

ON THE SCHEDULE

JULY 25/OARP MIDSUMMER MEETING IN COLUMBUS

SEPTEMBER 26/OARP FALL MEETING AT QUAKER SQUARE, AKRON

SEPTEMBER 30/LAST RUN OF #32 & #33, AMTRAK'S SHENANDOAH

CONSIST OF THIS ISSUE:

* OARP MEMBERS STATEWIDE CONTINUE HEROIC EFFORTS TO HELP SAVE AMTRAK

* SOME GOOD NEWS OUT OF WASHINGTON

* POLITICAL ACTION ALERT:

SAVE THE CARDINAL

GET AMTRAK TO ASSURE NO OTHER CUTS TO OHIO'S AMTRAK TRAINS

* All this, and much more inside this issue . . .



Conductor Oren E. Coder steps off to assist passengers as Amtrak's west-bound SHENANDOAH pauses at Loveland, Ohio. After September 30th this train will not pass this way again and southern Ohio loses a personal mobility alternative.

[Photo by Barbara Laing, courtesy of the Athens (OH) Post.]



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RAILROAD PASSENGERS**

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OARP DIRECTORY

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2

SOME GOOD NEWS OUT OF WASHINGTON — ALL OARP MEMBERS

WILL BE GLAD TO KNOW THAT OUR EFFORTS TO SAVE AMTRAK ARE NOW BEGINNING TO PAY OFF! BUT; WHILE THERE ARE SOME GOOD AND POSITIVE SIGNS, THE FIGHT IS NOT OVER, AND MAY NOT BE FOR SOME TIME.

ON JUNE 10th, THE SENATE COMMERCE COMMITTEE APPROVED A SUBSTANTIAL INCREASE IN AMTRAK FUNDING: THREE CONSECUTIVE YEARS AT \$735 MILLION INSTEAD OF THE \$613 MILLION/FY '82 AND \$532 MILLION/FY '83 IT HAD UNEASILY APPROVED APRIL 29!

On June 9th, Chairman Robert Packwood (R-Oregon) accepted the higher figures after seeing that Ranking Democrat Howard Cannon (D-Nevada) probably had the votes to amend the bill to the same level if necessary. Definite ayes: Kassebaum, Cannon, Inouye, Ford, Riegle, Exon, Pressler, Hefflin. Also, Packwood secured a letter from Amtrak President Boyd assuring continuation of the PIONEER and COAST STARLIGHT if certain conditions were met (such as getting rid of the "kill the PIONEER" House language). NARP reports that Packwood was under heavy pressure from his own constituents. NARP understands there was particularly heavy lobbying by some local chambers of commerce. OreARP was also instrumental in helping to generate both pressure and support. It is understood that Packwood got assurances from David Stockman and the Reagan forces that there will be NO VETO over this; however the story is going around Washington that DOT Secretary Drew Lewis was "absolutely livid" when he learned of the funding increase for Amtrak!

Republican legislators might like to know that Sen. Strom Thurmond and Sen. Dan Quayle (the one who earlier proposed Amtrak run a "Nostalgia Limited for the rail buffs") both wrote PRO-AMTRAK letters to Senate Commerce which helped secure the \$735 million funding resolution!

Amtrak may face trouble in the House, where the House Energy & Commerce Committee is \$1 billion over their budget. This amount will have to be trimmed off their area during floor debate. Both the House and Senate bills give Amtrak \$735 million for FY1982. For FY1983 and FY1984 they are different. The Senate gave Amtrak \$735 million for both FY1983 and FY1984. The House E&C Committee originally set \$842 million for Amtrak for FY1982 and FY1983 and did not provide for FY1984, but this was never actually voted on and the budget authority has reverted now to the House Budget Committee. Congressman James Broyhill (R-North Carolina) proposes giving Amtrak \$735 million for FY1982 and cut Amtrak back dramatically in FY1983 and FY1984.

IF BROYHILL GETS HIS WAY IN THE HOUSE, WE'LL BE FACED WITH YET ANOTHER AMTRAK FUNDING CRISIS AS EARLY AS NEXT YEAR!

Representatives should persuade Broyhill to increase Amtrak funding in his E&C substitute, and to persuade Minority Leader Robert Michel (Illinois) to do well by Amtrak in any "Son of Gramm-Latta" across-the-board package he may offer... and to vote against Broyhill and/or Michel if they don't come through for Amtrak. WHY SHOULD A REPUBLICAN HAVE TO VOTE LESS FOR AMTRAK THAN STOCKMAN ALREADY TOLD PACKWOOD THE ADMINISTRATION WOULD APPROVE?

After the House and Senate omnibus reconciliation bills are passed, they'll go to a gigantic conference committee with perhaps 200 mem-

bers representing all of the affected authorizing committees. Commerce members of that huge conference (which could take many weeks) probably will work out differences on Amtrak provisions. The House bill, HR3568, gives Amtrak some relief in the areas of labor protection, debt and interest repayment, property tax relief, and additional guaranteed loan authority. The Senate version, S.1119, does not contain all of these provisions.

* FOR THOSE INTERESTED, OARP WILL PROVIDE A PHOTOCOPY OF A DETAILED SIX-PAGE NARP MEMO OF JUNE 12th OUTLINING WHAT'S BEEN HAPPENING IN WASHINGTON. Please send a business letter size SASE with 35¢ postage affixed with your request!

MEANWHILE . . .

Amtrak has announced some plans to diversify in order to lessen its dependence upon the Federal Government, according to Pres. Alan Boyd. Boyd plans to make Amtrak independent of Federal aid by 1985. It plans to develop its vast real estate holdings (mainly in the NEC) which total 2,000 acres of land adjacent to 91 stations and terminals. Boyd listed major passenger stations (such as Philadelphia's 30th Street and Washington's Union) as lucrative potentials for private sector development -- hotels, office buildings, restaurants, shops and parking garages. Amtrak will also seek to attract a consortium of private investors and users for a new \$30 million fiber-optics communications system needed for NEC rail operations. Boyd also announced plans to market its computer expertise and sophisticated track laying equipment.

OARP MEMBERS ARE URGED TO REMAIN PERSISTENT IN THE FIGHT TO SAVE THE NATIONWIDE AMTRAK SYSTEM AND SUPPORT AND ENCOURAGE AN IMPROVED NATIONAL COMMITMENT TO RAIL PASSENGER TRANSPORTATION. THE REAGAN PEOPLE WILL BE CLOSELY WATCHING JUST TO SEE IF WE LET DOWN OUR GUARD WHEN TIDBITS OF GOOD NEWS COME FORTH.

OARP UNDERSTANDS THAT THE REAGAN ADMINISTRATION IS STILL VERY UPSET WITH ALL THE PROGRESS THAT AMTRAK HAS BEEN MAKING. THEY SEEM TO BELIEVE IT IS WRONG TO BE SUCCESSFUL! OARP UNDERSTANDS THAT THE REAGAN ADMINISTRATION WANTS VERY BADLY TO STACK THE AMTRAK BOARD WITH REAGAN APPOINTEES WHO WILL MOVE QUICKLY TO OUST ALAN BOYD AND THWART ANY FURTHER PROGRESS BY AMTRAK.

