

ON THE SCHEDULE

MAY 2/OARP-CRRC FIELD TRIP to Chicago Amtrak Yards.
MAY 3-9/OARP SACRAMENTO SPECIAL railtour to 1981 Railfair & Pageant.
MAY 16/OARP ANNUAL MEETING & RALLY FOR PASSENGER TRAINS at CINCINNATI UNION TERMINAL starting at 11:30am.



CONSIST OF THIS ISSUE:

- * SHENANDOAH LOSES SLEEPER
 - * INFORMATION YOU CAN USE TO HELP SAVE AMTRAK
 - * PLANS BEING MADE FOR MAY 16th OARP ANNUAL MEETING AND RALLY FOR PASSENGER TRAINS AT HISTORIC CINCINNATI UNION TERMINAL!
 - * OARP ACTIVISTS STATEWIDE ORGANIZING THE FIGHT FOR PASSENGER TRAINS
 - * POLITICAL ACTION ALERT
- all this... AND MORE...

HELP SAVE AMTRAK



IF AMTRAK GETS STUCK WITH A \$613 MILLION BUDGET FOR FY 1982, AS THE REAGAN ADMINISTRATION WANTS, IT APPEARS OHIO WILL LOSE ALL AMTRAK TRAINS EXCEPT PERHAPS THE BROADWAY LIMITED THROUGH OUR STATE IN THE MIDDLE OF THE NIGHT RUNNING COMPLETELY SOLD-OUT MONTHS IN ADVANCE.

AMERICANS CANNOT AFFORD TO ALLOW RAIL TRANSPORTATION TO BE DESTROYED. THE REAGAN PLAN IS SERIOUS! WE MUST TAKE ACTION! OUR VOICES MUST BE CLEARLY HEARD IN WASHINGTON RIGHT NOW!

official publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS

issue #40



OARP DIRECTORY

APRIL 1981

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INFORMATION YOU CAN USE . . .

SETTING THE RECORD STRAIGHT ABOUT THE DEMAND FOR RAIL PASSENGER SERVICE ----- by Amtrak President, Alan S. Boyd

April 1981

"In the midst of a heated debate over whether or not this country needs a nationwide rail passenger system, it is important for the public to understand that Amtrak is experiencing unprecedented demand for rail passenger service. Anyone not aware of this situation simply hasn't tried to make a reservation recently."

FACT: In the month of March, typically a low ridership month, at least 6,100 persons had to stand on Amtrak trains due to crowded conditions. Amtrak's problem isn't having enough passengers to fill its seats, it's having enough equipment to satisfy the demand for those seats.

FACT: As of April 1, all coach and/or sleeping accommodations had been completely sold out on a total of 645 trains operating between April and September. With the exception of 22, all of these trains operate outside the Northeast Corridor.

FACT: As of April 1, almost 13,500 persons had been placed on waiting lists at Amtrak's reservations centers in the event that more space becomes available. One reservations center has received more than 2,000 waiting list requests for space on New York-Florida trains for a ten-day period alone.

FACT: Systemwide, over 40% of Amtrak's coach seats on reserved trains are booked two weeks in advance. Over a third of all such seats are already booked through Easter. Over two-thirds of all overnight accommodations are already booked through Easter as well. Amtrak's busy season, the summer, will see much higher advanced booking levels.

FACT: In the month of January, a low ridership month, both the Chicago-Seattle EMPIRE BUILDER and the Seattle-Los Angeles COAST STARLIGHT carried an average of more than 600 persons per train. Amtrak's two Florida trains handled an average of more than 1,700 passengers daily during the same period.

FACT: Even though Amtrak's five reservations centers handled a record 22 million calls in fiscal year 1980, they cannot handle all the requests for information and reservations they receive daily. In this fiscal year alone, the call volume has increased by an average of 7.3%. In view of this increasing amount of interest in Amtrak service, the corporation is currently undergoing a massive modernization of these reservations offices to help them cope with the increasing volume of calls.

FACT: Although the number of complaints concerning Amtrak service has dropped 40% systemwide, and as much as 81% on certain routes, the total number of complaints

regarding crowded conditions on trains actually increased in FY81 over the previous year.

FACT: In August 1980, more than 400,000 persons were denied space on Amtrak's Chicago-Los Angeles, Chicago-San Francisco and Los Angeles-Seattle routes due to sold out conditions. Almost 340,000 persons were denied space on these same trains the month before.

FACT: During peak travel periods, Amtrak could easily fill the seats on another 300 rail cars.

This information was issued by Amtrak Corporate Communications.

TOLEDOANS GETTING ORGANIZED TO HELP SAVE THE TRAINS ! ! ! !

Several OARP members are actively involved in a local Toledo area effort to save Amtrak and Conrail. They call themselves T.R.A.I.N. (Tell Reagan Amtrak Is Necessary) and an organizational meeting was held in Toledo's Central Union Terminal April 8th. The initial meeting received wide media coverage, even as far as Detroit! As a result, an executive committee has been organized, officers have been elected, and action plans are underway.

Conrail and Amtrak granted permission for T.R.A.I.N. to build and staff an information booth in Central Union Terminal. The LAKE SHORE and the LAKE CITIES will be "leafleted" daily. A Legislative Action Committee met with Congressman Ed Weber on April 16th. T.R.A.I.N. representatives will appear April 28th on WOHO radio from 11 to 1. Enthusiasm and concern for rail transportation is very evident now in Toledo, Ohio!

The officers of T.R.A.I.N. [Box 362, Toledo 43691/419-698-2167] are: Bill Herndon, Chairman; Larry George, Co-Chairman; Willard Edson, Treasurer; and Lynn Stupka, Secretary. The executive committee includes: Ted Burkett, Richard Cartwright, Bob Druckmiller, Mike Ferner, Roger Holub, Paul Laurel, and John Radon.

OARP salutes the fine efforts of these Toledo rail transportation activists! May their endeavors encourage others to get involved in their metropolitan areas to work together for trains!

OARP/COLUMBUS ALSO GETTING ORGANIZED -- About a dozen of our Columbus area

OARP members met together Tuesday, April 14th, at the request of Regional Coordinator Dave Lebold to better organize local efforts in central Ohio to help save Amtrak. Reports on this and other local efforts will be made at our May 16th OARP Meeting in Cincinnati Union Terminal.

CRISIS-TIME is a GOOD TIME to HELP BUILD UP OARP MEMBERSHIP ROLLS....

We're already picking up a good number of new members. They're reading our hand-outs and seeing our HELP SAVE AMTRAK posters displayed.

INFORMATION YOU CAN USE . . .

