT (which is slated to run for only nine days) in Sacramento. Already, the RAIL-FAIR & PAGEANT is shaping up to be "THE" rail event of 1981! It is the first RAIL-FAIR held in the U.S. in 33 years!

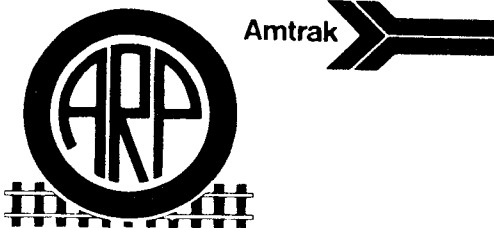
It is expected that among the historic steam locomotives on hand will be UP 8444, a UP Challenger, SP "Daylight" 4449, the Best Friend of Charleston and the Tom Thumb, all under steam. There will be special exhibits brought in from the Smithsonian and from various rail museums in the U.S., from Canada and from Great Britain. Amtrak will also participate in the event, celebrating its own tenth anniversary.

Tour members will visit the \$14 million, 100,000 sq. ft. California State Railroad Museum featuring 40 historic interpretive displays and 21 pieces of historic rolling stock. Highlight is the 10,000 sq. ft. DIORAMA -- submerged in a world of rails, the visitor is greeted by a \$100,000 custom-made film featuring the romance of railroading. He then enters actually in the last scene which is a mammoth diorama where sights, sounds and smells of the mountain setting of the Central Pacific Railroad camp on Donner Summit (c. 1865) engulf him. This one-of-a-kind attraction offers the visitor to become a PARTICIPANT in the past rather than just a spectator.

The Museum is located in Old Sacramento, a 28-acre National Registered Landmark authentically restored to the 1850-1870 period. Tour members will have opportunities to visit the buildings, restaurants and shops of Old Sacramento.

Another feature of our trip -- all events, attractions, even our lodging, are all within comfortable walking distance of the Amtrak station! Talk about convenience! We will be housed at the SANDMAN/BEST WESTERN. We understand that, as word spreads about the RAIL-FAIR and

# THE SACRAMENTO SPECIAL



"THE SACRAMENTO SPECIAL" [continued]

PAGEANT, hotel accommodations in the Sacramento area are rapidly filling up.

Assure yourself of a most convenient way to attend this event by joining OARP's special rail tour.

And, of course, we will travel by TRAIN -- on Amtrak's SUPERLINER equipped SAN FRANCISCO ZEPHYR over the route which includes the spectacular crossing of Donner Pass, the route of the original Central Pacific/Union Pacific, America's first transcontinental railroad. Our "SACRAMENTO SPECIAL" rail tour originates and terminates in Chicago. We'll be glad to help arrange for travel between various Ohio points and Chicago at additional cost. We'll be traveling by SUPERLINER coach on Amtrak. Any tour member wishing sleeper accommodations must bear the additional costs involved.

At this time we've already had five OARP members express definite interest in this trip. Of course, our trip is open to anyone, whether or not they are a member of OARP. We're also awaiting final word on the trip cost. It will be an amount close to \$300. We're printing up a separate "SACRAMENTO SPECIAL" flyer which will include ALL details spelled out. Please write OARP [P.O. Box 653, Xenia, OH 45385] for a copy of "THE SACRAMENTO SPECIAL" flyer. We're hoping for a very successful trip to "THE" rail event of 1981!!

Oh yes, our trip escort will be MR. JOHN McCANN. John McCann has been an active OARP member for several years now and is employed by Amtrak, having served as an agent at Columbus until the NATIONAL LIMITED was taken off. John has traveled widely throughout the U.S. by Amtrak and will provide excellent professional leadership to OARP's first major rail tour.

OARP understands that Amtrak's Michigan Service will increase this Fall with the addition of a through train between Grand Rapids and Chicago. We have also learned that, to help achieve better equipment utilization, starting in April of this year [with the timetable change], Amtrak's CARDINAL is to run through between Washington and New York City, providing, in essence, a third New York - Chicago through Amtrak train service.

Amtrak helped arrange for a Dayton TV2 film crew to ride the CARDINAL to Chicago and return to Cincinnati on February 10th and 11th to help prepare for a week-long series on Amtrak and rail travel as part of the evening news.

CINCINNATI REVENUE UP 91%

OARP has learned that Amtrak revenue at CINCINNATI has increased by 91% and ridership to and from Cincinnati is up 9%. Main reason for the increases is improved connections between the CARDINAL and western trains at Chicago.

OARP's Mike Weber and Regional NARP Director Nick Noe were among the 150 attending the Amtrak Public Information Meeting on the Emerging Corridors held in Indianapolis January 30th. Mike reported the meeting was generally quite positive, pro-rail.