OARP HAS AIDS FOR YOU IN THE ONGOING FIGHT. OUR FEBRUARY AND APRIL ISSUES OF "the 6:53" BOTH CONTAINED A GREAT DEAL OF INFORMATION FOR YOU TO USE. WE CAN SUPPLY QUANTITIES OF BACK ISSUES; IN ADDITION WE HAVE HELP SAVE AMTRAK POSTERS AND FLYERS, ALSO OARP BROCHURES. WE'D PREFER THAT WE DID TOO MUCH, AND WON THE BATTLE IN WASHINGTON; THAN TO HAVE DONE TOO LITTLE, AND WISHED THAT WE'D DONE MORE AT THE TIME.

OARP'S INVOLVEMENT THUS FAR IS MOST CREDITABLE! WE CAN NOW SEE THAT WE ARE HELPING TO ACCOMPLISH SOME GOOD. SOME OF US CAN DO A LOT. SOME OF US CAN DO A LITTLE. WHETHER IT'S A LITTLE, OR A LOT, DO IT!

IF YOU NEED MATERIALS-- CONTACT YOUR NEAREST REGIONAL COORDINATOR, OR OARP OFFICER.

POLITICAL ACTION ALERT!

Amtrak President Alan S. Boyd has now said he can run about 85% of the existing nationwide system at the \$735 million funding level approved by the Senate Commerce Committee and which the Reagan/Stockman people say they will not veto.

BUT... IT'S POLITICS AS USUAL ON CAPITOL HILL!

Senate Commerce Chairman Robert Packwood (R-Oregon) has obtained a letter from Alan Boyd promising that the PIONEER (which was to have been discontinued) will continue to operate, along with the COAST STARLIGHT, in return for his cooperation in getting Amtrak the \$735 million for FY1982.

IN ORDER TO SAVE THE REMAINING OHIO TRAINS, ESPECIALLY THE CARDINAL (now that the "Pioneer Politics" have come to light) YOU MUST:

GET YOUR SENATORS AND CONGRESSIONAL REPRESENTATIVE TO CONTACT AMTRAK PRESIDENT ALAN BOYD DIRECTLY TO SAVE THE CARDINAL AND ASSURE CONTINUED OPERATION OF THE LAKE SHORE LIMITED, BROADWAY LIMITED, AND THE LAKE CITIES.

AND LET YOUR CONGRESSIONAL REPRESENTATIVE KNOW THAT YOU WANT THE HOUSE OF REPRESENTATIVES TO APPROVE AT LEAST THE \$735 MILLION FOR THREE YEARS AMTRAK FUNDING LEVEL THAT THE SENATE COMMERCE COMMITTEE APPROVED WITH THE REAGAN ADMINISTRATION'S APPROVAL.

Please act today -- mailgrams and phone calls preferable this time as TIME IS OF THE ESSENCE!

FOR OHIOANS: Senator Glenn call 202-224-3353
2235 Dirksen Senate Office Bldg.
Washington, DC 20510

Senator Metzenbaum call 202-224-2315
347 Russell Senate Office Bldg.
Washington, DC 20510

YOUR CONGRESSIONAL REPRESENTATIVE
U.S. House of Representatives
Washington, DC 20515
or contact local office directly by phone

The fight for Amtrak is looking better now --- BUT WE HAVE NOT YET WON! WE MUST KEEP UP THE FIGHT. In order to run the PIONEER for Senator Packwood, Amtrak may cut somewhere else. OARP WOULD LOOK PRETTY DUMB IF WE LET THE BROADWAY, THE LAKESHORE or the LAKE CITIES GET CUT. NARP, by resolution, supports SAVING THE CARDINAL. CARDINAL ridership is UP. The sleeper is FREQUENTLY SOLD OUT. Coach seats are hard to come by on WEEKENDS. OARP members continue to leaflet the CARDINAL with good response. One passenger who encountered your OARP president "leafletting" one day in May between Richmond and Muncie exclaimed, "Hey, I saw you on TV in Cincinnati talking about saving the trains!" One side benefit of the good TV coverage of our May 16th Annual Meeting at Cincinnati Union Terminal. WE'VE ALL GOT TO KEEP UP THE FIGHT --- IT'S VERY IMPORTANT TO OUR CAUSE!

INTERSTATE RAIL PASSENGER ADVISORY COUNCIL MEETS AND ELECTS

Representatives from five states met in Columbus May 8th to formally organize the Interstate Rail Passenger Advisory Council. Under legislation which has been adopted by Ohio, Indiana, Michigan, Illinois and Pennsylvania, each state sent two delegates to the conference which was hosted by the Ohio Rail Transportation Authority. A member of the Pennsylvania Legislature, Rep. Richard A. Geist (R-Altoona), was elected first chairman of the Interstate Compact group. He will serve a one-year term. Vice chairman is James C. Kellogg who is chief administrative officer, Urban and Public Transportation, Michigan Department of Transportation. OARP president Tom Pulsifer, a member of the board and a former chairman of ORTA, was elected secretary of the Advisory Council. In addition to electing officers, the delegates adopted rules of procedure and established May and November as meeting months.

TOLEDO'S T.R.A.I.N. EFFORTS PAY OFF; REAL IMPACT IS FELT!

OARP member Bill Herndon, chairman of T.R.A.I.N. (Tell your Representative Amtrak Is Needed) reports that their group has obtained over 10,000 signatures on a pro-Amtrak petition from the greater Toledo area. Members of T.R.A.I.N. presented petitions to Congressman Ed Weber when he arrived in Toledo on June 11th. Copies of the petitions were mailed to Sen. Metzenbaum, and mailgrams were sent to Senators Cannon and Packwood. T.R.A.I.N. will continue to collect signatures on their pro-Amtrak petitions. In just a little over two months, T.R.A.I.N. has made significant accomplishments in the greater Toledo area. Members staff a small booth every day at Central Union Terminal to disseminate information and literature. Both train time periods are covered. Members of T.R.A.I.N. have appeared on radio programs such as WSPD's "Viewpoint", "Town Meeting of the Air" and WOHO's "Rap". The group's activities have received excellent coverage by Toledo radio and TV stations as well as the local newspapers. A feature article by Hank Harvey in the Toledo Blade mentioned T.R.A.I.N.'s activities. A delegation of T.R.A.I.N. officers and members met with Cong. Ed Weber April 16th. In addition, the group was instrumental in getting a pro-Amtrak resolution out of Toledo's City Council. Willard Edson and two other speakers raised the Amtrak concern at one of Cong. Ed Weber's Town Meetings on May 4th. OARP once again salutes the efforts of T.R.A.I.N. Their activities have had a real impact in Northwestern Ohio in bringing Amtrak's dilemma before the public. The response has been excellent. It proves once again that some of the best efforts to work for better passenger train transportation services are those efforts organized and done locally with the wholehearted support of the statewide organization. OARP is very proud of all the good works that have already come out of the T.R.A.I.N. group in Toledo!