REBUTTALS TO THE STOCKMAN/DOT REPORTS ON AMTRAK:

1. AMTRAK CARRIES ONLY 1% OF INTERCITY TRAVELERS.

How have they gotten so many? You have a hard time finding a train in most travel markets. There is no train between Dayton and Cincinnati (for example), yet I-75 between these cities is the 3rd busiest highway in the nation. Trains simply do not exist in most travel markets, yet these markets are figured in when the 1% statistic is quoted.

2. LONG DISTANCE PASSENGERS ARE HEAVILY SUBSIDIZED -- A LOS ANGELES-CHICAGO AMTRAK PASSENGER RECEIVES A \$134 SUBSIDY.

Our own USDOT states in a 1976 report that "it is indefensible for the already strained general taxpayer to finance approximately two-thirds of the cost of the total Federal aviation programs". That being the case, an average airline passenger between L.A. and Chicago can receive anywhere from \$525 to \$780 subsidy from the taxpayer. It would be cheaper to buy each airline passenger an Amtrak ticket, and let him take along a few more people besides!

3. USDOT SECRETARY DREW LEWIS STATES THAT RAIL ENERGY EFFICIENCY IS "LARGELY A MYTH".

Energy efficiency depends, of course, on full seats. This is true for automobiles, airplanes, buses, and trains. With the average load on an Amtrak train, about 95 passenger miles per gallon is the norm today. This is certainly much greater at peak travel times. All electrified trains, of course, are getting power from plants that may not even be burning petroleum!

4. IT IS RIDICULOUS TO SUBSIDIZE TRAINS WHEN ALL THESE PEOPLE COULD BE CARRIED BY PRIVATE MODE BUS AND AIR.

What is private about bus and air? The USDOT itself reports that highway and air users get a tax exempt right of way. Huge gaps exist between user charges and expenses. Obligations exceed revenue in air travel of almost \$19 billion dollars. Also; police, repair crews, snow removal, etc. are all tax supported endeavors aiding air and road travel. Have you ever seen a Greyhound snow removal crew? Does USAIR staff its own airports and its own aviation control towers?

5. FARES MUST INCREASE TO COVER COSTS FASTER.

Fares should cover costs, without running away passengers. Does the USDOT really want the ultimate cost reduction -- go out of business? Amtrak is closing the revenue/expense gap. They are looking at labor rules which were fine in a steam-era operation, and getting them changed. They have a more maintenance-free set of equipment than ever. Cutting train service ruins any economy of scale the system enjoys. It is costly to maintain stations and agents for one-train-a-day-each-way. Costs must be controlled. Amtrak has a management that can do it.

6. AMTRAK BUDGET SAVINGS WILL BE SUBSTANTIAL.

Really? And will the displaced passengers drive, using foreign oil? And will we not send this fuel money overseas? And will not the \$900 billion we need to spend in the next 20 years just to keep our roads the way they are today someday make an investment in trains today look like a bargain? All the Stockman proposals to date are short sighted. Is the new American symbol the Cyclops? This is a strong beast, but it can see only from one eye. Can this Administration see only BUDGET; and not energy, mobility, environment, safety, and transportation future for this nation?

BAGGAGE & EXPRESS . . . Federal Railroad Administration
Director ROBERT W. BLANCHETTE,
speaking on commuters; "Boxcars don't talk back. I know
commuters. They are the most articulate, disgruntled people
in the world".

A feature article in the March 25th
Cleveland PLAIN DEALER, "Let's Get Transportation Off Its
Hands And Knees" was authored by OARP member Jim Weyrick of
Akron.

Latest inflation-adjusted cost for the infamous
"Westway" highway project in New York City is \$2.233 BIL-
LION. As you can guess, the "Westway" does not appear on
President Reagan's list of cuts!

OARP has been unable to
find evidence that Conrail has been downgrading various
CTC installations and passing sidings between Buffalo and
Cleveland on Amtrak's LAKE SHORE route. Rumor came to us
via ARP contacts in New York State.

On April 2nd a man
either fell or jumped from the westbound LAKE SHORE as it
neared Ashtabula, Ohio. The dead body was found later in
the day by Conrail employees.

Your OARP is included in
MASS TRANSIT Magazine's "Guide to Citizens' Groups" just
published in their April issue.

The Interstate Compact
States are on the move! ORTA will host an organizational
meeting of the Interstate Rail Passenger Advisory Council
in Columbus on Friday, May 8th. Ohio, Michigan, Illinois
and Pennsylvania are present members. Indiana is expected
to join shortly. West Virginia, Kentucky, Missouri and
New York will be invited to join.

Amtrak's newest 403-b
train, the FORT PITT, begins daily service between Pitts-
burgh and Altoona on April 26th. The FORT PITT will use
the same equipment used for the PENNSYLVANIAN service be-
tween Philadelphia and Pittsburgh. The FORT PITT will
make intermediate stops at Johnstown, Latrobe and Greens-
burg.

The Ronald Reagan/Domeliner ad from our February
"6:53" was reprinted in the MARCH issue of "AREAS OF CON-
CERN", a national/international social concern monthly.

REMEMBER to renew your OARP membership promptly. We need
and value your support. Keep your Association healthy!

FOR INFORMATION ON THE
CHESSIE SAFETY EXPRESS
RAIL EXCURSIONS.....

May 9/CINCINNATI-LIMA
May 10/CINCINNATI-
LOUISVILLE

contact: Cinti. Chap.
NRHS, P.O. Box 15441,
Cincinnati, OH 45215

May 16/COLUMBUS-
and May 17 RUSSELL
contact: Ohio Railway
Museum, P.O. Box 171,
Worthington, OH 43085
(614) 885-7345 or 486-
2265

June 27/AKRON-
and 28th PITTSBURGH
contact: Whistle Stop,
2146 Front St., Cuya-
hoga Falls, OH 44221

"FORTY-EIGHT TO CHI-
CAGO", R.R. #2 - BOX
86, NOBLESVILLE, IN
46060 is sponsoring a
series of Club Car/
Observation Car one-
day round trips be-
tween Indianapolis and
Chicago utilizing ex-
NYCRR James Whitcomb
Riley Club Car #48 on
the rear of Amtrak's
HOOSIER STATE. Fare
of \$135/couple or \$68/
individual includes
light meals and bever-
ages enroute. Each
trip limited to 30
persons. May trips
are scheduled for the
2nd, 3rd, 9th & 10th.