## G GOVERNOR ACTS TO AXE ORTA

### PULSIFER REAPPOINTED

OARP's President Tom Pulsifer was reappointed to the Board of the OHIO RAIL TRANSPORTATION AUTHORITY on Jan. 6th by Governor James A. Rhodes. In addition, Pulsifer and OhioDOT Director Dave Weir were both appointed by the Governor to represent the State of Ohio on the INTERSTATE RAIL PASSENGER ADVISORY COUNCIL [comprising the Midwestern states who have joined the Interstate "Compact"]. Due to the political controversy surrounding Pulsifer's reappointment and stand on the future High Speed Passenger System, he expects tough questioning when and if he is called in for confirmation hearing before the Ohio Senate.

took away ORTA's property acquisition money used to buy and preserve railroad rights-of-way for future use or to preserve rail freight service on "light density" lines. While increasing numbers of individual state legislators are showing some interest in state-supported rail passenger services, it appears to OARP that the Republican party leadership is becoming strongly opposed to any new state spending outside "traditional" concerns. And it appears to OARP that the Democratic leadership is somewhat disorganized and tends toward over-reaction to Republican emergence. Even such "traditional" concerns as highway construction and maintenance are grossly underfunded. So... Ohio continues to dig itself deeper into a hole rather than to progress as it should.

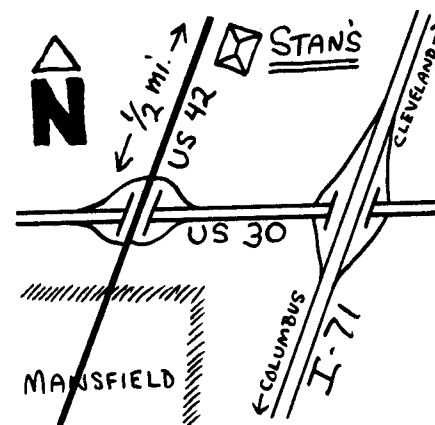
On top of all this, the USRA has told Ohio officials that Conrail is expected to apply to abandon up to 500 miles of its lines in Ohio in the near future. ORTA's work to keep freight lines open, thus preserving Ohio jobs, would increase many times over as a result. It is expected that the Ohio Legislature will move to restore ORTA's funding and thus preserve the Rail Authority so it can continue its work on both the freight and passenger fronts. This, we feel, is NOT the time to abolish ORTA.

Ohio Governor James A. Rhodes, while touting "jobs and progress for Ohioans" on the one hand has moved with the other to transfer all functions of the Ohio Rail Transportation Authority [ORTA] to the Ohio Department of Transportation "in order to develop a unified state transportation plan and improve operational efficiencies". Rhodes, in his executive budget proposal for fiscal years 1982 and 1983 lists \$0 for ORTA. Although \$19.9 million for OhioDOT's budget would go for freight and rail line purchases and rehabilitation, there is no money to buy land, engineer or build the high-speed rail passenger system. Obviously not all of ORTA's present staff would be transferred over to OhioDOT. And there is absolutely no assurance that anything would be done to develop either the high-speed system plan or even interim 403-b Amtrak service.

A few weeks earlier the Republican-dominated State Controlling Board not only negated the contract for design engineering of the passenger system test track facility, but also

## OARP/MANSFIELD/MARCH 7

On MARCH 7th OARP's OFFICERS and REGIONAL COORDINATORS and the NARP Region VI DIRECTORS from Ohio will hold an INFORMAL MEETING at STAN'S RESTAURANT on U.S. 42 just northeast of MANSFIELD, OHIO. This meeting is open to any interested member. We will eat lunch together starting at 12:00n. Those attending will order from the menu. Stan's is charging us \$50.00 for the meeting room with the provision that whatever we all order for lunch will be deducted from that \$50 charge. Hopefully we'll not have to touch our treasury to make up the difference! Following lunch we'll then meet into the afternoon with open discussion on setting OARP priorities for action in 1981 -- our voice must clearly be heard in both Columbus and in Washington in the coming months. We must prepare for a crucial year ahead in our fight for improved and expanded energy-efficient rail passenger transportation. We DO need to know in advance how many will be attending this meeting. PLEASE SEND A POSTALCARD OR SHORT NOTE WITH YOUR INTENT TO OARP PRES. TOM PULSIFER, P.O. BOX 653, XENIA, OH 45385. This is to help Stan's set up their meeting room to adequately accommodate us.



Our meeting will adjourn at 4:00pm. In the morning (or late in the afternoon) we suggest you head west to nearby CRESTLINE (bypass Mansfield on U.S. 30) to see the "new look" at the Crestline Amtrak Station area. As always, our officers and regional coordinators will be glad to help coordinate car pools to help save energy in traveling to and from Mansfield on the 7th. Plan to attend and participate in discussions as we plan for action in 1981!