WE NEED YOU! ----- JOIN and SUPPORT OARP and NARP!

SACRAMENTO SPECIAL HIGHLIGHTS — BY JOHN MCCANN, TOURLEADER

On Sunday, May 3rd, shortly after our group of twelve assembled in Chicago Union Station's Amtrak Lounge we boarded #5, the SAN FRANCISCO ZEPHYR. We left Chicago exactly on time! All the way west, the Superliner equipment lived up to its name. The train was quiet, clean and comfortable. The on-board service crew (especially the dining car personnel) and the train crews of all the operating railroads were superb. [It's a small world department: Our maitre d's hometown was Dayton, Ohio; and one of our exceptional waiters, Pete Siegler, is featured in an article in the June issue of Passenger Train Journal.] And despite sleeping car space being hard to come by, we were able to make satisfactory arrangements for our tour members who desired first-class space on the train. After passing through the high Sierras, no doubt the scenic highlight of the ZEPHYR route (there was SNOW on the ground near Donner Pass!) we pulled into Sacramento only twenty minutes late Tuesday afternoon. After checking in to our accommodations at the Sandman/Best Western, a brief rest and some welcome showers, we proceeded en masse to Old Sacramento and dinner. We all thoroughly enjoyed the sights and sounds of the Railfair '81 Musical Pageant and the tour of the exciting California Railroad Museum and Old Sacramento. If you are ever in Sacramento, the Museum is well worth visiting. You'll not be disappointed. The weather throughout our stay was typical California -- blue sky and lots of sunshine! On Wednesday, four members of our group elected to go on to San Francisco and enjoyed a Gray Line sightseeing tour of the city (without any fog!). This enabled our tour member from Switzerland, Thomas Gnagi, to see our fine country for the first time "from sea to shining sea"!

Thursday, after even more sightseeing and getting together for a group picture, we boarded the eastbound ZEPHYR and left Sacramento right on the advertised. Train #6, as well as #5 westbound, was filled with passengers. Hey, David Stockman! Where were you? Again our crews were very service oriented. The only mechanical malfunction of our 4608 mile trip occurred on the eastbound leg. One of the sleeping cars had "unwanted passengers"--electrical bugs and gremlins! Otherwise, the Superliner cars performed excellently. We arrived back in Chicago on Saturday a full one-half hour EARLY!

All too soon we weren't a group anymore and we were all on our respective homeward bound Amtrak trains (Note that all of us rode Amtrak to/from Chicago for our Sacramento Special railtour). How do you like that, Mr. Stockman?

In summary, I feel our first big OARP-sponsored railtour went well. I'm sure I speak for all of us that took the trip that we would love to do it again. I wish we could have taken more people. I really enjoyed being your tour escort -- you were all very pleasant people to work with! If any OARP member has suggestions for further rail tours, please contact me or our OARP Pres. and we'll consider more railtours in OARP's future. Also, tour members wishing a 5x7 or 8x10 print of the group picture (color) or a duplicate slide, please contact me soon. 7



OARP's SACRAMENTO SPECIAL TOUR GROUP POSES IN FRONT OF A SOUTHERN PACIFIC BUSINESS CAR PARKED AT THE AMTRAK STATION IN SACRAMENTO. Kneeling [L to R]; John Edminson, John McCann (tour leader). Standing [L to R]; Donald Jaquish, Thomas Gnagi, Charlotte Jaquish, Richard Whittier, Phyllis Margolis, Jennie Brove, Betty Whittier, Joseph Brove, Truman Carnicom, Roger Johnson. [photo: John McCann]

BAGGAGE & EXPRESS — OARP has learned that whoever Amtrak pays to open up the waiting room at MAYSVILLE at train time isn't always doing the job for which they're paid. OARP understands that Federal Railroad Administration chief ROBERT BLANCHETTE (remember what he did to Penn Central?), like Transportation Secretary DREW LEWIS, is vehemently anti-Amtrak. These two may be expected to perpetuate their Amtrak vendetta long after the budget is finalized. Look for full dining car service to end on many Amtrak long-hauls -- in favor of "cafeteria-style" food service which is less labor intensive. Amtrak Corporate Communications VP James Stiner indicated in a letter that OARP could no longer post posters in any stations or leaflet any trains. You'll notice we're openly defying his "indication"! Your OARP Pres. has offered to have himself arrested by Amtrak for acting to help save the trains! Such action would win much support to our cause. We don't think Amtrak could handle that, as the issue is apparently dropped. We're finding EXCELLENT COOPERATION with TRAVEL AGENCIES in efforts to save Amtrak trains. Call on your local travel agencies and provide them with OARP posters and flyers! ALL OARP OFFICERS & REGIONAL COORDINATORS HAVE COPIES OF REGS ON LOBBYING BY AMTRAK EMPLOYEES -- SO WHAT WE DO WON'T GET ANY OF OUR FRIENDS IN HOT WATER. New chairman of RETAIN THE TRAIN: BOB PALMER, BOX 2433, HUNTINGTON, WV 25725, (304) 525-4424.

SUBMIT YOUR BIDS NOW!

Not long ago Victor Palmieri and Company, Inc. listed a portfolio of Penn Central railroad rights of way for sale. Sharp-eyed OARP members spotted three key Conrail lines listed as "non-operating/available in fee". One is the BROADWAY LIMITED route between Crestline and Bucyrus! The second is Conrail's ex-NYCRR 3-C line between Crestline and Edison. The third is the CR Crestline-Toledo route (ex-PRR) between Carrothers and Bloomville. All three line segments see a goodly amount of CR freight traffic and are hardly "non-operating"!

OARP Regional Coordinator Doug Hudson spoke June 9th before the Exchange Club of Warren, Ohio. Speaking on "Amtrak: Then, Now and Tomorrow" Doug reported his remarks prompted a lively Q&A period.

OARP has received a few copies of Greyhound's brochure entitled "The Most Fuel Efficient Way To Travel--INTERCITY BUS" [form GLI-229]. It's slanted propaganda to say the least, pointing out that Amtrak received \$617 million in Federal subsidy in 1979, the domestic airlines get \$84 million per year while the intercity bus system receives absolutely nothing! C'mon now, who built the nice roads over which you operate? You sure didn't!

OARP MEMBERS FORM LOCAL COMMITTEE TO SAVE THE LAKESHORE LIMITED

Two OARP members in Bryan, Ohio, got involved and spearheaded formation of a local effort to save Amtrak and especially the Lakeshore Limited which serves Bryan. John Marquis, Jr. is Chairman and Barb Mabus is the Secretary of SAVE THE LAKESHORE COMMITTEE [PO Box 68, Bryan 43506].

