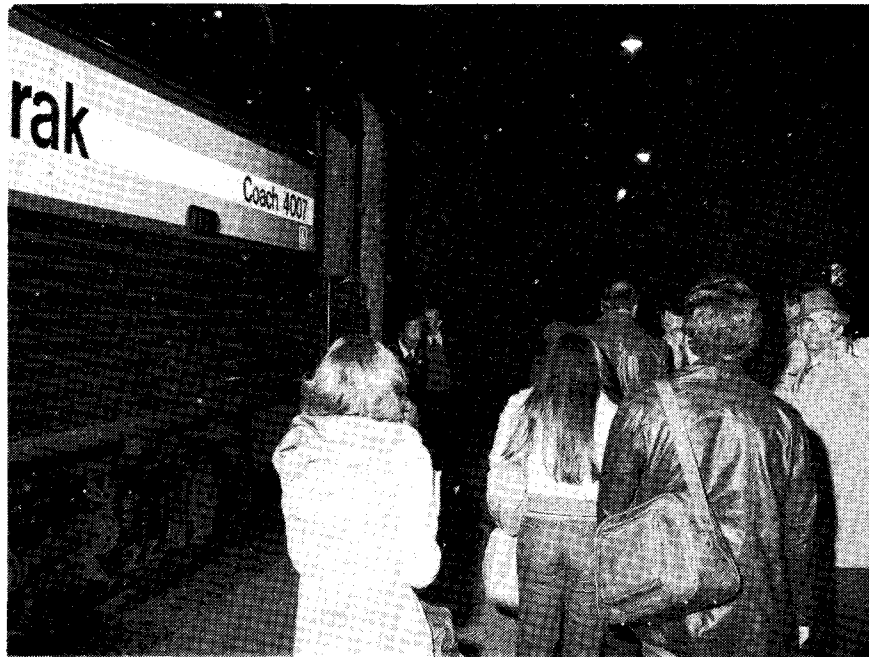


the 6:53

NOVEMBER 1982



It is late at night and cold and blustery on the windswept platform. It has begun to snow. A five-chime horn heralds the arrival of your train. You lift your suitcase and join fellow passengers boarding Amtrak Heritage-Fleet car 4007, thankful that a comfortable reclining seat in a toasty-warm coach awaits you. You're also thankful the train will speed you home for the Holidays safe and sound through the stormy night. Yes; this is the way to travel! Here we go! ALL ABOARD! [Photo by Daniel W. Roark]

Wilkowski Legislates Death Of ORTA
Following Failure Of Issue 2 *details inside*



issue #49

*Official Publication
of the Ohio Association
of Railroad Passengers*



PRESIDENT Thomas R. Pulsifer, 1751 Wilshire, P.O. Box 371, Xenia 45385 513-372-9868
 [Business Phone in Dayton, 9:00a-5:00p, weekdays] 513-461-0464
VICE PRES Rodger J. Sillars, 2521 Euclid Hts. Blvd., Cleveland Hts. 44016 216-932-2781
SECRETARY *William C. Glasser, 3815 Ashwood Drive N.W., Canton 44708 216-478-1003
TREASURER Francine Planner, 2207 Carolina Drive, Xenia 45385 513-376-2379
INFORMATION SERVICES John T. McCann, P.O. Box 356, West Carrollton 45449 513-866-8091
MEMBERSHIP SERVICES - Fran Planner

POLITICAL AFFAIRS COORDINATOR - Al Wolf
 "6:53" EDITOR - Tom Pulsifer

PLEASE BE CONSIDERATE.....
 CALL OTHERS AT REASONABLE HOURS

REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS WHO REPRESENT OARP:

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 AKRON-CANTON *J. Howard Harding, 489 Overwood Road, Akron 44313 216-867-5507
 YOUNGSTOWN-WARREN G. Douglas Hudson, 3981 Greenmont Dr. SE, Warren 44484 216-856-2557
 ASHTABULA-CONNEAUT Bill Hutchison, Jr., 5851 S. Ridge W., Ashtabula 44004 216-969-1634
 ELYRIA-LORAIN Joseph F. Brove, 3902 Valley View Drive, Lorain 44053 216-282-2130
 "REGION 419"/NORTHWESTERN OHIO
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 SANDUSKY John L. Kempton, 1954 E. Oldgate Rd., Sandusky 44870 419-625-5556
 MANSFIELD Richard A. Fry, P.O. Box 381, Bellville 44813 419-526-3775
 "REGION 513"/SOUTHWESTERN OHIO
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 or Jake Kroger, 5250 Charloe St., Cincinnati 45227 513-731-8062
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 HAMILTON John K. Wilson, 359 Thomas Blvd., Apt. G, Hamilton 45013 513-868-6375
 OHIO VALLEY Ronald D. Garner, 1884 Kress Road, Mt. Orab 45154 513-444-3098
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 COLUMBUS David J. Lebold, 2650 Neil Ave., Apt. 4, Columbus 43202 614-261-1549
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 * NARP Region VI Director revised November 15, 1982