AND PLAN AHEAD FOR OARP's ANNUAL MEETING which is on the schedule for SATURDAY, MAY 16th. We have arranged to hold our annual meeting this year in CINCINNATI UNION TERMINAL! We plan to eat at the elegant Les Palmieres Restaurant and hold our meeting in the C.U.T. Theatre. We hope to include a guided tour of the Terminal, including "trackside". We'll provide time too for individual browsing and shopping in the Terminal's many shops, and to savor the magnificent architecture and artwork. We understand that several members and officers from West Virginia's RETAIN THE TRAIN organization will travel to Cincinnati that day to attend our meeting. We will announce full details in our APRIL "6:53". 11

# ASK ME ABOUT TRAINS!

"OHIO ASSOCIATION OF RAILROAD PASSENGERS, BOX 653, XENIA, OHIO 45385"

ORDER FORM FOR OARP BUMPER STICKERS / PLEASE MAKE CHECKS PAY-  
 ABLE TO O.A.R.P. AND  
 MAIL TO OARP, BOX 653,  
 XENIA, OH 45385.

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 = \$ _____ ENCL.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

"I just climbed down from my Amtrak F40 on the BROADWAY long enough to tell you that if you get your OARP BUMPER STICKERS and 1981 CALENDARS at an upcoming OARP Meeting or OARP Event, you'll save! Extra special rates -- including quantity rates -- will be available to those who attend."



## I'D RATHER BE ON A PASSENGER TRAIN

"OHIO ASSOCIATION OF RAILROAD PASSENGERS, BOX 653, XENIA, OHIO 45385"

Illustrated here [shown smaller than actual size] are the two OARP BUMPER STICKERS which are the most popular, although the other four styles do pretty well in the areas through which the four specified trains operate.

Our BUMPER STICKERS are manufactured for us by OARP member Mike Weber and his Champion Screen Printing Company of Cincinnati. They measure 3" by 9" and are printed with white lettering on a deep blue background on "outdoor" type vinyl which makes the BUMPER STICKERS removable if you should ever wish to do so.

In addition to the two shown on these pages, these four styles are available:

- \* I'D RATHER BE ON THE LAKE SHORE LIMITED
- \* I'D RATHER BE ON THE BROADWAY LIMITED
- \* I'D RATHER BE ON THE SHENANDOAH
- \* I'D RATHER BE ON THE CARDINAL

We're asking just \$1.00 donation for each BUMPER STICKER and we will take care of the shipping and handling. You can use the convenient order form at the left. If you don't wish to cut up your "6:53", just put the essential information on a piece of paper and send it in with your check or money order.

NEW AMTRAK TIMETABLES [February 1 issue] ARE AVAILABLE now from OARP. Though we had a little difficulty obtaining an adequate supply this time, we can offer you a copy of the NATIONAL TRAIN TIMETABLE/FORM A or a copy of the EAST-MIDWEST ROUTES/FORM 7 folder which shows all Amtrak routes serving Ohio. To help us serve you, please send OARP a self-addressed, stamped BUSINESS LETTER SIZE envelope with your request for either timetable. For the big NATIONAL schedules affix 41¢ [15¢+13¢+13¢] in postage. For the EAST-MIDWEST folder just one 15¢ stamp will do.

HELP US HELP YOU ---- You can help OARP document the needs for rail travel service improvements, as well as to pay compliments for outstanding services rendered, by filling out and mailing to OARP one of our RAIL TRIP & STATION REPORT FORMS after each train trip you make, in and out of Ohio. We'll send you FOUR forms if you'll send us a self-addressed, stamped BUSINESS LETTER SIZE envelope with a 15¢ stamp affixed. This is an on-going project of the Ohio Association of Railroad Passengers.

#### AMTRAK HOLDS HASTILY-ARRANGED PUBLIC MEETING IN CLEVELAND

With less than two full days' notice to most parties, Amtrak did hold a public information meeting on the USDOT/FRA/Amtrak "EMERGING CORRIDORS" on January 28th at 9:00am in the NOACA headquarters, 1501 Euclid Avenue, in downtown Cleveland. About 30 people showed up, including (to our count) eight OARP members. Representing Amtrak were RIMA PARKHURST (VP/Passenger Services), BILL GALLAGHER (Sr. Dir. Route Service Planning), CHRIS KNAPTON (Dir. Corporate Communications/Chicago), and BILL DUGGAN (Reg. Supt./Detroit). The meeting, which started one-half hour late, lasted about ninety minutes. It was covered by TV5 and TV8 plus the Cleveland papers. TV8's Gary Stromberg rode the westbound LAKE SHORE that same morning from Cleveland to Elyria and included his trip with the meeting coverage. The Lake County Board of Commissioners submitted an official resolution of support; and Tower City Properties, developers of C.U.T., submitted a letter of support for increased Amtrak services in the "Emerging Corridors".