Since March, John has been riding the Lakeshore Limited at least once a week, passing petitions and giving out buttons throughout the train and at station stops along the way. Members of their Committee meet the Lakeshore each day at Bryan and pass out buttons and flyers. Copies of their signed petitions have been sent to Congressional representatives from northwestern Ohio. In addition, the Toledo-based T.R.A.I.N. group with several OARP members in key leadership roles has provided assistance and cooperation with the Bryan-based Committee.

OARP salutes the grassroots efforts of our people in northwestern Ohio, working hard to save the Amtrak trains and arouse public support for better trains in the future!

ORTA FILM IS WINNER OF THREE AWARDS!

OARP member Craig Jensen of Perrysburg, Ohio, recently received three awards for "Transportation for Tomorrow: The Challenge From Overseas", the documentary film he wrote and produced for ORTA. The awards include a 1st place "Gold Venus" at the Houston International Film Festival; a "Silver Screen" at the U.S. Industrial Film Festival; and an "Electra" at the Birmingham International Educational Film Festival. The film is also entered in other festivals approaching in the current season, and is available on loan from ORTA [contact Bob Chizmar], Suite 3414, 30 E. Broad St., Columbus, OH 43215 or call 614-466-5816.

C'mon now, who built the nice roads over which you operate? You sure didn't!

OARP MEMBER ACTS TO PREVENT DERAILMENT -- RECEIVES COMMENDATION

On Saturday, April 25th, at about 3:00pm, OARP member Karl J. Gelfer of Columbus was in the area of Conrail's Columbus-Cleveland main line at Cook Road in Columbus. He saw that vandals had piled ties, lumber, stones and other debris on the track. Gelfer, realizing the possibility of a derailment, took immediate action to remove the debris and had just completed such removal when a Cleveland-bound train approached the area. For his prompt and thoughtful action, Gelfer received a letter of commendation from Richard B. Hasselman, Senior Vice President/Operations, Conrail. Additionally, Gelfer was commended by Conrail's Division Supt. J. H. Kithcart and by the United Transportation Union.

ERROR ON OARP 1981 CALENDAR -- The phone number listed for LIMA is no longer in service. The number is now 222-5943. Please be advised!

FINDING CINCINATI'S RIVER ROAD AMTRAK STATION NOW MORE CHALLENGING!

Thanks to "road work", getting to and from the Amtrak station on Cincinnati's River Road is now more of a challenge than ever before. But, for once, SIGNS are posted at each intersection along the detour. The detour, from the east, will take you to Warsaw Avenue, to Glenway, to State Avenue, then back to the River Road and you approach the Amtrak station from the west. Please allow extra time on account of the detour. And, thanks to a surge in train travel (of which we are all grateful) the parking lot fills up early. Your OARP president found the lot CHOCK FULL of cars a good 45 minutes before train time on Saturday, June 13th. And remember, do not park where you'll block the access of the USPS mail trucks or the "honey dipper" truck.

OARP RAIL TRAVEL GUIDES ARE POPULAR

Our handy OARP RAIL TRAVEL GUIDES, which include HOW-TO-FIND -THE-AMTRAK-STATION maps for Ohio and the stations close by in our neighboring states, were revised and reprinted in March 1981. Demand for these handy folders has been strong, especially from Amtrak agents and from travel agencies. Only

about 20% of the March printing remains in stock. We'll reprint as needed to supply the demand through September; then make revisions again according to what Congress decides the Amtrak route map will look like after October first. Would you like one of these travel aids? We will send you a copy if you'll send us a business letter size SASE. Quantity? Then we'd appreciate some stamps or a donation for postage.

SHENANDOAH RUNS IN SPITE OF HIGH WATER

On June 5th heavy amounts of rail inundated portions of southern Ohio, closing many highways in the Athens and Chillicothe area. But Dave Dawson, our OARP regional coordinator reported Amtrak's SHENANDOAH ran thru right on time!

Our MEMBERSHIP STATISTICS show that between January 3rd and June 3rd of this year, EIGHTY-SEVEN NEW MEMBERS JOINED OARP!

But, OARP is no longer the largest state/regional ARP. Citizens for Rail California claims current membership of 750 and is actively pushing for one thousand by the end of 1981. OARP stands at slightly less than 650. We did purge our rolls of a significant number of former members whose dues were more than six months in arrears. These persons ignored both renewal notices and follow-up reminder postcards.

CAN OARP BOAST ONE THOUSAND MEMBERS BY THE END OF 1981?

It IS possible, but it will take some work. If each current member will recruit one new member, that will double the rolls. We can do it, if we all work at it. If you need OARP BROCHURES, or extra copies of "the 6:53" to hand out, please contact us. YOU can help BUILD OARP. Everyone concerned about energy-efficient transportation, regardless of when they last rode a train, should be a member of OARP. Bring them in!

OARP's yellow membership renewal cards have been revised and reprinted. The format is basically the same. We hope we have solved the problem of the \$5 renewals (we've had a \$10 minimum on renewals for quite a few years now, but a few folks didn't believe it) which caused extra correspondence and postage each time it occurred. You can still enroll additional family members (at the same mailing address) for just an additional \$5.00 each. We will try, in the future, to work out more benefits for our OARP members.

MARK YOUR CALENDARS NOW!

SATURDAY, SEPTEMBER 26th is the date now set for OARP's FALL MEETING which will be held at the Hilton Inn at QUAKER SQUARE in Akron. Cost of the meeting, which will include full luncheon with choice of entrees, will be about \$9.00-\$10.00 per person. Details and reservation forms will appear in the AUGUST issue of "the 6:53".

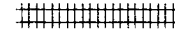
WORLD'S BEST KNOWN RAIL TRAVEL ADVOCATE IS DEAD

Rogers E. M. Whitaker, well-known rail travel writer for "The New Yorker" under the pen name of E. M. Frimbo, succumbed to cancer May 11th at Calvary Hospital in The Bronx, New York at the age of 82. Whitaker was a member of OARP, having joined in 1980; and was also a NARP director.

Whitaker had been with "The New Yorker" 55 years and in his lifetime had registered 2.74 million miles of rail travel all over the world. One of his last public appearances was in Ohio where he came to speak before the Akron Railroad Club in mid-December 1980, at a banquet attended by quite a few area OARP members. His last rail account to be published in "The New Yorker" appeared in the March 2nd issue and was a story of the Fort Leonard Wood Special which operated through Ohio over the Christmas Holidays last year.



The editorial cartoon at the left says it all! Despite some recent good news out of Washington, we cannot afford to let down our guard. The Reagan Administration will undoubtedly seek other ways to "get" Amtrak while at the same time providing increased support for energy-inefficient transport modes. The Chuck Ayers cartoon reprinted here originally appeared in the March 16th Akron Beacon Journal. It is reprinted here courtesy of and with permission of the Akron Beacon Journal.