WILKOWSKI LEGISLATES DEATH OF ORTA AFTER DEFEAT OF ISSUE #2

In one of the most bizarre moves in the history of the push for high-speed rail passenger service in Ohio, Rep. Arthur Wilkowski (D-Toledo), on November 9th, abruptly legislated the death of ORTA, Ohio's Rail Transportation Authority! Wilkowski, who labored long and hard to establish ORTA in 1975-76 and who stubbornly insisted in running everything "his way", introduced H.B. 1051 which would spell the death of ORTA effective December 10, 1982, and transferring only a "token" rail freight and passenger program to Ohio's Department of Economic and Community Development. Wilkowski's move came quite unexpectedly, with no advance notice to ORTA nor its board members, and had it not been for some alert ORTA staffers and OARP members, Wilkowski's "railroaded" legislation would have probably succeeded.

H.B. 1051 WAS INTRODUCED ON THE HOUSE FLOOR NOVEMBER 17th. IT PASSED AS AN EMERGENCY MEASURE BY A VOTE OF 78 TO 13! SENT THEN TO THE SENATE, THE BILL NEVER MADE IT TO A FLOOR VOTE PRIOR TO THE ADJOURNMENT OF THE SENATE NOVEMBER 19th. THUS ORTA WAS SAVED; BUT JUST BARELY.

Most people learned about H.B. 1051 from a press release that Wilkowski's office mailed out on November 9th. Full of distortions and misleading information, this was the way ORTA board and staff members learned they were going to be legislated out of existence by mid-December. H.B. 1051 was almost immediately referred to the House Economic Affairs Committee for a 9:00am Wednesday morning hearing. Your OARP President and ORTA board member Tom Pulsifer, and ORTA executive director Robert J. Casey were the only persons to testify in opposition to H.B. 1051 at the hearing. Wilkowski, a member of the Economic Affairs Committee, had already greased the skids and that Committee passed the bill on to the House Rules Committee and a possible floor vote that very afternoon (November 10th).

Meanwhile, your OARP President made some phone calls to several OARP Regional Coordinators, alerting them that "we've got a serious situation in Columbus and we're going to need help... fast". The telephone contacts spread out around the state. Quite a few OARP officers, coordinators and active members reportedly did get through to their state legislators, or at least talked with their aides. We believe now that the OARP efforts in a small way did have some effect in getting H.B. 1051 stalled for one week in the House and prevented it from getting to the Senate in time for action. Our thanks especially to Manfred Orlow and Howard Harding who helped get the initial word spread that help was needed to save ORTA from almost certain death. ORTA's Chairman, Dr. Novice G. Fawcett also made a number of significant legislative contacts which also helped to save the rail agency. However, we now wonder what Art Wilkowski will do next. It is just incredible that ORTA's founder and chief proponent of modern rail passenger service in Ohio and the Midwest would

suddenly move to wipe out nearly seven years of high-speed rail passenger transportation development. But really the saddest thing is that several key legislators that we believed to be friends of rail passenger service development voted to SUPPORT Wilkowski's irrational legislation! The 13 who did vote against the legislation (and thus acted to save ORTA) were: Amstutz, Ash, Ballweg, Batchelder, Corbin, Damschroder, Deffler, Deshler, R. Hughes, R. James, Netzley, Ney and Van Vyven.

OARP has its work cut out in improving our relationship with our own state legislature. To that end, we will immediately plan to print and distribute to every OARP member in Ohio a handy state legislative directory to assist you in contacting your elected representatives. Some OARP members presently have a good relationship with their state legislators on rail transportation matters. But we must improve on that. If we don't write, or speak up; we won't be heard. It's that simple. Those who put forth the effort will help get things done. With a new Governor taking office in January, a man who has indicated he favors the development of rail passenger service in Ohio, OARP has an opportunity we cannot afford to miss.

OHIO'S GOVERNOR-ELECT INDICATES HE WANTS PASSENGER TRAINS!!

We strongly believe the climate for the development of rail passenger transportation in Ohio has done an about-face! We have a direct indication from Governor-elect Richard F. Celeste that he favors passenger trains. Celeste has indicated that he wants to work very closely with ORTA after he takes office in January. During the recent gubernatorial campaign Celeste did not endorse Issue Two because he did not favor funding the high-speed system via the state sales tax. Yet he did state many times that he found the high-speed rail system proposal very appealing. Former

Governor James A. Rhodes favored highways and trucks. He never did much at all for mass transit. Now the highways are falling apart from the overloaded trucks, and the public transit alternatives in Ohio have been allowed to become fewer and fewer. We welcome an attitude turn-around favoring the development of mass transit including improved rail transportation in and through Ohio!

OARP "ALERT" //// We have a strong inside indication that Rep. Wilkowski will again attempt to "dispose of" ORTA before Richard Celeste takes office and has an opportunity to give careful study and consideration to ORTA's role in his administration. OARP feels that while it is time to change directions, it is foolish to do away with Ohio's rail transportation agency at this time, before Gov. Celeste has a chance to do anything. PLEASE CONTACT YOUR STATE LEGISLATORS & URGE THEM TO OPPOSE ANY MOVE TO DISMANTLE ORTA AT THIS TIME!