POLITICAL ACTION ALERT

U.S. SENATOR JOHN GLENN
WHO HAS PREVIOUSLY BEEN ONE OF OUR BETTER AMTRAK AND RAIL
PASSENGER SERVICE SUPPORTERS, APPEARS TO BE VACILLATING ON
AMTRAK AS EVIDENCED BY SAMPLES OF THE LETTERS TO HIS CON-
STITUENTS IN OHIO. THE SENATOR HAS LOST THE SERVICES OF
TWO PRO-RAIL STAFFERS (AVAKIAN & DOUGHERTY) SO IT IS VERY
IMPORTANT NOW THAT THE SENATOR BE MADE AWARE THAT AMTRAK
IS NEEDED. MORE LETTERS, MAILGRAMS, PHONE CALLS NEEDED!

SHENANDOAH TO LOSE SLEEPING CAR!

Amtrak has already begun to down-
grade its SHENANDOAH service in
anticipation of ending it entire-
ly October first. Effective the
26th of April, the SHENANDOAH
loses its sleeping car. True,

the car ran empty on occasion;
but what has Amtrak ever done to
market this train as decent over-
night transportation for business-
persons traveling between Cincin-
nati and Washington, DC. And in
that respect it DID provide a de-
cent service. But Amtrak chose

to keep the SHENANDOAH service a
deep, dark secret (except for the
Martinsburg-Washington commuters
who packed the train on the east-
ern end of its run). Unlike NARP
which publicly supported the out-
right discontinuance of the SHEN-
ANDOAH (3-13-81) OARP wants to
use the SHENANDOAH as a trade-off
for an Amtrak service serving a
larger population base, thereby
being a more successful service.
We suggest Cleveland-Cincinnati,
or Pittsburgh-Cleveland-Detroit,
or even Pittsburgh-Columbus-
Cincinnati. Amtrak told OARP

that Pittsburgh-Cincinnati made
sense, but that Washington-
Pittsburgh-Cincinnati didn't.
Strange. Maybe the "end point"
mentality of Amtrak is finally
wearing off. Amtrak does plan to
run the Washington section of the
BROADWAY directly from Pittsburgh
via Cumberland to Washington ef-
fective the first of October. We
feel the CUTS were made in 1979,
some of them unfairly. We must
work for a nationwide rail pas-
senger system that puts people
first!

We extend our sympathy to the family of OARP/NARP member Dr. John J. Shea of Dayton who recently passed away. He was a charter member of OARP and a longtime member of NARP.

OARP ran three ads in March PASSENGER TRAIN JOURNAL, courtesy of one of our members, and we've already picked up two new members as a result, plus quite a few bumper sticker orders.

FOURTEEN WAYS TO HELP SAVE AMTRAK

1. Write letters to your two Senators, your Congressman, and to President Reagan.
2. Write letters-to-the-editor of your local and area papers.
3. If possible, participate in radio talk shows.
4. Get your friends, neighbors, business associates to write letters to Congress, newspapers.
5. Distribute our OARP posters, flyers and leaflets (or make your own) in public places, on bulletin boards. Ask permission first!
6. When you ride Amtrak--talk to fellow passengers--pass out leaflets. Train crews have been most cooperative in this regard.
7. Call on your local travel agencies--take them posters and flyers--enlist their help.

8. Contact your OARP regional coordinator NOW if you can in any way provide time and/or talent to help locally.
 9. Wear your "I'D RATHER BE ON A PASSENGER TRAIN" bumper sticker proudly and visibly. Park your car in high-traffic locations at shopping centers.
 10. Ask for extra copies of our FEBRUARY and APRIL "6:53" to hand out locally.
 11. Arrange to speak before clubs, church groups, etc. on the social mobility ramifications of the current crisis.
 12. Alert OARP's President if you encounter serious opposition to rail passenger transportation by your Congressman.
 13. Get resolutions of support from chambers of commerce, city commissions, etc.--and pro-rail editorials from media.
 14. Enlist support from your State Legislators if possible. Many State Legislators have good friends on Capitol Hill!
- Maybe you can come up with fourteen MORE good ideas . . .

OVERHEARD by JOHN DeLORA at a mid-March Senate Budget Committee Meeting: "This is our chance to kill Amtrak and I'm not going to miss it!" "Maybe we should keep one train -- The Nostalgia Limited -- and run it from New York to Los Angeles for the railfans. If it doesn't show a profit after one year we could kill that too!" (attrib. to Sen. Quayle of Indiana!) "Amtrak is a bottomless pit and it's time to stop throwing money down it." (from MARP's WOLVERINE MAINLINER)

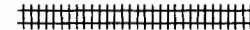
ONLY IN AMERICA DO WE IGNORE THE POTENTIAL OF MODERN RAIL-ROADING. THE RUSSIANS HAVE JUST FINISHED A NEW, ALL WEATHER RAILWAY FROM EUROPEAN BORDERS TO THE PACIFIC. JAPAN, ENGLAND, FRANCE AND GERMANY ALL HAVE FREQUENT HIGH-SPEED PASSENGER TRAINS LINKING ALL LARGER CITIES. MASS TRANSIT RADIIATES FROM MOST FOREIGN RAIL STATIONS TO PROVIDE EVEN GREATER MOBILITY. WE MUST NOT ALLOW INTERCITY RAIL TO FADE AWAY JUST AT A TIME IT CAN FLOURISH.

WE'VE GOT MATERIALS TO HELP YOU HELP SAVE AMTRAK. RAINS!

POSTERS - OARP's attention-getting "HELP SAVE AMTRAK -- WRITE TO CONGRESS!" poster measures 8 1/2 by 11 inches and is printed in bold black on dark pink card stock. Basic Congressional addresses are listed. Small plug for OARP appears at the bottom.

FLYERS - Several weeks ago every OARP member received one of our "ACTION ALERT" flyers in the mail. It is designed as a self-mailer which can also stand up effectively in timetable racks. Complete directory to the Ohio Delegation / 97th Congress is included along with "Action" suggestions, listing of Congressmen deserving "special" attention, and other useful information.

LEAFLETS - OARP now has printed a single sheet leaflet measuring 3 5/8 by 8 1/2 inches with the "HELP SAVE AMTRAK -- WRITE TO CONGRESS!" message plus background basic information and, of course, Congressional addresses are listed along with a short plug for OARP. The low cost of these leaflets makes them best suited for mass distribution situations.



Our materials are already in good use! Initial supply of 300 posters was exhausted within two weeks. Now we have 500 more on hand. Our "Action Alert" flyers are now in their third printing (2000 each time), and we have over 9,000 leaflets in stock. THESE MATERIALS ARE AVAILABLE TO HELP YOU HELP SAVE AMTRAK AND FIGHT FOR ENERGY-EFFICIENT RAIL PASSENGER TRANSPORTATION. Whatever you can use, we will see that you get it. NOW... it will make things more efficient if at all possible requests for materials can be coordinated through your nearest OARP officer or regional coordinator. Your OARP President already spends each morning at the Xenia Post Office window mailing out these materials. And he's glad to do it... but, it is less expensive to send one large parcel of materials to a regional coordinator for regional distribution than it is to box up scores of different orders to scores of different members.