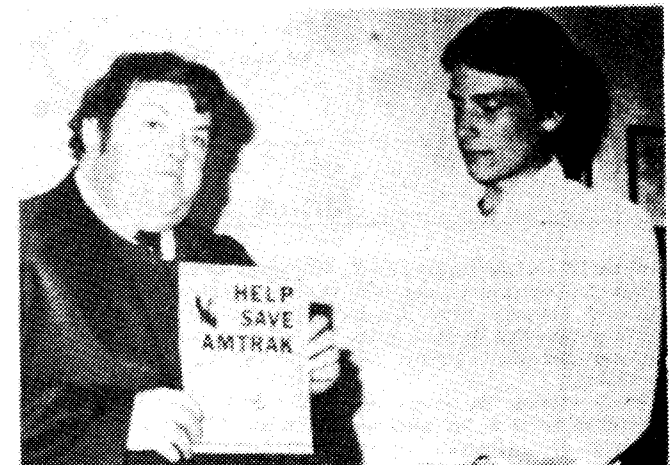
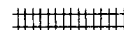


Below, two familiar faces campaigning for Amtrak in southern Ohio. OARP Pres. Tom Pulsifer and OARP Regional Coordinator Dave Dawson were in Gallipolis May 4th to drum up support to save Amtrak. The two were interviewed on Dene Wagner's "Chatterbox" program on WJEH/WYPC radio, also by WSAZ-TV of Huntington-Charleston. The TV interview was one of the lead stories on the 6:00pm news that day. Additionally, Kevin Kelly wrote a short feature article on OARP's efforts to save Amtrak for the Gallipolis Daily Tribune. Photo courtesy of the Gallipolis Daily Tribune. On May 6th the Vinton County Courier carried a short follow-up account of the appearance of Dawson and Pulsifer in Gallipolis and urged readers to write short letters to their Congressional representatives if they wanted to retain passenger train service.

OUR OARP MEMBERS ACTIVE IN THE EFFORT TO SAVE AMTRAK

DAVE DAWSON had a letter to the editor published in the Athens Messenger May 5th, also May 7th in the Chillicothe Gazette. The Wooster Daily Record carried a letter from DOYLE DITMARS on April 30th. A letter from H. VAUGHN SMITH appeared in the Akron Beacon Journal March 25th. BILL HUTCHISON's letter to the editor was published by the Ashtabula Star-Beacon in mid-April. The Toledo Blade carried letters from WILLARD EDSON on April 13th and from DENNIS FAKES on April 9th. The Cincinnati Enquirer published letters from JOHN K. WILSON on April 16th and from W. MIKE WEBER on April 20th. The Dayton Journal Herald of April 18th carried letters submitted by MATT SMITH and MINDY WOLF (daughter of AL WOLF). AL WOLF had his own letter published by the Dayton Journal Herald on June 4th. BARB MABUS' article in the Bryan Times' Public Forum was published May 4th. A letter by JOHN KEMPTON appeared in the Sandusky Register June 12th. JAN B. YATES' letter to the editor was published in the May 3rd Columbus Dispatch. MIKE PIRAINO and BILL MATUSINEC both have had their letters published by the Chicago Tribune. [more listed elsewhere-this issue]

In this issue of "the 6:53" we continue to recognize our OARP members who've had their letters published and who've been active in the ongoing fight for better energy-efficient transportation. Don't fail to let OARP know of your accomplishments. Let your good works encourage others to do likewise.



OUR OARP MEMBERS ACTIVE IN EFFORTS TO SAVE AMTRAK

BILL SNORTELAND and AL MLADINEO participated along with Kevin McKinney of Passenger Train Journal in an April 26th talk show on Cleveland's WERE. On the same day JIM STEVENSON was interviewed by Cleveland's TV5 at the Amtrak station. A letter to the editor from DOUG HUDSON appeared in the Warren Tribune in mid-April. On May 10th the Elyria Chronicle-Telegram carried a pro-Amtrak pro-Lakeshore Limited letter by BARBARA MABUS. U.S. News and World Report published two pro-Amtrak letters on May 4th -- one being from TOM PULSIFER. THOMAS HOWARD succeeded in having the Fairborn Daily Herald publish a pro-Amtrak, pro-OARP story on page two of their May 29th edition. [more listed elsewhere]

WE'RE STILL WORKING FOR SALEM!

At this time we have not yet achieved success in getting Amtrak's BROADWAY LIMITED to make a stop at Salem, Ohio, close to the greater Youngstown-Warren area. Our DOUG HUDSON continues to work hard on this project. Area newspapers, including the Salem News, the Warren Tribune and the Youngstown Vindicator, have editorialized favorably for the Salem stop. OARP has been prominently mentioned in connection with this. We do have an expression of support from Senator Glenn. In the meanwhile, we'll keep plugging away on this effort.

200 OUT FROM AMTRAK'S H.Q.

Amtrak announced May 28th the layoff of 200 persons at its Washington headquarters affecting all levels. Among the administrative persons let go were Fletcher Prouty, Jim Bryant, Bill McPhatter, Ed Wojtas, John Lombardi, Alex Jordan, Joe Bolino and Phil Held. It is our understanding that AMTRAK NEWS (a monthly publication from Corporate Communications) has been terminated. The latest issue OARP received was printed on cheap newsprint stock.

HMMM! ---- Eagle-eyed OARP member Rudy Schwabe spotted this entry on page 2184 of Moody's Transportation of May 15, 1981:

PEOPLE EXPRESS AIRLINES, INC.
Private Placement of \$11,240,914 loan participation cfs, class A due 1991 has been arranged with an institutional investor thru Bank of America, N.T.&S.A. The cfs. were supported by a United States government guarantee, issued by the Federal Aviation Admin.

for just \$35 weekdays, \$23 weekends, evenings] are already skimming off passengers from all other modes -- now with Federal approval and backing. Think what Amtrak could do with bargain fares like these!

14

CONGRATULATIONS to OARP member Joe Schwieterman who won a tuition scholarship and stipend to study passenger transportation marketing at Northwestern University; a program which accepts only six new students each year! Joe graduated from Purdue on May 16th. Home is Maria Stein, Ohio.

DID YOU KNOW . . . that Amtrak paid \$168,465 in taxes in the State of Ohio for the calendar year 1980? The breakdown is as follows: Excise Taxes on cigarettes, beer, liquor and wine \$3,162; Real Estate Taxes, Hamilton County [Cincinnati] \$1,315, Crawford County [Crestline] \$1,224, Allen County [Lima] \$773, Cuyahoga County [Cleveland] two parcels \$17,353; Personal Property Taxes on Rolling Stock \$137,544; Various Local Personal Property Taxes \$7,094. All figures are rounded to the nearest whole dollar amount. Data provided by Wick Leatherwood, Jr., Manager/State & Local Services, Amtrak, through ORTA.