PROPOSED AMENDMENT TO THE OHIO CONSTITUTION

PROPOSED CONSTITUTIONAL AMENDMENT

2 To adopt Section 14 of Article VIII of the Constitution of the State of Ohio.

THIS PROPOSED AMENDMENT WOULD:

1. **AUTHORIZE THE OHIO RAIL TRANSPORTATION AUTHORITY TO DESIGN, CONSTRUCT, AND OPERATE A HIGH SPEED INTERCITY PASSENGER TRANSPORTATION SYSTEM ALONG THREE SPECIFIED CORRIDORS IN THE STATE, AND LEVY ADDITIONAL 1% SALES AND USE TAXES TO BE USED FOR THE DESIGN AND CONSTRUCTION OF THE SYSTEM;**
2. **REQUIRE THE AUTHORITY TO ADOPT A PLAN FOR THE SYSTEM BY JUNE 1, 1984, AND ALLOW THE AUTHORITY TO PROVIDE TRANSPORTATION SERVICES FROM LOCATIONS ANYWHERE WITHIN THE STATE TO THE HIGH SPEED CORRIDORS;**
3. **REQUIRE A VOTE ON THE CONTINUATION OF THE ADDITIONAL 1% SALES AND USE TAXES TWO YEARS AFTER THE SYSTEM IS COMPLETED, BUT NOT LATER THAN THE YEAR 2000;**
4. **PROHIBIT THE AUTHORITY FROM BORROWING MONEY OR CREATING ANY DEBT.**

IF ADOPTED, THIS AMENDMENT SHALL TAKE IMMEDIATE EFFECT.

(Proposed by Resolution of the General Assembly of Ohio)

A majority yes vote is necessary for passage.

	YES	711,450 - 22.81%
<input checked="" type="checkbox"/>	NO	2,408,254 - 77.19%

Although Ohio Issue Two went down to a resounding defeat, many agreed that it was more a vote against the sales tax funding mechanism rather than a vote against passenger trains. Because of the economy right now, and because Ohio's sales tax was already increased recently to help bail out the State Treasury, it was clearly not the time to go this route to fund the construction of the core of Ohio's proposed High-Speed System. Issue Two failed in every one of Ohio's eighty-eight counties. It was even defeated resoundingly in the Mahoning Valley area (Youngstown-Warren) which was the only area of the state which strongly endorsed passage of the Issue due to the vested interest of a proposed Test Track and Research Facility being located in the vicinity of North Warren, Ohio. Even long before the election, rail consultants and transportation experts were questioning the funding mechanism.

For those interested, Howard Harding has prepared a Summary Report on the October 8-9-10 NARP DIRECTORS MEETING. Howard has condensed his 19 pages of notes down to a concise 2 or 3 pages and he'll send you a Summary Report if you send him a self-addressed business letter size envelope with a 20¢ stamp affixed. Note; send your request directly to Howard.

ISSUE 2, J.O.B.S. CAMPAIGN WAS DISAPPOINTING, DEMORALIZING!

To many OARP members, lack of a coordinated, visible state-wide Issue 2 campaign was a bitter disappointment and obviously contributed to the Issue's defeat. Even legislative stalwarts like Sen. Harry Meshel spoke out publicly on the "too little, too late" status of the campaign. The burden of the campaign was thrown on Rep. Robert Boggs' shoulders; however every little decision had to be run past Rep. Art Wilkowski. Very little money was raised, and an out-of-state campaign consulting firm functioned poorly and failed to fulfill its obligations at a critical point. It is a classic lesson of how NOT to do it again.

Printed promotional materials were sparse and/or tacky. In one classic gaffe the word "steel" was obviously hyphenated in one widely dispersed piece of literature! When people offered to help the campaign follow-up contact was poor or nil, leading quite a few to believe their help was not desired after all. Rep. Wilkowski even ordered the ORTA employees NOT to assist the campaign, even on their own time! That instantly demoralized the entire ORTA staff.

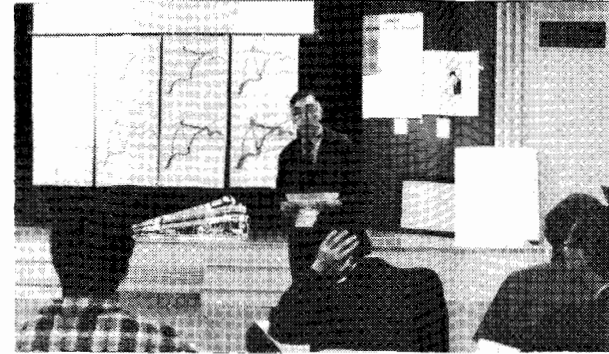
When TV advertising time was purchased, Rep. Wilkowski waited until only weeks before the election. By that time all available time had long since been sold! He did not realize that you had to buy the time early in the game. As a result, the few short Issue 2 TV spots that did make it ran at ungodly hours and reached few. Regional fund raisers were organized on such short notice that few attended. The Dayton fund raiser could almost have passed for a regional OARP meeting!