WHERE POSSIBLE, PLEASE COORDINATE MATERIAL REQUESTS ! ! ! YES, you may devise your own posters and materials if you'd rather do it that way. The most important thing is to GET THE WORD OUT and GET PEOPLE TO TAKE ACTION.

NARP FLYERS NOW AVAILABLE but as of this printing few OARP members have reported seeing them. NARP is arranging with selected members in selected cities to stock them in stations and on trains.

NEW APRIL 26 AMTRAK TIMETABLES may be obtained from OARP. Send us a business letter size SASE with 52¢ postage [18¢+17¢+17¢] affixed for the FORM "A" NATION-WIDE SCHEDULES or just 18¢ for the FORM 7 EAST-MIDWEST folder.

INFORMAT . YOU CAN USE . . .

In 1947, when we had passenger trains everywhere carrying people and mail in an energy-efficient system, this nation exported 164 million barrels of oil and imported 159 million. In 1977 we exported 88 million barrels and imported 3 BILLION barrels. [Source: Exxon Corp.]

The National Safety Council reported 51,083 automobile fatalities in 1979. In the same year Amtrak reported zero passenger deaths.

A highway builder stated that every cubic yard of highway Macadam contains 240 pounds of oil-based asphalt.

Every mile of steel rail, rock ballast and wooden or concrete ties contains NO oil!

When Amtrak built 12 miles of railroad track in New York State the price tag was \$4 million. When the State of New Hampshire built 12 miles of highway, it cost the taxpayers \$27 million!

It cost Amtrak \$1 million to construct 1,000 feet of track and turnouts (switches) at Richmond, VA. The Federal Highway Administration sets the cost of a 1.7 mile highway tunnel at Baltimore, MD, at \$762 million!

At 55% capacity, a nine-car passenger train with one engine gets 98.5 passenger miles per gallon (PMPG). [Math calculations: 358 passengers at half a mile per gallon = 179 PMPG; at 55% capacity one gets 98.5 PMPG]. The Congressional Budget Office reports that airplanes will get 27 PMPG and automobiles 59 PMPG by the mid-1980's.

To move 500 people. two per automobile, 300 miles it takes 250 cars and 4150 gallons of fuel. To move the same people the same distance by rail it takes one train and 600 gallons of fuel.

One 8-car Amfleet train can relieve the highway of up to 600 automobiles.

Upgrading a highway mile to Interstate Highway standards costs \$1,000,000. Upgrading a rail-mile costs \$200,000.

One 75-car freight train can relieve the highways of 150-200 trucks.

At 60% capacity Amtrak's new Superliner trains will obtain 108 passenger miles per gallon, versus the current airline record of 36 passenger miles per gallon.

In the busiest rail year prior to World War II, 63 people died in rail accidents. Nowadays, an average of 45,000 people die on our highways each year.

The data above was provided to OARP by NARP V-P Samuel E. Stokes, Jr.

OARP's CURRENT PRIORITY is to HELP SAVE AMTRAK and WORK FOR A BETTER NATIONAL COMMITMENT TO RAIL TRANSPORTATION... but YOU can use every opportunity to reach prospective new members. Use our new brochures!

NOVICE FAWCETT HEADS ORTA BOARD

Dr. Novice G. Fawcett, former president of Ohio State University, has been elected board chairman of the Ohio Rail Transportation Authority. Other officers elected at the February 19th Board Meeting were Ted Kauer, Columbus, as vice chairman and John Stough, Findlay, as Secretary. Dr. Fawcett was appointed to the board in April 1980 by Governor Rhodes to complete a term running to October 10, 1983. A lifelong educator, Fawcett became the eighth president of Ohio State University in 1956, serving until 1972. In addition to serving on the ORTA board, Dr. Fawcett holds several business and financial board memberships.

RECOMMENDED READING . . .

"The Great Transportation Conspiracy", feature article by Jonathan Kwitny in the February 1981 issue of HARPER'S MAGAZINE starting on page 14. Concerns the General Motors juggernaut in killing off interurbans and light rail transit lines for corporate gain.

"Rail Passenger Service and Social Needs", article by Harvey C. Greisman in the Winter 1980 issue of the JOURNAL OF THE INSTITUTE FOR SOCIOECONOMIC STUDIES starting on page 63.

AMTRAK FARES GO UP AGAIN! ---

Amtrak has announced a general fare increase, effective April 26th, of 9%. Some fare increases, however, will be as high as 13% and there will be a 5% or no increases in some instances. Amtrak said the general increase is comparable with other travel modes and is in compliance with a Congressional directive to increase the proportion of Amtrak operating costs paid by the passenger. BROADWAY LIMITED and LAKE SHORE LIMITED fares go up 13%, but the fares for the other Ohio trains go up only the 9%.

OARP MEMBERS WRITING LETTERS TO EDITORS

We ENCOURAGE our OARP members to write letters to the editors of newspapers -- to help publicize our views on rail passenger transportation. Letters that are short and to the point generally stand the best chance of being selected for publication. The following OARP members have had letters published recently that have been brought to our attention:

- Bro. JOHN MARTIN, S.J.
Cincinnati POST 3/31
- WILLIAM S. STAGG
Cincinnati POST 4/03
- HOWARD HARDING
Akron BEACON-JOURNAL 4/13
- CHARLES A. ROGERS, JR.
Athens MESSENGER 2/27
- AL WOLF
Dayton DAILY NEWS 3/20
- Denver, CO, POST 2/15
- TOM PULSIFER
Xenia GAZETTE 4/13
- Columbus DISPATCH 4/13

If YOU had a letter published and you're not listed, it's because you didn't let us know about it. In our next issue we'd like to see a full page listing our OARP members who've had letters published.

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.

REDUCED! NOW JUST 25¢ EACH in any quantity. Minimum order 50¢. MAKE YOUR 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

Just as AMTRAK needs your support, so do we. OARP is the voice of concerned Ohioans working for better passenger trains and rail transit. We're over 600 strong and moving forward together for better trains in the 1980's. JOIN US!

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

ORDER FORM FOR OARP BUMPER STICKERS / PLEASE MAKE CHECKS PAYABLE 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 _____

OARP's BUMPER STICKERS are quite popular (not just in Ohio) and we've sold a lot of them. They were 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 should ever wish to do so. Six styles are available as listed on the coupon above. We're asking just \$1.00 donation for each BUMPER STICKER and we will take care of the postage. Use the convenient order form above. If you don't want to cut up your "6:53" just put the essential information on a piece of paper and send it with your check or money order.