OARP MAKES VOTER INFO GUIDE AVAILABLE

Thanks to Paul Flancbaum, Asst. Mgr./Public Affairs of The Budd Company, OARP is making available copies of VOTER INFORMATION GUIDE TO FEDERAL OFFICIALS OF THE REAGAN ADMINISTRATION AND THE 97th CONGRESS. Each one attending OARP's Annual Meeting May 16th in Cincinnati received a copy.

We do have a limited supply left and will be happy to mail you a copy if you send us a business letter size SASE with 52¢ in postage affixed.

Copies may also be requested from the Public Affairs Dept. of The Budd Co., 3155 W. Big Beaver Rd., Troy, Michigan 48084. OARP thanks Mr. Flancbaum for making a quantity of their GUIDES available to OARP and our members.

SENATOR JOHN GLENN HAS MOVED but his Washington office phone number is still the same 202-224-3353. Glenn is now located at 2235 DIRKSEN SENATE OFFICE BLDG., WASHINGTON, DC 20510. Thanks to Howard Harding for this update information.

TIMETABLES? -- OARP has a GOOD SUPPLY of both the Amtrak Nationwide Schedules (Form A) and the East/Midwest Schedules (Form 7) which shows all service through Ohio. Send us a business letter size SASE with 52¢ postage affixed for a Form A timetable; one with just 18¢ in postage affixed for a Form 7. We are glad to be able to provide Amtrak timetables for our members who can't otherwise easily obtain them.

REMEMBER! UPCOMING OARP MEETINGS -- JULY 25th & SEPT. 26th

END OF AUTO - TRAIN

Auto-Train, which carried passengers and their autos between Lorton, VA, and Sanford, FL, made its last runs on April 30th. The firm filed for bankruptcy last September. Auto-Train had projected a \$400,000 operating debt for April 1981; owed the SCL and RF&P railroads about \$6 million. A bankruptcy court authorized a bank to repossess 11 locomotives and 10 passenger cars on lease to Auto-Train. At one time A-T also operated service between Louisville and Sanford, an operation once experimentally combined with Amtrak's FLORIDIAN.

ASHTABULA REPORT by BILL HUTCHISON

On April 20th, OARP members Dave Rapose, Greg Thorson, and I, along with a delegation of Conrail employees called on Congressman J. W. Stanton at Painesville. The impression I got was very positive and it is my belief that Congressman Stanton will be favorably inclined toward Amtrak and Conrail.

I've written to Stanton, Metzbaum and Glenn at least twice; the DOT once; State legislators Boggs and Roberto; the Star-Beacon; and I've contacted every OARP member in Lake, Geauga and Ashtabula counties. Dave Rapose has been doing a lot of letter writing himself and has persuaded quite a few Conrail employees here to do likewise. I appeared on WFUN radio's Talk-Back show May 12th to help take our cause to the people. And we've also distributed leaflets and posters throughout the area.

OARP member Rev. Michael B. Smith, Associate Pastor of Saint Augustine Church in Barberton, has given presentations on Amtrak and rail travel to both the Lions Club and the Rotary Club of Wadsworth and did some Amtrak promoting at the Lions Club District Convention in Westlake in April. Along with OARP members Rev. James Beatty and Rev. Stephen Shields, he journeyed to a church conference in Denver via Amtrak. Rev. Smith spoke up for passenger trains at one of Congressman Donald Pease's Town Meetings in Barberton on May 1st.

An Amtrak flag of Rev. Smith's own design is a common sight on the flagpole in front of the Rectory!

SUPPORTING THE FIGHT FOR AMTRAK... OARP has provided its members so far with about 20,000 Help Save Amtrak flyers and Action Alerts and about 1,250 Help Save Amtrak posters. The fight's not over and we do have supplies left. ASK!!!!

THANKS . . . to Bill Gibson for requesting and mailing 100 copies of OARP's ACTION ALERT to members of the NCH REPUBLICAN CLUB of Cincinnati in mid-May.

AND THANKS . . . to Bill Sprague and other officers of the Railway Exposition Co. of Cincinnati for including 2000 OARP Help Save Amtrak flyers in a June mass mailing.

At the last minute, Tom Pulsifer, OARP Pres., substituted for an Amtrak spokesperson on the Steve Hall Show on WAVI in Dayton. The planned 15-minute segment was lengthened to one full hour thanks to a large number of calls in to the talk show. OARP received several requests for information following the May 5th program aired from 3:00-4:00pm.

OARP member Patty Harding of Akron "doesn't think a wheelchair ought to keep her from checking out the Alps, or rafting a river, or touring Alaska, or [riding Amtrak]"; according to a feature photostory in the Akron Beacon Journal's Sunday BEACON Magazine by staff writer Bill Canterbury, April 26th. Canterbury accompanied Patty and Howard Harding, and other OARP/NARP members from Cleveland to Detroit and return March 21st to attend the Region VI NARP Annual Meeting. The feature gained added support for Amtrak travel.

OARP OPPOSES DOWNGRADING, ABANDONMENT OR DISMANTLING OF KEY CONRAIL LINE SEGMENTS NEEDED FOR FUTURE PASSENGER SERVICES!

At OARP's May 16th Annual Meeting we passed by unanimous vote a resolution prepared by member John Pawson registering our protest and opposition to the downgrading, abandonment and dismantling of several Conrail line segments in Ohio and Indiana deemed useful for future intercity rail passenger service. The complete text follows:

WHEREAS intercity rail passenger service offers the most efficient and attractive means of providing energy-efficient transportation now and in an increasingly energy-scarce future; and

WHEREAS Conrail has applied to the Interstate Commerce Commission to abandon many segments of main line or former main line railroad and indicates that it may apply for more abandonments in the future; and

WHEREAS some of these line segments are vital for future intercity passenger services; and

WHEREAS one such segment (Mantua-Leavittsburg) is essential to a proposal of the Commonwealth of Pennsylvania for a "403-b" passenger service between Pittsburgh and Cleveland; and

WHEREAS one such segment (Burt-Worthington) is essential to a proposal of Amtrak and the United States Department of Transportation for possible "Emerging Corridor" rail passenger service between Cleveland and Cincinnati;

THEREFORE, BE IT RESOLVED that the Ohio Association of Railroad Passengers protests and opposes the downgrading, abandonment or dismantling of the following Conrail line segments useful for future rail passenger service:

Conrail
RDBR

Code	Name of Line	Segment in Question
35-6502	ML Cleveland-Plymouth	Mantua-Leavittsburg
81-8111	ML Burt-Columbus	Burt-Worthington
81-8214	ML Columbus-Indianapolis	Stillwater Jct.-State Line
81-8206	ML Columbus-Indianapolis	State Line-Richmond
83-8206	ML Columbus-Indianapolis	Charlottesville-Indianapls.
24-6501	ML Akron-Hornell	Ravenna-North Warren
24-6601	Ashland Secondary Track	Ashland-Creston
24-6601	ML Akron-Marion	Harding-Galion
81-6604	Harrods Branch	West Harrods-Lima

AND BE IT FURTHER RESOLVED that OARP urges the states involved to oppose these abandonments and to take all necessary actions to maintain these facilities for present or future use.