OARP Pres. Tom Pulsifer spoke briefly and submitted a five page written statement for the record the following day. ORTA's Director Bob Casey read a prepared statement. Both Casey and Pulsifer supported the Amtrak "Corridor" concept but criticized the low ranking of the Ohio "Corridors". "Amtrak A1" Mladineo delivered a prepared statement while other OARP members spoke extemporaneously. The meeting was handled informally -- chaired by Ms. Parkhurst. All present who spoke were supportive of increased and improved Amtrak services, especially in the "Corridors". Other OARP members present were Paul Kroesen, Mark Adamcik, Paul Woodring and Greg Thorson. 14

Word has been received of the death of OARP member CHARLES T. BRYANT of Springfield, Ohio; and our sympathy is extended to OARP Pres. Tom Pulsifer on the recent death of his father, OARP member FRANK PULSIFER of Hamilton, Massachusetts.

"It is an honor to operate equipment like this. It gives a man back his self-respect, restores his integrity."

---- retired NKP Conductor John H. Keller on traveling aboard NRHS Independence Limited International behind NKP 2-8-4 #765 on July 28, 1980.

Reprinted courtesy of TRAINS Magazine, February 1981, pg. 12.

WANTED: NICE, SHARP COLOR SLIDES FOR CONSIDERATION FOR OUR 1982 OARP CALENDAR, YOUR PHOTO CREDIT WILL BE PRINTED ON THE CALENDAR. WE'LL GIVE PRIME CONSIDERATION TO PHOTOS OF AMTRAK TRAINS THAT SERVE OHIO AND PHOTOS OF OHIO AMTRAK STATIONS SHOWING TRAIN(S) AND PEOPLE.

PLEASE CONTACT OARP PRES. TOM PULSIFER IN THIS REGARD. YOUR SLIDE(S) WILL BE RETURNED UNLESS YOU SPECIFY THAT OARP CAN KEEP THEM. WE CAN ALSO USE GOOD SLIDES FOR FUTURE SLIDE SHOWS, ETC.

CHESSIE SAFETY EXPRESS EXCURSIONS (with C&O #614) will operate MAY 9th CINCINNATI to LIMA and return, and on MAY 10 from CINCINNATI to ASHLAND and return. These two trips are sponsored by the Cincinnati Chapter NRHS, P.O. Box 15441, Cincinnati, OH 45215. Tentatively scheduled at press time are trips from COLUMBUS to ASHLAND and return May 16th and COLUMBUS to TOLEDO and return on May 17th. These excursions may run out of Cleveland later on this year. OARP will try to keep you posted.

#### AMTRAK'S PROUTY IN ATHENS

Amtrak's Senior Director of Corporate Communications, L. Fletcher Prouty, was in Ohio January 21st and spoke at a noontime luncheon sponsored by the Athens Area Chamber of Commerce for area civic, business and government leaders. Our own OARP SE Ohio Regional Coordinator Dave Dawson was present.

Prouty stated that trains can pull this nation out of a transit crisis, citing a recent federal study which says that by the year 2000 people-travel in the U.S. will double. On bringing railroads back from the near-extinction of a few decades ago, Mr. Prouty said, "You've got to overturn a couple of generations of thinking, and then you'll come just back to the beginning!"

Prouty spoke in praise of Ohio, Texas and California -- national leaders in the movement for truly modern passenger train systems -- systems which do work well in other countries, he noted.

When asked about the future of Amtrak's SHENANDOAH service, Prouty cited a 59% ridership increase last year over 1979 ridership, but could not comment specifically on the train's future at this time.

HELP KEEP OARP STRONG ---- RENEW YOUR MEMBERSHIP PROMPTLY!



**YOU MAY BE ABLE TO ASSIST IN DOCUMENTARY FILM PROJECT....**

OARP member Craig M. Jensen is a filmmaker endeavoring to secure funding for a half hour historical documentary on Ohio's electric interurban railways. In addition to a minimum budget of \$35 thousand, the project will require the expertise, cooperation and support of interurban fans and scholars from all over the state. The first step in the production -- research -- will be based upon a questionnaire to be circulated to all interested parties. The accuracy and thoroughness of the film script can be best guaranteed by a strong and widespread response to the questionnaire.

All persons who can provide assistance in this interurban documentary film project should send their name, address and telephone number(s) to:

CRAIG M. JENSEN  
415 EAST SECOND STREET  
PERRYSBURG, OH 43551  
419-352-3760

Ideally, the result of these efforts will be a motion picture which commemorates a proud and unique chapter in Ohio railroading history -- a chapter which is all too rapidly fading into the past. You may be able to help ensure that the legacy of the interurbans will be preserved. Please participate by sending for a questionnaire today.

Craig Jensen has produced several films on rail transportation, including the widely circulated and well-received ORTA film on high-speed passenger rail transportation.

JOIN & SUPPORT

OARP and NARP

The GUEST SPEAKER at the NARP REGION SIX MEETING on MARCH 21st will be:

TO BE ANNOUNCED

Contact nearest OARP officer, regional coordinator or NARP director for latest word....