EVERY REGISTRANT FOR OUR MAY 16 OARP ANNUAL MEETING & RALLY IN CINCINNATI WILL RECEIVE ONE FREE "I'D RATHER BE ON A PASSENGER TRAIN" BUMPER STICKER COURTESY OF YOUR ASSOCIATION! Purchase additional BUMPER STICKERS that day for HALF PRICE [50¢ each].

OARP CONGRESSIONAL DIRECTORY TO OHIO DELEGATION

We've printed up a handy DIRECTORY to the OHIO DELEGATION TO CONGRESS, listing Washington office addresses and office telephone numbers. The reverse has a useful map outlining Congressional Districts in Ohio. We'll send you a copy if you'll send us a business letter size SASE. Our OARP Congressional Directory will prove indispensable for any OARP member visiting Capitol Hill.

CONGRESSMAN GUYER, FRIEND OF RAILROADS, IS DEAD

Fourth District Congressman, TENNYSON GUYER (R-Findlay) died April 12th. "Tenny", as he was known among his associates in Congress, was known to us as a friend of railroad transportation. He was a supporter of Amtrak and in this current crisis his support will be missed.

AKRON AREA ACTIVITIES TO HELP SAVE AMTRAK by Howard Harding

On March 21st, the Akron-Canton-Cleveland delegation to the NARP Region VI Meeting in Detroit handed out about 850 flyers on the LAKE SHORE and the LAKE CITIES, warning that "THIS TRAIN WILL BE DISCONTINUED OCTOBER 1 UNLESS YOU WRITE YOUR CONGRESSMEMBERS..." As I returned through the train after passing them out, I saw the fliers being read by a very large percentage of the recipients. Since then, at least one such person has written a letter published by the Akron BEACON-JOURNAL. An employee of Borovitz Travel Agency received our flyer on the train, made copies, and is handing them out to agency customers. On a trip to southeastern Ohio on April 12, I saw our signs posted at the unmanned Athens shelter, along with a bundle of OARP brochures, "Action Alerts" and timetables. At Parkersburg I dropped off several HELP SAVE AMTRAK signs and some brochures. In the Akron area we are contacting each person who writes letters about Amtrak (to the editor) and distributing HELP SAVE AMTRAK signs to local merchants and travel agents for display. We've been able to get signs up in fast-food shops, auto repair shops, shoe stores, groceries, etc. Many have been happy to help. Co-workers are in increasing numbers asking about using Amtrak for vacations and each one is alerted to the danger posed by "Reaganomics".

IN HAMILTON... John K. Wilson has been stocking the waiting room at the Amtrak station with our materials. On weekends, John has been making the "Muncie Turn" on Amtrak's CARDINAL between Hamilton and Muncie passing out brochures and leaflets to the passengers. John has even taken advantage of the Amfleet foldup trays by passing out writing paper and envelopes and encouraging passengers to start writing Congress while they are on the train! Heavier passenger loads on weekends make John's time well-spent.

YAKKITY-YAK FOR AMTRAK! ---- OARP's Akron-Canton Coordinator HOWARD HARDING will appear on WHBC's 11:30p to 1:00am Talk Show on the Canton radio station; and OARP Pres. TOM PULSIFER is scheduled on WJEH/WYPC's Dene Wagner Show on May 4th at 10:30 in the morning, in Gallipolis, Ohio.

IN ELYRIA... Rich Sherwood (working on his days off) has distributed several thousand flyers and leaflets on the LAKE SHORE and LAKE CITIES trains. Rich reports that, as of March 21st, Elyria station ticket revenue was \$12,100 and with ten days in the month yet to go, revenue had already exceeded last year's revenue for the whole month (\$11,022).

WHERE WAS DAVID STOCKMAN ?????

Our Athens-Chillicothe Coordinator reported that on the day most students left Ohio University at Athens for their Spring Break some THIRTY TICKET HOLDERS WERE TURNED AWAY from boarding Amtrak's SHENANDOAH because the train was already packed, including standees. A mini-riot ensued which made front page news.

OARP has learned that the Transportation Subcommittee of the House Appropriations Committee on April 10th held a markup session on the FY1981 supplemental requests and the Administration's requests for recissions and deferrals of the FY1981 appropriations approved last October. For Amtrak the Subcommittee approved a supplemental 1981 appropriation in the amount of \$72 million. This amount represents the full amount requested by Amtrak. Full Committee markup has been tentatively scheduled after the Easter Recess, about April 28 or 29.

OARP/CRRRC FIELD TRIP TO CHICAGO SET

On Saturday, May 2nd, some 27 members of OARP and the Cincinnati Railroad Club will make a trip to Chicago to tour Amtrak's 12th St. Coach Yards and Shops. Most people going on this field trip will ride the BROADWAY LIMITED as a group from Lima to Chicago and back. The consist of the BROADWAY will be used to transport the group out to the Amtrak facilities. Persons going on this field trip are reminded to bring a hard hat and safety glasses if you have them.

AMTRAK's CARDINAL WILL STOP NOW AT OXFORD, OHIO by pre-arrangement for groups (15 or more) on an Amtrak group ticket. The two Amtrak authorized travel agencies in Oxford have been successfully putting student groups together, especially at vacation and semester break times and the CARDINAL has been stopping for them at the grade crossing adjacent to the former B&O depot.

Bellevue, Ohio's CHERRY FESTIVAL (June 25-28) will be dedicated to 100 Years of Railroading in Bellevue. TOLEDO and DETROIT area persons can plan to ride a SPECIAL PASSENGER TRAIN (from Toledo's N&W Front St. Yard) to Bellevue and back on the 27th and 28th. Train will make passenger stops in Oak Harbor and Fremont. DETAILS: write P.O. Box 42, Bellevue, OH 44811 (for train). For Festival details write to Box 166, Bellevue, OH 44811.

OARP TREASURY 3-6-81 \$1,896.84 (Sept. 30, '80 / \$1,787.36)

"Our philosophy is to run trains only in corridors with big people-moving problems, such as between Boston and Washington."

"We see no justification for running long-distance passenger trains. Those passengers are better served by buses--and much more economically."

"We want to complete all unbuilt portions of the interstate-highway system except those not feasible for environmental or economic reasons and to phase out financing of local and urban roads."

"We would like to help the (auto) industry any way we can--short of damaging the atmosphere or permitting unsafe cars."

"Increases in airport traffic in the future will be mostly from general aviation and commuter lines. We could conceivably have fewer jets in the air 10 years from now than we have today."

from interview with Secretary of Transportation DREW LEWIS, copyrighted in 1981 and published in U.S. NEWS & WORLD REPORT, March 30, 1981, p.25-26.