OARP HAS A NEW TREASURER! -- At our Annual Meeting on May 16th we elected a new Treasurer. She is FRANCINE (Mrs. Carl) PLANNER of 2207 Carolina Drive, Xenia, OH 45385, 513-376-2379. Fran has been assisting for some time now with OARP clerical work. She succeeds Dave Marshall (OARP's founder and first president) who did not wish to continue in office at this time. The other officers were re-nominated and unopposed for re-election.

SOCIAL MOBILITY: The Coming Crisis

notes and food for thought and action

prepared by JOSEPH E. BROWN, JR., guest speaker at OARP's Annual Meeting, Cincinnati Union Terminal, May 16, 1981.

Premise -- As an individual concerned with the restriction of the traditional (and vital) mobility of our nation's population, you must (and probably already ARE) act to stop the deterioration of PEOPLE MOVEMENT ALTERNATIVES, i.e. social mobility. But, this presentation's purpose is to sensitize you to some facts and angles of attack that you may have missed or may not be exploiting to the fullest.

ARE YOU A RAIL BUFF? Good for you--BAD for your cause. Rail buffs have an inherent disadvantage going in to do battle with any agency, media "expert", bureau, or town council.

ARE YOU ARMED WITH REAMS OF "FACTS"? That's fine, but UNLESS you know how to effectively present them, they're useless.

DO YOU KNOW THE SOCIAL MOBILITY FACTOR OF YOUR COMMUNITY?

1. Today's bus service--where to and costs
2. Today's airline service--including how to use the Official Airline Guide
3. Today's rail service and allied factors
4. Today's automobile usage--travel patterns, etc.

Can you dig up historical comparisons? Find a 1967 O.A.G. for example. Locate an old bus schedule, research an old Official Guide of the Railways -- were things better ten or twenty years ago? IF SO, HOW?

IS YOUR CHAMBER OF COMMERCE ACTIVE? Encourage a broad-based support.

SOME EFFECTIVE "SHOCK" TOOLS . . .

Draw a then and now chart

Compare auto prices five years ago with today

Draw a gasoline cost graph--extrapolate it to 1985

Draw an airline cost graph

Conduct a SOCIAL MOBILITY QUIZ--hand out a "test" asking your audience to tell a mythical traveler "lost" in your town how to

- a) find the bus station
- b) get to a nearby town without using a car
- c) guess how much it costs to fly to major cities
- d) tell what lines (bus-rail-air) serve the community
- e) got the idea??? MAKE 'EM FEEL WHAT IT'S LIKE...

Have you read "MURDER OF THE SUNSET LIMITED--Who Is Killing The Great Trains Of America?" by Frank Browning in the June 1981 issue of The Progressive?

DID YOU KNOW... that Great Britain, which is smaller than Wyoming, operates more than 16,000 passenger trains daily serving 2,000 rail stations?

SIXTY-FIVE MEMBERS ATTEND OARP ANNUAL MEETING IN CINCINNATI

Though the price was steep (at \$12 per) we believe everyone who came to our OARP Annual Meeting felt they got their money's worth. The day, May 16th, was perfect -- weatherwise. The place, Cincinnati Union Terminal, was a most appropriate site for rail passenger transportation advocates.

Our day began with luncheon in Les Palmiers in the old Union Terminal dining room. What atmosphere! At 1:00pm OARP held a formal press conference in the Union Terminal theatre. OARP Pres. Pulsifer, NARP Reg. Director Howard Harding, and Bob Palmer of West Virginia's Retain the Train organization participated. The press conference was covered by three TV stations. Additionally two radio stations interviewed Tom Pulsifer the previous day.

Our Annual Meeting followed the press conference and was also held in the theatre. Guest speaker was one of our own members, Joseph E. Brown, Jr. who is a Cincinnati marketing executive. Brown's remarks are reported elsewhere in this issue of "the 6:53". Howard Harding reported extensively on the recent NARP director's annual meeting in Washington and distributed a large amount of printed material relevant to NARP and Amtrak concerns. Our annual election was held and one resolution was passed. Both are reported elsewhere in this issue.

A large number of door prizes were awarded and the day concluded with a media presentation on the Cincinnati Union Terminal followed by a guided tour of the Terminal.

About one fourth of those who attended did manage to take the train to and/or from Cincinnati that day; several riding the Cardinal and the entire Columbus contingent riding the Shenandoah to/from Chillicothe. All in attendance received one of OARP's new presentation folders which included copies of all handouts, a copy of Budd's Voter Information Guide, an OARP bumper sticker and two OARP logo stickers, a copy of the May issue of Amtrak EXPRESS Magazine, and a reprint of the 1933 floor plan of C.U.T. from Railway Age, courtesy of the Mad River & NKP R.R. Society, Inc.

OARP extends to Mike Weber and his "crew" our sincere and hearty thanks for working hard to make May 16th an enjoyable day for all who attended. In addition to all the meeting arrangements, including providing and staffing a "Help Save Amtrak" booth in the C.U.T. rotunda during our meeting, Mike organized area members to transfer our people arriving by train and bus to and from C.U.T. Well done, Mike and "crew"; we do thank you!

OARP TREASURER'S REPORT:	Balance as of 9-27-80	\$1,787.36
	Receipts(*)	8,404.70
* - includes Sacramento	Disbursements(*)	9,161.86
Special trip	Fee on bad check rec'd	5.00
	Balance as of 5-16-81	1,025.20

Despite negative editorializing by the DJ host, and the fact that there is now no Amtrak service in Columbus, listeners to a WTVN poll April 24th responded 78% in favor of retaining Amtrak.



OARP/CRRC TOUR MEMBERS INSPECTING AMTRAK'S 12th STREET YARD FACILITIES IN CHICAGO PREPARE TO BOARD A SUPERLINER TRAIN. [photo: TRP]

Twenty-eight members of OARP and the Cincinnati Railroad Club participated in a tour of Amtrak's modern 12th Street Coach Yard, Maintenance and Repair facilities in Chicago on a beautifully clear May 2nd. Most of the group rode on the Broadway Limited to and from Chicago that day, on a group ticket from Lima. Some utilized the Lake Shore Limited, arriving in Chicago the previous day. The consist of the Broadway was used to carry to tour group from Union Station out to the 12th Street facilities; passing through the high powered car washers in the process! The group inspected the yardmaster's office in the control tower, including the Conrail operation director's office [Conrail crews do all the switching of the Amtrak facility!]. In the shop area the group observed the process of "changing out" a wheel set on a Superliner coach. The group also toured several sets of equipment, including a new Superliner Sightseer Lounge car. Amtrak personnel accompanied the tour group and answered a multitude of questions about the 12th Street facilities and the Amtrak equipment. An unexpected highlight was the presence of ex-NYCRR James Whitcomb Riley Club Car #48 with its round-end observation lounge, appropriately "spotted" for the shutterbugs. The tour group was returned back to Union Station on the consist of that day's Lake Shore Limited. With permission of Amtrak personnel, we used the opportunity to "leaflet" several sets of equipment and place OARP "HELP SAVE AMTRAK" posters in car card holders on several trains. Following their arrival back at Union Station some toured downtown Chicago while others rode some of the suburban trains before departing on the eastbound Broadway Limited for the return to Ohio.