OARP WILL NOT HOLD a separate organization meeting on March 21st, although . . .

we will try to arrange for OARP/NARP members to sit together on the LAKE CITIES between Toledo and Detroit on the morning of the 21st.

WE ENCOURAGE ALL THOSE ATTENDING FROM OHIO TO RIDE AMTRAK BETWEEN TOLEDO AND DETROIT (convenient free parking at the Toledo Amtrak station) ON THIS DAY.

**SPRINGFIELDERS ORGANIZING!!**

OARP members Jim Saunders and David B. Marshall [we have two Dave Marshalls as active OARP members now!] of Springfield, OH, are working together to organize a local meeting of our greater Springfield area OARP members sometime this Spring. Local, informal meetings like this can be extremely valuable to our organization. It puts people in direct contact with others in their locality. And people working together toward a common goal can usually achieve more. OARP Pres. Tom Pulsifer expects to appoint Saunders and/or Marshall to serve as OARP Regional Coordinator(s) for Springfield. This area has been without a local coordinator since Jim Lewis died in mid-1979. We have about 20 OARP members in the greater Springfield, Urbana, Yellow Springs area.

# NARP/DETROIT/MARCH 21

The 1981 NARP REGION SIX (Ohio-Michigan-Indiana) MEETING is scheduled for SATURDAY, MARCH 21st. It will be held this year in DETROIT, MICHIGAN, at the BOOK-CADILLAC HOTEL, 1114 Washington Boulevard in downtown Detroit. The NARP meeting will start at 1:00pm, after the arrival of Amtrak train 353 (the LAKE CITIES) from Toledo and its LAKE SHORE LIMITED connection. Cost for the meeting itself is \$10.00 and this includes a Beef Burgundy Dinner at the Book-Cadillac Hotel. John DeLora is in charge of the meeting arrangements. Advance reservations must be made prior to March 14th -- Use the handy coupon below.

CANDIDATES FOR NARP REGIONAL DIRECTOR  
Six to be elected from Region Six by vote at the March 21st NARP Meeting

- JOHN DeLORA\* ..... Detroit, MI
  - GEORGE SCHLAEPFER\* ..... Livonia, MI
  - HOWARD HARDING\* ..... Akron, OH
  - DAVID S. MARSHALL\* ..... Dayton, OH
  - WILLIAM SNOETLAND\* ..... Lakewood, OH
  - NICHOLAS NOE\* ..... Indianapolis, IN
  - MARK ADAMCIK ..... Cleveland, OH
  - NANCY ROSS ..... Kalamazoo, MI
  - LORI SWEETLAND ..... Kalamazoo, MI
  - NORMA WARD ..... Durand, MI
- \* - Incumbent

To OARP's knowledge at press time, this constitutes the complete slate of candidates. Additional nominations may be made from the floor at the meeting.

**RIDE AMTRAK TO THE DETROIT MEETING:**

Lv. CLEVELAND	7:31a	#49	\$33.00	RT
Lv. ELYRIA	8:05a		\$27.50	RT
Lv. SANDUSKY	9f00a		\$20.80	RT
Ar. TOLEDO	<u>10:02a</u>			
Lv. TOLEDO	10:30a	#353	\$18.00	RT
Ar. DETROIT	12:20p			
Lv. DETROIT	6:48p	#352		
Ar. TOLEDO	<u>8:38p</u>			
Lv. TOLEDO	9:05p	#48		
Ar. SANDUSKY	10f15p			
Ar. ELYRIA	10:55p			
Ar. CLEVELAND	11:25p			



RESERVATIONS NECESSARY for travel on trains #48 and #49; not needed for trains #352 or #353. One way fares are 1/2 of the RT fares shown.

TRANSFER TO/FROM THE HOTEL: MARP is planning to have several cars meet the LAKE CITIES and bring Ohio people to the Hotel. Otherwise use a taxi and the fare is about \$2.00 one way.

RESERVATION FORM FOR THE MARCH 21st NARP MEETING / DETROIT, MICHIGAN  
Make a facsimile if you don't want to cut up your "6:53".

ENCLOSE \$10.00 payable to the Michigan Assn. of R.R. Psgrs.  
Check here ( ) if you plan to arrive on Amtrak #353.  
MAIL THIS TO: JOHN DeLORA 14273 JANE  
DETROIT, MI 48205  
Res. deadline is March 14th!

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
PHONE NUMBER \_\_\_\_\_

OARP mem. DAVE AIKEN of Guysville reports Athens County officials are studying extension of the Hocking Valley Scenic Railroad into a 40-mile, tourist attraction oriented, loop route through Southeastern Ohio.