THANK YOU to the MIAMI VALLEY RAILFANS CLUB for reprinting our OARP "ACTION ALERT" in toto as part of their April newsletter to their membership!

AMTRAK'S RIDERSHIP CONTINUES TO SHOW INCREASES over a record 1980 on its long and short-distance routes while reflecting a general downturn in business-related travel in the Northeast Corridor. The short-distance trains carried 1,865,107 passengers between October and February, an increase of 13.1% over the same period last year. Long-distance trains also registered an 8.4% ridership increase during the same period. Amtrak's NEC trains carried 3,969,516 passengers, almost one-half the total Amtrak ridership during the period. Amtrak's Ohio trains all posted increases during this period: the LAKE SHORE up 26.1%, the SHENANDOAH up 18.9%, the BROADWAY up 17.3%, the CARDINAL up 13.3%, and the LAKE CITIES route which includes the Chicago-Detroit trains, up 7.5%. Recent statistics released by the Air Transport Association reported an 11.9% decline in domestic airline traffic in February compared with last February.

The Ohio House voted, 71-23, to approve H.J.R. #1 which would put the 1¢ sales tax increase issue before voters in November to fund the ORTA High-Speed Rail Program. The bill is now before the Ohio Senate. The \$9 billion passenger rail system, plus feeder services, would be financed on a pay-as-you-go basis. More on this in our next issue.

BE SURE TO STRESS TO YOUR CONGRESSMEN... that Amtrak trains are running full these days. Many in Congress think that most trains are running around empty. Also; inflation will NOT be reduced by killing trains and throwing people back into cars which are the primary consumer of foreign oil. Dependence on foreign oil also threatens our national security. REMEMBER: ALL AMTRAK SERVICE OUTSIDE THE NORTHEAST CORRIDOR COULD VANISH ON OCTOBER 1, 1981 UNLESS CONGRESS INTERVENES! ALTHOUGH THE U.S.D.O.T. IS NOW UNDER PRESSURE TO PRESERVE "SOME" LONG-DISTANCE TRAINS, THIS IS IN NO WAY GUARANTEED.

LABOR MUST COOPERATE TO HELP MAKE PRODUCTIVITY EFFICIENT: Did you know it takes six different operating crews to get Amtrak's MONTREALER from Washington to Montreal in 16 hours, making an average workday of 2 hrs. 40 min. for an annual salary in the \$25,000 range? Did you know that on Amtrak's SAN FRANCISCO ZEPHYR there are twenty-five engine crew changes on the 42-hour trip from Chicago to Oakland? Antiquated labor rules Amtrak is required to obey causes the biggest financial drain on Amtrak. Why are labor rules established for railroads in the 1920's governing rail transportation of the 1980's? The times have changed and so has rail transportation.

STATE LEGISLATIVE CHANGES

In the 17th District, JEFFREY DEAN replaces Matthew Hatchadorian who resigned to become Cuyahoga County Auditor.

In the 74th District, KEVIN KAPEL replaces Dennis Wojtanowski who resigned to become office manager for U.S. Congressman Dennis Eckart in Cleveland.

We are happy to report that LARRY JOYCE, Chairman of the Keystone Association of Railroad Passengers, is recovering nicely from his heart attack and expects to return to his regular job quite soon.

#####

OARP member AL PIERCE of Kettering, Ohio, is now up and about his regular duties following heart problems this past winter.

"Ohio Looks To High Speed Passenger Trains" is a feature article by Bill Paul in the MARCH 1981 issue of MODERN RAILROADS/RAIL TRANSIT, a respected railroad trade publication.

"Come the 21st century, historians may look back on November 4, 1981 as a pivotal day in 20th century America. If so, it will be because voters approved a referendum that is tentatively scheduled for that date in Ohio. The referendum would impose a modest one cent retail sale tax to pay for a new intercity passenger train system."

CARPOOL IT TO THE MAY 16th MEETING! As usual, OARP officers and regional coordinators will coordinate ridesharing. We understand some plan to drive to CHILLICOTHE and ride AMTRAK to and from Cincinnati that day. That's a great idea!

JOHN McCANN SURVIVED FATAL CRASH

Our own JOHN McCANN survived a two-car, head-on automobile collision February 16th which took the life of his very close friend, Pam Buckingham of West Carrollton, Ohio. John was in the intensive care unit of the Sycamore Medical Center at Miamisburg, Ohio, for one week. He has now been given the O.K. by his doctors to escort our OARP SACRAMENTO SPECIAL railtour in May. He is awaiting final word on possible permanent back injuries as a result of the accident.

The accident occurred near West Carrollton when the driver of the other car apparently went left of center striking the Buckingham car head-on. John was a passenger in Pam Buckingham's car. The other driver sustained only a broken arm.

John wishes to thank all his friends for cards and calls and visits and prayers. John was formerly one of the Amtrak station agents at Columbus.

SENATOR R. MICHAEL DEWINE (R-Cedarville) of Ohio's 10th District has been appointed to the Board of the OHIO RAIL TRANSPORTATION AUTHORITY by Sen. Paul Gillmor, President of the Senate. Sen. Dewine, an attorney, is former Greene County Prosecutor. He is a graduate of Miami University and Ohio Northern University College of Law. It is noted that Dewine recently took his family on an Amtrak trip from Lima to Denver and return.

OARP/CINCINNATI — May 16, 1981 at Cincinnati Union Terminal

AMTRAK RIDERSHIP TO/FROM OHIO STATIONS DURING THE YEAR 1980

statistics provided to OARP by AMTRAK and ORTA

Mo.	ATHENS	BRYAN	CANTON	CHILlicoTHE	CINCINNATI	CLEVELAND	CRESTLINE
JAN	371	---	681	201	3,528	3,224	435
FEB	348	---	538	211	2,706	2,967	252
MAR	665	---	880	629	4,337	3,755	369
APR	380	---	750	435	5,253	3,898	421
MAY	566	---	789	636	6,434	3,764	387
JUN	413	---	1,088	877	7,836	5,175	553
JUL	412	---	1,649	509	7,888	6,929	759
AUG	518	---	1,503	632	9,764	7,096	749
SEP	408	---	743	372	5,022	4,183	377
OCT	405	---	726	371	5,532	4,015	467
NOV	587	517	735	464	5,344	3,723	416
DEC	426	428	1,074	370	5,763	4,605	552