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	SOLD OUT
_____	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 can provide photocopies of the acclaimed and well documented Andrew C. Selden report: AN EVALUATION OF PUBLIC FUNDING OF RAIL PASSENGER SERVICES--PROSPECTS OF THE LONG DISTANCE PASSENGER TRAIN (April 1981)(31 pages). Due to the report's length we must ask that copying charges and postage be covered. A donation of \$1.50 will do. Give us a week or two to comply with your request in this case.

OARP NEW MEMBERSHIP

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!

COU

You can't check baggage through from Elyria to Kalamazoo! OARP has learned that the ex-CNJ/RDG "Wall Street" and "Crucader" [Newark-Philadelphia] may make their last runs June 30th. These intercity, interstate trains were never taken over by Amtrak. Guess what Conrail's boss L. Stanley Crane wants to do to the Ft. Wayne mainline between Bucyrus and Hobart? According to an interview in TRAINS he would have A.S.A.P. to rip up one track, yank all signalling and an remaining traffic (including the BROADWAY?) under manual block rules. Of the 56,141 transportation fatalities in 1980 [from Nat. Trans. Safety Bd. data]; highway fatalities accounted for 51,676, marine 1,555, aviation 1,389, grade crossings 833, railroad 667, and pipeline 21. There were only 4 fatalities among intercity rail passengers; 15 for rail rapid transit passengers. Rail travel is still safe! Tom Pulsifer, Doug Hudson and John McCann attended the April 25th meeting of the Western Pennsylvania chapter of the Keystone ARP held in Carnegie, PA.

OARP/COLUMBUS/JULY 25

OARP will hold its MIDSUMMER MEETING, Saturday, July 25th at the HOLIDAY INN/CITY CENTRE in downtown COLUMBUS starting at 10:30am and ending at 3:30pm. Note the earlier starting and adjournment times.

The HOLIDAY INN/CITY CENTRE is on South Fourth Street at Town Street and is right across the street from the GREYHOUND depot. Use the Fourth Street exit from I-70 and I-71. We have held OARP meetings at this location in the past.

A luncheon will be included (advance reservations necessary--use forms below) at \$6.00 per person which includes your meal, tax and gratuity.

TENTATIVE AGENDA: 10:30-11:45 GENERAL SESSION
11:45-12:45 LUNCHEON
12:45-1:45 INTEREST GROUPS/Session I
1:45-2:45 INTEREST GROUPS/Session II
2:45-3:30 WRAP-UP GENERAL SESSION

This meeting's structure will be basically informal so as to encourage YOUR participation and input. There will be no formal business meeting. Following suggestions submitted after our March meeting in Mansfield, we're planning two sessions of "INTEREST GROUPS" to facilitate small-group discussion on such topics as: INTERIM SERVICE FOR OHIO, POLITICAL ACTION INVOLVEMENT ON THE STATE-LOCAL LEVEL, BASIC PASSENGER RAIL TRANSPORTATION PRIMER... [continued, next page...]

PLEASE MAKE CHECKS/MONEY ORDERS PAYABLE TO: O.A.R.P.

MAIL RESERVATIONS TO:

DAVE LEBOLD / OARP MEETING
2650 NEIL AVENUE, APT. #4
COLUMBUS, OH 43202
614-261-1549 eves.

WE MUST RECEIVE YOUR RESERVATION BY JULY 23rd! Requests for refunds cannot be honored after July 23rd. Use the forms below [or facsimiles]:

Conrail operation director's office [Conrail crews do all the switching of the Amtrak facility!]. In the shop area the group observed the process of "changing out" a wheel set on a Superliner coach. The group also toured several sets of equipment, including a new Superliner Sightseer Lounge car. Amtrak personnel accompanied the tour group and answered a multitude of questions about the 12th Street facilities and the Amtrak equipment. An unexpected highlight was the presence of ex-NYCRR James Whitcomb Riley Club Car #48 with its round-end observation lounge, appropriately "spotted" for the shutterbugs. The tour group was returned back to Union Station on the consist of that day's Lake Shore Limited. With permission of Amtrak personnel, we used the opportunity to "leaflet" several sets of equipment and place OARP "HELP SAVE AMTRAK" posters in car card holders on several trains. Following their arrival back at Union Station some toured downtown Chicago while others rode some of the suburban trains before departing on the eastbound Broadway Limited for the return to Ohio.

or, "Everything You Always Wanted To Know About SEX PASSENGER TRAINS But Were Afraid To Ask!", and ONGOING OARP (projects, ideas, events to benefit OARP and its members). You'll be able to choose whichever discussion groups you wish to sit in on. During the WRAP-UP, a delegate from each group will report on the entire meeting any recommendations, etc.

We welcome John Pawson, who wrote the widely distributed OARP newsletter for Ohio, at our meeting to participate in the discussion of INTERIM SERVICE FOR OHIO. In any event, even though this will be an informal OARP meeting it will be a DIFFERENT type of meeting and we feel it will be quite beneficial for all who attend. SEND IN YOUR RESERVATIONS TODAY!

SACRAMENTO SPECIAL SLIDES will be shown during a portion of the July 25th Meeting MORNING General Session. If you were on this railtour and can come to this meeting, please bring some of your slides along. We'll have a Kodak projector on hand with an empty carousel you can use. Please initial your slides to avoid any mix-up.

Your current OARP President admits he's been pretty much responsible for the last forty-one issues of this publication. While he'd still like to have an active role in its preparation; he really would like to secure the help of some OARP member who can assume the responsibility of most of the writing, typing, editing, graphics, layout, and preparation of camera-ready copy for the printer. You would be provided with more copy that you could use (We could publish monthly and still have to choose our material!). If you'd like the responsibility, call your Pres. **trp**

BAGGAGE & EXPRESS — The LAKE CITIES lost its Turboliner equipment and its checked baggage service June 5th. The trains now run with Amfleet cars and you can't check baggage through from Elyria to Kalamazoo!

OARP has learned that the ex-CNJ/RDG "Wall Street" and "Cru-sader" [Newark-Philadelphia] may make their last runs June 30th. These intercity, interstate trains were never taken over by Amtrak.

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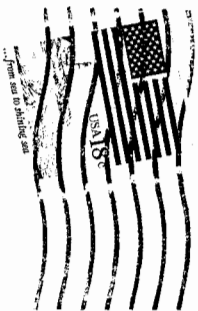
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"the 6:53" is the official bi-monthly (Feb-Apr-Jun-Aug-Oct-Dec) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 600+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to help WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES in and through Ohio. The work of OAP 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 members 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