We regret that Rep. Boggs found himself as Campaign Director, caught right in the middle between Rep. Wilkowski's stubborn manipulating of the campaign and on the other hand the goal of a successful coordinated campaign.

One event which did not come off might have improved the Issue's odds. Bombardier of Canada offered to repaint an LRC train-set in ORTA's logo and bring it to Ohio for a tour of the state. Reportedly this would have cost \$1.5 million. Your OARP president stood ready to organize OARP volunteers to act as hosts at each stop the LRC train would make. But because plans were made "too late" this highly visible event fell through.

Frankly, though, OARP doubts that Issue Two would have passed even with a "perfect" campaign, due to the problems with the sales tax funding mechanism. None of the polls showed that the issue would pass as presented. However, only days prior to the election, Rep. Wilkowski confidently predicted that Issue Two would definitely win!

ISSUE 2, OARP PROPOSAL DISCUSSIONS DOMINATE LIMA MEETING



Host John Keller addresses opening of OARP's FALL MEETING in the auditorium of the Allen County Museum in Lima, O.
[Mark Adamcik photo]

Forty OARP members and guests journeyed to Lima on September 25th (one came on the BROADWAY/CAPITOL) for OARP's FALL MEETING which was

enjoyed by all despite it being a gray and drizzly day. Our Lima Area Regional Coordinator, John H. Keller and his son hosted the event which concluded with a guided tour through the railroad exhibit at Lima's Lincoln Park.

Four items of OARP business were acted upon during the course of the day. The membership approved the appointment of Fran Planner of Xenia as OARP's new Membership Services Chairwoman, succeeding John Kempton of Sandusky who asked to be relieved of the membership duties but who will retain his post as Sandusky Area Regional Coordinator. The membership also approved creation of an OARP 10th Anniversary Planning Committee and OARP President Pulsifer appointed Al Wolf as the convenor of that Committee. The membership also approved the expenditure of no more than \$350 for the purchase of 5 used file cabinets for OARP records and materials storage. It was pointed out that some time ago an appeal was made for used file cabinets to be donated to OARP, but there was no response on the matter. Recent visitors to the Pulsifer home attest to the fact that better storage facilities for OARP stuff is needed immediately.

The membership, following some discussion, conditionally authorized the expenditure of up to \$100 towards an inter-ARP campaign (spearheaded by California's Byron Nordberg) to get the CARDINAL, the EAGLE and the SUNSET trains running daily. The \$100 would go towards a uniform flyer, but thus far we are not satisfied with the proposed flyer. The flyer would be distributed by OARP/NARP members on the trains and at the stations along the three routes.

Much of the meeting was devoted to lengthy discussion of Issue Two, and OARP's Passenger Rail Transportation Plan for Ohio which was led by Bill Hutchison and Howard Harding. Amtrak's Fred Frayer spoke about Amtrak's expanded Package Express Services and also donated some Amtrak items as door prizes. We journeyed to lunch at the historic Argonne Hotel via a chartered Lima RTA bus which, following lunch, took us to the Amtrak Station for a quick field inspection (in the rain). Our thanks to John Keller, Sr. and Jr., and to all who helped make the OARP FALL MEETING a success!

OARP's PASSENGER RAIL PLAN FOR OHIO IS NEARING COMPLETION!



Bill Hutchison and Howard Harding present details of a final draft of OARP's own Passenger Rail Transportation Plan for Ohio at the recent OARP FALL MEETING in Lima, September 25th. [photo: Mark Adamcik]

Ohio can have expanded and improved rail passenger service at far less cost, linking more cities, and much sooner than provided by the "Bullet Train" proposal which Ohio voters soundly rejected at the polls November 2nd. OARP is proposing creation of a rapid, inter-city rail passenger network for Ohio and five nearby states. OARP believes that in the face of rising financial and social costs of automobile dependence, there is a need for a real alternative to auto travel. OARP believes that improved inter-city rail passenger service, integrated with improved inter-city bus and urban public transportation can provide that alternative.

Unlike the ORTA plan voters defeated by a 78-to-22 percent margin, OARP's proposal calls for no new state taxes. Financing for OARP's plan would be shared jointly by Amtrak, the states, and local communities. The ORTA plan proposed building an entirely new three-route rail system linking only the major cities of Cleveland, Columbus, Springfield, Middletown-Hamilton, Dayton, Cincinnati, Toledo, Lorain-Elyria, Akron, Mansfield, and Youngstown at a total cost of \$11.5 billion over the next 16 years. That cost equals the size of the entire annual Ohio budget! By their votes on November 2nd, Ohioans seemed to agree such a large expenditure for only three rail routes would be imprudent at best. OARP's plan calls for spending a total \$2.4 billion to expand existing Ohio Amtrak routes to serve all cities of more than 30,000 population in the state; and link them to cities in New York, Pennsylvania, Kentucky, Indiana and Michigan. That cost would include electrification and upgrading to 110mph speeds on the major routes.