Mo.	ELYRIA	HAMILTON	LIMA	LOVELAND	SANDUSKY	TOLEDO	Note:
JAN	674	---	702	---	409	2,460	To save on space we've listed only ridership totals. If you want individual on and off figures, which we do have, please send a business letter size SASE with your request. We'll send a photocopy of the complete data.
FEB	509	---	617	---	153	2,333	
MAR	605	---	752	---	435	2,595	
APR	710	---	990	---	331	3,318	
MAY	871	---	928	---	390	2,995	
JUN	869	---	1,376	---	769	3,657	
JUL	911	---	1,622	---	742	4,910	
AUG	886	711	1,523	---	729	7,615	
SEP	649	429	844	---	307	5,726	
OCT	658	555	1,158	---	335	5,690	
NOV	900	438	861	120	308	5,322	
DEC	844	455	1,090	143	284	6,239	

WE'VE STILL GOT ROOM ON OUR "SACRAMENTO SPECIAL" FOR EIGHT

additional passengers. It's highly unlikely that we can get any sleeping car space for you, but if you want to come along, we can accommodate you. Full payment [\$299.00 per person] will be due immediately. Best to CALL TOM PULSIFER right away if you'd like to go. Call him at 513-253-5390 between 9am-5pm, or at 513-372-9868 in the evening hours. We'd like to fill up our RAILTOUR to the SACRAMENTO RAILFAIR & PAGEANT.

NEW & UPDATED OARP RAIL TRAVEL GUIDES including our HOW-TO

-FIND-THE-STATION maps for Ohio and adjacent states ARE NOW AVAILABLE. New format has everything in one handy 16-panel folder. Send a business letter size SASE for one. On quantities, a donation for postage will be appreciated.

OARP RAIL TRIP & STATION REPORT FORMS are also available

for you to help us keep tabs on the trains and the stations. Send OARP a business letter size SASE and we'll send you THREE forms, SIX if you affix 35¢ postage [18¢ + 17¢].

MANSFIELD & DETROIT MEETINGS WELL-ATTENDED BY OARP MEMBERS

Thirty-six OARP members showed up at what was originally set as an informal officers and regional coordinators meeting on Saturday, March 7th at Stan's Restaurant on U.S. 42 in Mansfield. The informality of the afternoon was good for us in that anyone who wanted to address the group had time to do so. At our more structured meetings we never seem to have enough time for this kind of open discussion among our people. We did vote on two matters

brought before the meeting. We passed by unanimous vote a resolution drafted by Doug Hudson "urging Amtrak to initiate an experimental stop at Salem, Ohio (BROADWAY) at the earliest possible date in order to enhance its position in that market and to more nearly fulfill its mission in the national interest". This resolution was forwarded to Amtrak and area Congressmen, also to Senators Glenn and Metzenbaum. There is considerable local support for such a stop, including positive support by some area media.

We also established, again by unanimous vote, an OARP Political Liaison Committee to which Pres. Pulsifer appointed Al Wolf to the post of Political Affairs Coordinator. At the end of our meeting Al met with several regional coordinators to gather input for Howard Harding who we selected to testify in behalf of OARP before the Ohio legislature (mainly Senate) in support of ORTA at upcoming hearings.

Much of the meeting was devoted to considerable discussion on the Amtrak crisis and ways OARP would work on it.

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Thirty from Ohio were registered at the NARP Region VI Annual Meeting held at Detroit's Book-Cadillac Hotel on Saturday, March 21st. Total attendance was 60. ALL of the Ohioans RODE THE TRAIN that day at least one way between Toledo and Detroit. Twenty also rode the LAKE SHORE to and from Cleveland and points east. OARP member Paul Laurel, on good terms with the Amtrak crew, served as the "acting conductor" on the LAKE CITIES where Amtrak provided our entire delegation with a car all to ourselves in both directions between Toledo-Detroit. Michigan ARP member graciously provided shuttle service between the Amtrak station in Detroit and downtown. Gary Stupka, Amtrak Regional Sales Manager for northern Ohio attended the NARP meeting, and rode the train with us, as guest of OARP Pres. Tom Pulsifer. On the return trip we were pleased to find Roger Hooson, of Citizens for Rail California, riding the train enroute to Washington and testimony before a Congressional Committee that next week. Also attending were Kevin Gregoire of MassARP and Anthony Perl of NJARP.

Two resolutions were passed by the NARP members. The first was that "NARP shall not publicly accept any further reductions in Amtrak's route mileage". The second was that "NARP urges the agencies involved to take prompt action to simplify the administration and operation of the

Meetings...

Northeast Corridor as a means of improving the transportation services provided and reducing the costs thereof."

The election of NARP regional directors caused some raised eyebrows when it was learned that Michigan ARP had printed an absentee mail-in ballot in its WOLVERINE MAINLINER that produced a significant number of absentee votes for the Michigan candidates, all of whom got elected, leaving Ohio with one director and Indiana with none! Dave Marshall and Nicholas Noe withdrew their candidacy prior to the NARP meeting but after our February "6:53" went to press.

ELECTION RESULTS:	JOHN DeLORA	MI	43
	HOWARD HARDING	OH	39
	GEORGE SCHLAEPFER	MI	36
	NANCY ROSS	MI	31
	NORMA WARD	MI	29
	LORI SWEETLAND	MI	23
	Bill Snorteland	OH	21
	Warren Bascom	IN	16
	Mark Adamcik	OH	13
	David Marshall	OH	6

Region VI is entitled to SIX regional directors at the present time, based on NARP membership in the Region.

Because Michigan ARP went into the hole, financially, on the costs of the meeting rooms and the dinner, cash donations were received at the meeting and the members of the Cleveland delegation (on an Amtrak group ticket) decided to donate the cost of their "free" ticket to MARP. OARP Pres. Pulsifer, after conversing with MARP Chairman John Guidinger by phone, authorized an additional \$25.00 out of OARP's treasury to help MARP offset their meeting deficit of over \$100.00.

Next year, the Regional NARP Meeting will return to Ohio and is tentatively scheduled for Saturday, March 20th at the Hillcrest Hotel in Toledo.

DID YOU HEAR... that on the return trip from Detroit on March 21st, on the LAKE SHORE, the train was so crowded that only very few of our OARP group could find seats together in any of the coaches!

And the Reagan spokespersons tell Americans that "nobody's riding Amtrak". Well, it's VERY OBVIOUS the Reagan administrators aren't riding Amtrak! (And Drew Lewis has obviously never taken a long trip in an intercity bus!)

PART OF THE FORMER NATIONAL LIMITED ROUTE, between West Manchester, OH, and Richmond, IN, has been reactivated by Conrail. A daily freight now runs between Richmond and Reed Yard at Middletown, OH. Indiana discontinued its "Light Density Line" program and now the Cambridge City to Charlottesville, IN, segment is out-of-service. OARP looks for Penn Central Properties, which owns that segment, to move "fast and slick as a weasel" to sell off rail, ties and fixtures for scrap on that 23.8 mile segment. 20

A MESSAGE FROM YOUR OARP PRESIDENT TOM PULSIFER . . .