Wheelchair lift devices, which will make train travel easier for the handicapped, are to be in operation at six Ohio Amtrak stations by the end of March of 1981. The six stations are Elyria, Cleveland, Toledo, Canton, Lima and Cincinnati. In addition, work will be scheduled in ensuing years to provide barrier-free access to the trains at Cleveland and Elyria. Amtrak's newest Ohio stations; Hamilton, Loveland and Bryan (although unmanned) provide easy access for handicapped passengers. By 1989, all Amtrak rail stations are to be made accessible to handicapped persons as part of an extensive nationwide improvement project.

Several Clermont County Republican officials traveled to and from the Reagan Inaugural festivities in style -- in the private sleeping car STUART KNOTT attached to Amtrak's CARDINAL. The group spent a week in Washington, using the KNOTT for overnight accommodations while parked in Union Terminal.

Last issue we congratulated SHANNON DAVIS, Amtrak's lead agent at Parkersburg, WV, on winning Amtrak's President's Achievement Award/Honorable Mention. Shannon received his award for suggesting direct connecting Greyhound service between Fairmont, Morgantown and Amtrak's SHENANDOAH at Clarksburg. Shannon's suggested intermodal connections have already been implemented and schedules are listed in the Amtrak timetables. Buses stop at Clarksburg's Amtrak station.

ATTEND COON-SANDERS JAZZ FESTIVAL BY PRIVATE PULLMAN CAR!!

Spend a unique weekend May 15-17 by riding a private Pullman car (ex-KCS STUART KNOTT) via Amtrak to the Coon-Sanders Jazz Festival Weekend in Huntington, WV. This special tour is limited to 20 people and will depart Cincinnati on Friday, May 15th at 6:04pm on Amtrak's CARDINAL. Attend one session of the Jazz Festival Friday evening and three sessions Saturday. The STUART KNOTT serves as "hotel" for the tour members. Return to Cincinnati is via the CARDINAL on Sunday morning, May 17th with arrival in Cincinnati at 10:40am. Cost is \$155.00 per person and this includes round-trip rail fare, two nights in STUART KNOTT, admission to the four sessions of the Jazz Festival, two meals on Saturday. Get full details from OARP member BOB WILLIAMS, 3238 NASH AVENUE, CINCINNATI, OH 45226 or call BOB at 513-321-9048.

A \$20.00 per person deposit is required with the remainder due by the 4th of April. Those not wishing to attend any of the Jazz Festival may make this trip for \$120.00 with no meals included.

CITY OF NEW ORLEANS BACK!

At the suggestion of New Orleans Mayor Ernest Morial, Amtrak has renamed the PANAMA LIMITED to THE CITY OF NEW ORLEANS. Appropriate ceremonies took place February 3rd in the N.O. Union Passenger Terminal. Members of the Louisiana ARP participated in the event, staffing LARP booths that day at both New Orleans and at Hammond Amtrak stations.

AMTRAK 1981 CALENDARS AVAILABLE

Amtrak has issued another dramatic and colorful wall calendar for this year. It is available to rail buffs, friends of the railroad, and the general public.

The 1981 calendar measures 24" by 33", is vertical in format, has the entire year on display and is similar in design to last year's. What makes the 1981 calendar unique is that it combines several elements into a montage-like rendering that includes Los Angeles Union Station, two Amtrak trains, three buses--Greyhound, Trailways, and Los Angeles RTD --and the Mexican community that is directly across Alameda Street from the Station. The calendar is a double salute--to intermodal rail-bus transportation and to the City of Los Angeles on its 200th birthday.

The calendar is printed on heavy paper and the picture can be cut off and framed when the year is over. Cost of the calendar is \$5.00, postpaid, and it can be ordered by mailing a check for that amount to AMTRAK CALENDAR  
P.O. BOX 311  
ADDISON, IL 60101

Incidentally, limited numbers of the past three years' calendars are still available for collectors at the same price. They include scenes of the National Limited on Horseshoe Curve (1979), Superliners on a mountain curve (1978), and the Metroliner meeting a new AEM-7 powered train on the Susquehanna River Bridge (1980).

AMTRAK's FEBRUARY 1st TIMETABLE CHANGE brought to Ohio slight adjustments to both the LAKE SHORE LIMITED and the LAKE CITIES, plus removal of 23-36 minutes running time from the SHENANDOAH due to faster speeds.

OARP FORMALLY REPORTS MOVING AMTRAK BACK INTO CINCINNATI UNION TERMINAL

Your Association has, in a letter to Mayor David S. Mann of the City of Cincinnati, formally supported all efforts to get Amtrak back into C.U.T.

Mayor Mann responded, thanking us for our support and concern, and promised to make our support known to City Council. Recently we received a letter confirming this action.