The OARP-proposed system would be a modern, rapid, convenient and comfortable inter-city rail passenger transportation system. In addition to providing good transportation service fairly quickly, enactment of this proposal would build a solid foundation for the evolutionary development of true high-speed inter-city rail service throughout the Midwest. There is a five-state "compact" consisting of Ohio, Indiana, Illinois, Michigan and Pennsylvania already studying rail service improvements for the entire Midwest.

On financing the system, state funds could come from a variety of sources, including existing general funds or special transportation-related taxes such as gasoline and motor vehicle taxes, highway user fees, railroad property taxes or bond issues -- all mechanisms other states have used to improve their rail passenger services. OARP proposes a prompt beginning for rail passenger service improvements; improvements needed to maintain personal mobility. OARP's proposal builds from limited existing trains via five phases to provide steadily improving service throughout Ohio and our neighboring states. OARP recognizes that to carry out our proposal within the estimated six to ten year timetable will require a firm commitment from government officials, plus the willing cooperation of Amtrak, rail labor unions, and the freight railroads which own the needed rights of way. Any of these elements, as well as the price and availability of petroleum products or the general state of the U.S. economy may either compress or extend that timetable. However swift or slow the progress may be, OARP believes that Ohio's seven year ORTA study of rail passenger service and the practical experience of our neighboring states can and should be combined to produce a rail passenger service renaissance throughout the Midwest. OARP further believes the time to begin is now and the place to begin is Ohio!

#####

OARP IS NOW MAKING PLANS TO MAKE PUBLIC ITS PASSENGER RAIL TRANSPORTATION PLAN FOR OHIO AT A PRESS CONFERENCE IN COLUMBUS EARLY IN DECEMBER. CONTACT YOUR CLOSEST OFFICER OR REGIONAL COORDINATOR FOR DETAILS. PRINTED COPIES OF THE OARP PROPOSAL, AVAILABLE FOR GENERAL DISTRIBUTION BY MID-DECEMBER, WILL BE MAILED POSTPAID IN RETURN FOR A \$1.00 DONATION TO OARP FOR EACH COPY REQUESTED. PLEASE ADDRESS YOUR REQUEST DIRECTLY TO OARP, BOX 653, XENIA, OH 45385.

OARP's Passenger Rail Transportation Plan for Ohio was prepared for OARP by BILL HUTCHISON, DON HOLLOWAY, JOHN PAWSON and HOWARD HARDING with assistance provided by MARK ADAMCIK, DAVE LEBOLD, TOM PULSIFER, JIM STEVENSON, GREG THORSON, PAUL WOODRING, NANCY POPEKO and PATTY HARDING. Additionally, Bill and Howard sincerely appreciate the various input to the report by numerous members at meetings and by mail. WE SINCERELY THANK ALL WHO HAD A HAND IN THIS PROPOSAL!

CINCINNATI - INDIANAPOLIS ROUTE UPDATE — by W. Mike Weber

To purchase or not to purchase the former New York Central Cincinnati-Shelbyville-Indianapolis line will be resolved during this "Lame Duck" session of Congress. A U.S. Dept. of Transportation report, based largely on 1982 HOOSIER STATE ridership figures, recommended that Amtrak NOT buy the Shelbyville line. Very little consideration was given to rerouting the CARDINAL through Indianapolis, access to Beech Grove Amtrak Shops from the east, opening Indianapolis up to Washington and Northeast Corridor travel, etc. The report was built around the usual "gospel" -- SAVE MONEY. All the conclusions, I feel, were well known in advance of any study. Governor Orr of Indiana, Mayor Hudnut of Indianapolis, and Senator Lugar (R) have all rebuffed the report as shallow and full of pre-conceived notions. This session of Congress will tell the tale. Any travel agent on the CARDINAL route can tell you there is tremendous interest by the traveling public in service to Missouri, Kansas and the Southwest. When Amtrak began in 1971 this link was provided somewhat by a JAMES WHITCOMB RILEY / NATIONAL LIMITED connection at Indianapolis to the Southwest via St. Louis and Kansas City. I can easily picture St. Louis cars on a CARDINAL via Indianapolis as a possibility after a rerouting through Indianapolis.

It appears Amtrak may be pricing the HOOSIER STATE right out of existence. Local, on-line promotion of the train is virtually nil; and the present fare structure does not encourage people to use the train. Amtrak's present R.T. fare between Indianapolis and Chicago is \$59.00. Round-trip bus fare is only \$53.40 and there are several convenient departures each way daily. There is only one train. Amtrak's rates for round-trip are double the one-way fare. The only discount presently offered is the usual family plan discount. There is no discount incentive for single people or a one-day round-trip for business travel. This may well explain why HOOSIER STATE ridership is dropping.

OXFORD, OHIO, CARDINAL STOPS SET FOR HOLIDAYS - - - - -

Amtrak's CARDINAL will make special station stops at OXFORD for passengers ticketed in advance through either the Travel Unlimited or Oxford AAA agencies. OARP, as well as both travel agencies are advertising the special train stops on the Miami University campus and in the community.