Dear Members and Friends of OARP,

Your Association, collectively and individually, is now actively involved in the massive fight to save Amtrak and to instill in Congress and the Administration the need for a better commitment to the development of modern rail transportation. We are better organized than ever before; but the opposition is formidable. We shall not yield!

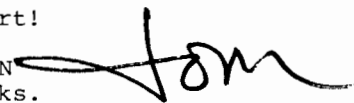
I am aware of fine efforts already on the part of many of our active OARP members. More members are doing more than ever before to help save Amtrak. I hope that EVERY OARP MEMBER can at the very least write the four letters we suggested in our "ACTION ALERT" flyer -- to Senators Glenn and Metzenbaum, to President Reagan, and to your own Congressional representative. Don't be afraid to write, even if you can't use a typewriter. Keep your letter short -- they'll appreciate it too! We don't advocate any sort of form letter -- they're spotted immediately as phony and are discounted. We've provided much information and food for thought in this issue of "the 6:53" to help you when you write your letters. Please, if you haven't written yet -- DO IT NOW! I understand that the volume of mail on Amtrak is growing in Washington. It must keep growing until we have a victory for energy-efficient rail transportation! We will not give up!

We have made available a considerable amount of printed material to help you help save Amtrak. But... we are running into a problem and that problem is... (You guessed it) MONEY! Our Treasury is not a bottomless goldmine. While we always try to get the best deal possible on printing, the service and materials are not free. Postage and U.P.S. distribution costs add up, especially when you are making daily shipments as we've had to do for the past several weeks. I'm glad our materials are getting widespread circulation; and we'll keep printing, reprinting and distributing -- as long as we get your support. In these crisis times the fight is difficult and it must be supported.

I hate to have to appeal for extra funds, but it is necessary if we are to sustain our efforts. Even if you can spare only a dollar or two, your extra donations will be greatly appreciated. Your support will help us stand firm against the misguided opposition.

I thank you for your support!

P.S. Please mark "DONATION" on your check. Thanks.



OARP PRESIDENT APPOINTS THREE NEW COORDINATORS ---- Three new Regional Coordinators have been appointed by OARP Pres. Tom Pulsifer, subject to approval at our May 16th Meeting.

They are: DAVID B. MARSHALL, 50 Villa Rd., Springfield, OH 45503 and JAMES G. SAUNDERS, 1638 Marinette Dr., Springfield, OH 45503 who will both coordinate greater Springfield activities; and JOHN K. WILSON, 359 Thomas Blvd., Apt. G, Hamilton, OH 45013 to represent Hamilton, Ohio.

ADVANCE INTEREST IN MAY 16TH OARP MEETING RUNNING HIGH !!

We've already got a lot of advance interest in what could be our biggest membership meeting to date. At this time many arrangements are yet to be confirmed, but we will assure you that your day in Cincinnati will be well spent.

We're scheduled to eat as a group in the elegant "LES PALMIERS" RESTAURANT just off the C.U.T. Rotunda at 11:30. Cost is \$12.00 per person and this includes your full meal, tax and gratuities. The menu: choice of BREAST OF CAPON or VEAL CORDON BLEU plus vegetable, salad, bread, beverage and dessert. Please note the 11:30am serving time.

Following the meal we will meet in the Union Terminal Theatre (also just off the Rotunda) for our Annual Meeting which includes election of OARP Officers for 1981-82. We will also confirm the appointments of David B. Marshall and Jim Saunders [Springfield] and John K. Wilson [Hamilton] as OARP Regional Coordinators. There may be other business matters for consideration.

We are working on a guest speaker and can't make any announcement on this at this time. We're also requesting permission to hold a "rally" for passenger trains at C.U.T. this day, a major part of which will be availability of petitions for the public to sign as evidence of their support for Amtrak and rail passenger service. We're also planning to have our members visit the Cincinnati Railroad Club headquarters and tour the entire C.U.T. complex. We'll provide time for you to tour the Union Terminal shops on your own, to buy or just to browse. All in all, it should be a very interesting and beneficial day. So... PLAN NOW TO ATTEND!

Cincinnati Union Terminal is easy to reach. By car, exit from I-75 at Ezzard Charles Drive. Parking at C.U.T. is FREE! And there's plenty of parking space. By bus, take a #11, #24 or #69 Queen City Metro Bus from Greyhound to Government Square -- then take a #1 bus to Union Terminal. Buses run about every 20 minutes on weekends. By AMTRAK, we will arrange (thanks to some of our Cincinnati OARP members) to meet both the SHENANDOAH and the CARDINAL and transfer people to C.U.T. and back again at the end of the afternoon. Please contact MIKE WEBER [513] 851-7959 (or by mail to 14 Joywood Drive, 45218) if you plan to arrive by TRAIN or BUS and wish to be picked up. This will help Mike arrange for sufficient transportation for you.

Oh, yes! There will be DOOR PRIZES and some FREEBIES for all our people at this meeting. Your registration form will serve as a slip which may be drawn for a PRIZE!

And we hope this final request will not "offend" anyone. OARP is an organization of concerned citizens working in a professional manner for rail passenger transportation. We're NOT a bunch of railbuffs running around going "whoo-who!" PLEASE LEAVE THE CONRAIL JACKETS, THE TWILL ENGINEERS CAPS, THE NY&W CLOTH PATCHES, THE CHESSIE STEAM SPECIAL CAPS, ETC. AT HOME!! LET'S ACT PROFESSIONAL!!

OARP/CINCINNATI/MAY 16

at CINCINNATI UNION TERMINAL

ANNUAL MEETING

RALLY FOR PASSENGER TRAINS

STARTING AT 11:30 A.M.

REGISTER NOW for our OARP ANNUAL MEETING & RALLY FOR PASSENGER TRAINS! Use the form(s) below [or facsimiles] and please enclose payment [@\$12.00 per person] with your registration. WE MUST RECEIVE YOUR REGISTRATION BY MAY 12th! Requests for refunds cannot be honored after May 12th. PLEASE MAKE CHECKS PAYABLE TO OARP AND MAIL DIRECTLY TO:

Mike Weber / OARP
14 Joywood Drive
Cincinnati, OH 45218

OARP/CINCINNATI/MAY 16

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
PHONE _____

CHECK:

Breast of Capon Veal Cordon Bleu

REGISTER TODAY!
\$12.00/person

REGISTER TODAY!

\$12.00/person

OARP/CINCINNATI/MAY 16

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
PHONE _____

CHECK:

Breast of Capon Veal Cordon Bleu

"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



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