Presently the City is discussing the possibility with Amtrak. OARP assumes the fate of Amtrak service in Cincinnati will have to be certain before anything definite is done towards moving Amtrak into the Terminal. We have also communicated with John Brown, General Manager of the C.U.T. in this regard. We feel Amtrak's return to C.U.T. will do great things for ridership through simple exposure; also by getting involved with development of the Cincinnati - Chicago and Cincinnati - Cleveland "Emerging Corridors", and a SHENANDOAH extension to Louisville or St. Louis to make the route viable.

A recent Tom Keating column in the INDIANAPOLIS STAR--a write-up on HOOSIER STATE passengers--featured OARP member Bob LaFoe of Crawfordsville, quoting LaFoe at length.

OARP MEMBERS might send a note of thanks to both Senators Howard M. Metzenbaum and John H. Glenn who voted pro-Amtrak on December 10th (Amtrak appropriations). That's U.S. Senate, Washington, DC 20510.

AMTRAK is planning to make station improvements along the BROADWAY route. Preliminary plans call for the platform at Canton to be lengthened and improved at a cost of \$192,000. Due to the short platform the BROADWAY must regularly "double stop" and sometimes "triple stop" at the Canton station. \$3,000 and \$51,000 will be spent on station improvements at Crestline and Lima respectively.

AMTRAK TRAINS continue to show ridership growth, especially the short-hauls and long-hauls. Short distance ridership for Nov. 80 rose 10.6% over Nov. 79 and long distance train ridership for Nov. 80 rose 4.2% over Nov. 79. The NEC posted a decrease (10.3%) attributable, says Amtrak, to track improvement project delays. Also, Amtrak posted a 78.8% on time record systemwide for Nov. 80, the highest level of performance attained since May of 1976! Of the Ohio trains, the LAKE CITIES posted a 100% on time record for November 1980.

Thanks to OARP member JOHN K. WILSON of Hamilton for helping supply Hamilton's Amtrak station with OARP brochures; and to Coordinator DAVE DAWSON for arranging Amtrak/OARP promotional displays at Ohio U. in Athens, also at the O.U. campus in Chillicothe. YOU, TOO, CAN HELP SPREAD THE WORD IN YOUR AREA. Does wonders!

#### CARDINAL AND SHENANDOAH SAFE, APPARENTLY, UNTIL OCTOBER

OARP understands that, despite current rumors, both the SHENANDOAH and CARDINAL (which serve Ohio) are safe until the first of October. However, neither train is presently meeting route criteria established by the Amtrak Act of 1979.

OARP understands that the SHENANDOAH is currently recording a 36.8¢ per passenger mile avoidable loss and 26 passenger miles per train mile. The CARDINAL currently records figures of 13.5¢ and 77.5 PM/TM. It will require either an incredible increase in ridership over the next 8 months or a change in the route criteria in order to save both these trains. OARP gained national press exposure early in January when Scripps-Howard's Washington Bureau referred to our December "6:53" speculation on the fate of the SHENANDOAH.

OARP Regional Coordinator Dave Dawson rode the SHENANDOAH from Cincinnati to Chillicothe December 10th and was one of two passengers on board all the way to Chillicothe. The conductor jokingly said he'd have to charge him for a "private car". OARP is

hopeful that service can be maintained between Washington and Cincinnati by possibly restructuring the SHENANDOAH route so as to serve larger cities (Pittsburgh, Columbus, Dayton, Middletown) and study extending the SHENANDOAH on to Louisville, or to Indianapolis or Chicago or St. Louis. More on this in the next 6:53.

OARP understands the Amtrak "Fort Leonard Wood Christmas Exodus Special" which operated over part of the former NATIONAL LIMITED route, was a thorough success. OARP observers said the eastbound train on December 19th cleared Columbus almost two hours ahead of the special movement schedule! The westbound train stopped at the former Amtrak depot in Columbus about 8:00am January 4th for servicing. OARP members Dave Lebold, Mike Leyshon and Tom Maher saw it there. No passengers got on or off at Columbus on either trip. Consist was two F40's, a baggage car, a sleeper for the on-board crew, six Amcoaches and two Amcafes. The special ran on Conrail's mainline across Ohio; Pittsburgh-Columbus-Union City-Indianapolis.

Another "special" on that same route was a Conrail President's Inspection Train which ran east from Indianapolis December 3rd. It had four cars with Conrail's last remaining E8A passenger diesel #4022 as power.

OARP participated this year in the EUCLID SQUARE MALL's SECOND ANNUAL RAILROADING EXPOSITION, February 11-15. Due to the length of this show, our participation was limited to a display of "help yourself" materials including OARP brochures, issues of "the 6:53", miscellaneous handouts and a small supply of our 1981 OARP calendars.

Our sister organization in West Virginia, RETAIN THE TRAIN, is giving our our OARP 1981 CALENDARS (with photo of Amtrak's CARDINAL) to those who send in \$15 contributions to RTT. We've got 1 1/2 cartons of CALENDARS left. Get yours NOW! Want a large quantity for local distribution. Contact OARP Pres. Tom Pulsifer for a really great deal on quantities to get these into circulation.