WED NOV 24 #50 eastbound	MON NOV 29 #51 westbound
THU DEC 16 #51 westbound	FRI DEC 17 #50 eastbound
SAT JAN 15 #51 westbound	SUN JAN 16 #50 eastbound

OARP ADVISES: MAKE PLANS EARLY FOR HOLIDAY TRAIN TRAVEL!

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OHIO DELEGATION TO CONGRESS - - -
Here are the U.S. Congressional election results:

- SENATE: Howard Metzenbaum(D)
HOUSE: 1 Thomas Luken(D)
2 Willis Gradison, Jr.(R)
3 Tony Hall(D)
4 Michael Oxley(R)
5 Delbert Latta(R)
6 Bob McEwen(R)
7 MICHAEL DEWINE(R)
8 Thomas Kindness(R)
9 MARCIA KAPTUR(D)
10 Clarence Miller (R)
11 Dennis Eckart(D)
12 JOHN KASICH(R)
13 Donald Pease(D)
14 John Seiberling(D)
15 Chalmers Wylie(R)
16 Ralph Regula(R)
17 Lyle Williams(R)
18 Douglas Applegate(D)
19 EDWARD FEIGHAN(D)
20 Mary Rose Oakar(D)
21 Louis Stokes(D)

MICHAEL DEWINE takes over Clarence Brown's 7th District. Brown ran for Ohio Governor.

MARCIA KAPTUR defeated Republican Ed Weber in the 9th District.

JOHN KASICH defeated Bob Shamansky(D) in the 12th District.

Lyle Williams moved to the 17th District from the 19th, where EDWARD FEIGHAN was elected.

Dennis Eckart moved to the 11th District, formerly held by J. William Stanton. Eckart formerly represented the 22nd District.

Ohio lost two seats as a result of redistricting. The 22nd and 23rd Districts were eliminated. Ronald Mottl was 23rd District Congressman.

Freshman members are listed in BOLDFACE TYPE.

OARP's POLITICAL ANALYSIS: Based on research conducted by Al Wolf, Tom Pulsifer and Manfred Orlow (with input from several other OARP members) we generally believe the following candidates (District winners are CAPITALIZED) are/were pro-rail:

- | | |
|-----------------------------------|---------------------------|
| U.S. SENATE: HOWARD METZENBAUM(D) | 10 - ---- |
| U.S. HOUSE: 1 - THOMAS LUKEN(D) | 11 - DENNIS ECKART(D) |
| 2 - ---- | 12 - Bob Shamansky(D) |
| 3 - TONY P. HALL(D) | 13 - DONALD PEASE(D) |
| 4 - ---- | 14 - JOHN SEIBERLING(D) |
| 5 - James Sherck(D) | 15 - ---- |
| 6 - BOB McEWEN(R) | 16 - Jeffrey Orenstein(D) |
| 7 - MICHAEL DEWINE(R) | 17 - George D. Tablack(D) |
| 8 - THOMAS KINDNESS(R) | 18 - DOUGLAS APPLGATE(D) |
| 9 - MARCIA KAPTUR(D) | 19 - EDWARD FEIGHAN(D) |
| | 20 - MARY ROSE OAKAR(D) |
| | 21 - LOUIS STOKES(D) |

We are pleased to report that, once again this year, Amtrak's Chicago Reservations Office requested 200 OARP Calendars to post at each reservations terminal in the office!

HELP KEEP OARP STRONG == RENEW YOUR MEMBERSHIP PROMPTLY

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1983 OARP COLOR TRAIN CALENDAR

OARP's 1983 CALENDARS are available now! Our CALENDAR features a full-color photo of Amtrak's westbound BROADWAY LIMITED/CAPITOL LIMITED at Lima, Ohio, during a daybreak thundershower. The black-and-white version reprinted at the right does not do it justice. Our photographer is Willie Davis of Lynchburg, Ohio. Our OARP 1983 CALENDAR is printed on heavy white stock and measures 9" by 12", with a hole drilled at the top for easy hanging. In addition to the whole-year-at-a-glance, and of course the attractive color photo, our CALENDAR features handy information including; Amtrak local station phone numbers, Amtrak regional sales and marketing office phone numbers, Amtrak reservations and information hotlines, the Ohio legislative information hotline, and ORTA's address and phone number. Our OARP CALENDARS have become increasingly popular with each year that we have produced them. We know that you will be pleased with them. ORDER YOURS TODAY!



1983 OARP CALENDARS: 1/\$1.00 2/\$2.00 3/\$3.00 4/\$4.00
 5/\$5.00 10/\$6.00 15/\$7.00
 20/\$8.00 25/\$9.00 30/\$10.00 40/\$11.00 50/\$12.00
 60/\$13.00 75/\$14.00 100/\$15.00

We've structured the CALENDAR prices to cover our costs and also make it easier for OARP members to order quantities to distribute to family, friends, associates and agencies.