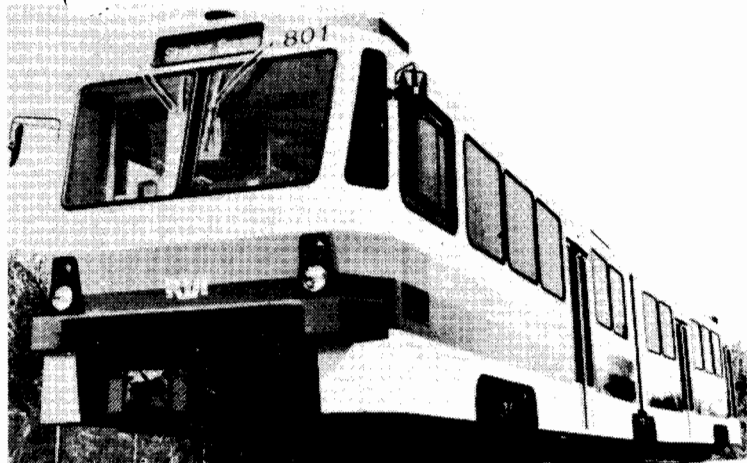
## OARP "FIELD TRIP" TO CHICAGO AMTRAK FACILITY

We're working on plans for OARP's FIELD TRIP to visit Amtrak's 12th Street Coach Yard Facilities in Chicago. At this writing, the date for this FIELD TRIP is tentatively MAY 02.

Mike Weber is serving as FIELD TRIP COORDINATOR for this trip. It will be limited to 30 persons [If we get more than 30 we'll set up another trip later on.] and we'll try to arrange Amtrak group rates from Lima. This will save each FIELD TRIP participant \$12 over the regular fare. The BROADWAY consist will be used to get our group out to the 12th Street Yard.

Those with hard hats and safety glasses are asked to bring them. Releases will have to be signed. This will be a working environment FIELD TRIP (an excellent learning experience for those who go) so "SAFETY FIRST" will be the watchword of the day. It is NOT an appropriate trip for young children.

Other than Amtrak transportation [\$40 group rate on RT from Lima], our FIELD TRIP will cost nothing. Contact MIKE WEBER if you want to go. He'll get back to you with full details. Mike's listed in our OARP DIRECTORY on page two of this "6:53".



This new Light Rail Vehicle represents the latest state-of-the-art in rapid transit cars. It provides seating for 84 passengers. The car features supersized gray tinted windows, recessed armrests, extra-wide aisles and doors, an internal communication system and electronically controlled destination signs.

The Greater Cleveland Regional Transit Authority formally introduced the first of its new Light Rail Vehicles on December 9th. At ceremonies held at the Cleveland Union Terminal, Leonard Ronis [RTA Gen. Mgr.] said, "RTA will boast one of the finest, most advanced and sophisticated Light Rail Transit Systems once these cars are placed in service and the renovation of the Blue/Green Lines is completed."

The new rapid car was on public exhibit in the Terminal as well as at Shaker Square, Green and Shaker Boulevards and at Warrensville and Van Aken. As the cars are delivered throughout the Spring and early Summer of 1981, they will undergo final assembly, testing and calibration at the General Electric Company's apparatus service shop facility in Cuyahoga Heights. Manufacturer of the cars is Breda Construzione Ferroviarie of Pistoia, Italy. [Photo provided to OARP by the Northeast Ohio Areawide Coordinating Agency.]

**AMTRAK APPOINTMENTS:** TIMOTHY P. GARDNER as Vice-President for Corporate Planning, replacing William N. Daly ---- SANDRA SPENCE as Corporate Secretary, replacing Elyse G. Wander who became Sr. Director of Real Estate ---- JOHN P. LAGOMARCINO as Senior Director of Government Affairs, replacing Timothy Gardner.

OARP has learned that ROBERT W. BLANCHETTE, former Penn Central counsel and trustee, has been named to head the FEDERAL RAILROAD ADMINISTRATION [FRA].

OARP extends heartfelt prayers and get-well wishes to our friend LARRY JOYCE, Chairman of the Keystone Association of Railroad Passengers, who is recuperating from a heart attack. Larry was stricken while enroute home after testi-

fying at a hearing in Harrisburg. We understand he is now out of intensive care and in satisfactory condition. 22

# 1981 OARP CALENDAR

COUPON

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.

# OARP NEW MEMBERSHIP

COUPON

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.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE/ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

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!

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

**\$5.00**

"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.

**the 6:53**  
**Ohio Association of**  
**Railroad Passengers**  
**P.O. Box 653**  
**Xenia, OH 45385**



**FIRST CLASS MAIL**

GAHUTCH B  
BILL HUTCHISON, JR.

5851 SOUTH RIDGE WEST  
ASHTABULA OH 44004