We will ship your CALENDAR(S) postpaid in an envelope by first-class mail for best service to you. Please order your CALENDARS in the quantities and at the prices shown in the above table. If you want more than 100, please contact your OARP President directly for a specific quote. We have al-

ready arranged OARP CALENDAR promotional ads in Ohio Magazine, Passenger Train Journal, Rail Travel News and Lima Enterprise. If you can use a copy of our camera-ready display ad, contact your OARP President for details. We can reach potential new members this way, as we send an OARP brochure along with each CALENDAR order!

Again this year, our CALENDARS were printed by BNT PRINTING & PUBLISHING of Dayton, Ohio.

ORDER YOUR 1983 OARP CALENDARS NOW! Use the handy coupon....

12

OARP 1983 CALENDAR ORDER FORM [Nov 6:53]

name _____

address _____

city/state/zip _____

quantity _____ amount enclosed _____

Make checks/money orders payable to: O.A.R.P.
 We do not advise sending cash through the mail.
 Please allow 2 weeks for processing and shipping your CALENDAR order. Thank you!

MAIL TO: OARP CALENDARS form on a copier if you
 P.O. BOX 653 do not wish to tear up
 XENIA, OH 45385 your "6:53".

13

OARP MEMBER EDITS RAIL TRAVELERS' CITY PLANNER PUBLICATION

A newly revised and expanded "RAIL TRAVELER'S CITY PLANNER" has made its debut with the October issue of The Official Railway Guide. Its editor is OARP member James Feeney of New York. The "RTCP" is designed to facilitate rail travel by providing detailed information on practically all aspects of concern to rail travelers. In addition to specifying rail services at 489 cities in the United States, Canada and Mexico, the "RTCP" provides information about railroad station facilities, nearby hotels, car rental availability and transit. Individual station information spans station hours, baggage checking and handling facilities, useful telephone numbers, food and other services in the station itself. "RTCP" will be published twice yearly.

OARP members may order a copy of the RAIL TRAVELERS' CITY PLANNER by sending \$5.00 for each copy to: National Railway Publication Company, 424 W. 33rd St., New York, NY 10001.

JOIN OARP TODAY

Let's help get Ohio moving on passenger trains!

\$5.00

We are NOT another railfan club. We are rail transportation advocates! OARP is the voice of concerned Ohioans working for better passenger trains and rail transit.

We're over 700 strong and moving forward together for better trains in the 1980's. Won't you join us today?

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE NUMBER _____

A NEW MEMBERSHIP in OARP is still just \$5.00 for your first year. Please allow 4-6 weeks for your membership to be processed.

Check here if you can be active in the ongoing work of OARP in your area.

Mail this with your remittance to:

OARP MEMBERSHIP SERVICES
P.O. BOX 653
XENIA, OH 45385

NOV 82

OARP PRESIDENT CRITICAL OF NARP'S NEW MEMBERSHIP BROCHURE

NARP released its very long awaited new membership brochure early in October. Its release immediately prompted your OARP President to write a letter to NARP, constructively critical of the brochure. The first samples sent to OARP were printed in black and dark blue on grayish recycled paper creating immediately a mood of depression. The large photo on the back was not even cropped squarely resulting in a water tower in the background that obviously appears to be toppling. The train in the same photo is almost lost amid a clutter of industrialiana. Most of the photos in the new brochure are printed too dark and only one of the five photos shows any people at all. Also, one of the five photos shows not a train, but a farm! The content of the new NARP brochure is, in part, its sole redeeming factor. But, in places, the text gets very wordy with tiring paragraphs. Even the cover headline is a 22-word sentence which takes more than two seconds (a "rule of thumb" in the advertising world) to get its message across.

Your OARP President, also a NARP member, has offered to assist NARP in developing a more optimistic, positive, and graphically appealing brochure. So far, he has received no response from NARP. We may assume that it is already too late and that many thousands of these new NARP brochures have already rolled through the press. Be that as it may, we do have a supply of these NARP brochures and we are willing to send you one by return mail if you'll send us a self-addressed business-letter size envelope with 20¢ in postage affixed.

Our own PATTY HARDING assisted NARP President Jack Martin and NARP Director George Falcon in presenting the NARP/George Falcon Golden Spike Award to Amtrak executive James Larson at the recent NARP Directors Meeting in New Orleans. The award commended Amtrak for the excellent handicapped-accessible design of its new sleeping cars. Shown



here at the New Orleans Union Passenger Terminal are, from the left, an Amtrak car attendant, Patty and Howard Harding, and NARP Director George Falcon, former President of Citizens for Rail California. [Mark Adamcik photo]

Let's Get Ohio PASSENGER

OHIO ASSOCIATION OF RAILROAD PASSENGERS

OARP's NEW BUMPER STICKER (reproduced here at slightly less than actual size) clearly states our goal as rail passenger transportation advocates for today and for tomorrow! These bumper stickers feature white lettering on dark blue vinyl. ORDER YOURS TODAY! We'll send you one, postpaid, for \$1.00 and if you want more, after the first one, they're 50¢ each. Make your check payable to: O.A.R.P. and mail your request to OARP at P.O. Box 653, Xenia, OH 45385.

A SPECIAL OARP MAILING regarding OHIO ISSUE TWO was sent to all OARP members in OHIO about one week before the election on November 2nd. It contained the complete text of the Issue as well as an explanation of the Issue and legislative positions pro and con as provided by the Ohio Secretary of State's office. If you did not receive a copy of this OARP special mailing and would like one, please send us a 20¢ postage stamp to help defray our expenses. Thank you!

Our deepest sympathy is extended to OARP Regional Coordinator DAVID B. MARSHALL and his family of Springfield. Dave's father passed away early in September after a short illness.

WE HAVE A REASONABLY GOOD SUPPLY of the October 31st AMTRAK NATIONWIDE TIMETABLES. As a service to OARP members and friends who cannot otherwise obtain timetables easily, we make these schedules available to you at no charge, except we do ask you to send us a business letter size self-addressed envelope with 54¢ in postage affixed (20+17+17).

The eastbound CARDINAL now runs about one hour earlier than it used to. Minor adjustments in station times affect the BROADWAY/CAPITOL as well as the LAKE SHORE. ALL Amtrak trains serving Ohio now stop at the new Amtrak station at HAMMOND-WHITING, Indiana, which is a full-service station.

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o Moving On ER TRAINS!

MEMBERS P.O. BOX 653 XENIA, OH. 45385-0653

THANKS to David B. Marshall, John & Sandy Edminson, and Tom Pulsifer for staffing OARP's INFORMATION TABLE at a Railroad Show & Flea Market at the Clark County Fairgrounds in Springfield on October 31st. Our next big event is the two-day Railroad Show at the Montgomery County Fairgrounds in Dayton on November 27th and 28th. We will be there with our materials and Amtrak materials. Eloise Pulsifer has been sewing a nice cloth "cover" for our exhibit table and Tom has been working on some other "additions" to improve our informational display. We will be contacting Dayton area members to assist with this event on the 27th and 28th.

O A R P P O S T C A R D S

Thanks to the efforts of OARP member CARL PLANNER and PEERLESS PRESS PRINTING CO. of Dayton, the color photos adorning our OARP 1981 and 1982 Calendars are NOW AVAILABLE AS POSTCARDS which you can use for your collection or for mailing. We are asking a 10¢ donation for each card in any quantity. Send your request directly to OARP at P.O. Box 653, Xenia, OH 45385. Indicate how many you want of each photo:

- #1 - Amtrak's CARDINAL, westbound, crosses Okeana Trestle in Butler County, Ohio, on a bright, midwinter day.
[Photo by OARP member W. MIKE WEBER, Cincinnati]
- #2 - Amtrak's LAKE SHORE LIMITED and LAKE CITIES prepare to depart Toledo, Ohio, on a hot midsummer morning.
[Photo by OARP member JOHN T. McCANN, W. Carrollton]

We are presently working with our data processor to improve quality control with our various OARP MAILING LISTS. We regret any inconvenience the errors may have caused any of our OARP members and friends. We're hard at work to get the errors corrected. Please bear with us! Officers/Regional Coordinators will soon receive membership rosters.

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NATIONAL LIMITED RIDERSHIP RAISES QUESTION ON DISCONTINUANCE

---- by Samuel E. Stokes, Jr. The one Amtrak route eliminated in 1979 with the largest collection of huge SMSA's in this country was the NATIONAL LIMITED. By connecting New York, Philadelphia and Washington with Pittsburgh, Columbus, Dayton, Indianapolis, St. Louis and Kansas City; and by linking five state capit- als, this train had -- and still could have -- more than ac- ceptable ridership potential. The NATIONAL LIMITED was dropped because Conrail wanted it out of the way of their freight trains. However, soon after the NATIONAL LIMITED vanished, Conrail began to tear up some of these tracks!

Amtrak agreed to the demise of this train because it said that ridership was low. There are odd ways to look at the facts!

	<u>RIDERSHIP</u>	
<u>AUGUST 1981</u>		<u>AUGUST 1979</u>
MONTREALER	18,731	
BROADWAY/CAPITOL ..	30,557	
CITY OF NEW ORLEANS	23,009	
PIONEER	23,325	
		<u>NATIONAL LIMITED 28,610</u>
		Additional 1979 NATIONAL LIM- ITED ridership data:
		JUNE
		JULY
		AUGUST (above)
		SEPTEMBER (last mo.)

I am astounded that Con- rail and Amtrak arguments were accepted! If Congress wants a work project that will provide jobs and bring back a major missing link in our rail passenger system, it should provide funds for relaying the NATIONAL LIMITED track to FRA Class IV standards for the return of this train in 1983.

[Ed. Note. Mr. Stokes, a member of OARP and NARP, obtained the ridership data from Robert Gall at Amtrak/Washington. Sam Stokes has already communicated these figures to Ohio U.S. Senators Metzenbaum and Glenn. Since COLUMBUS, OHIO is today the largest SMSA in the U.S.A. without Amtrak service, it would be worth the effort if OARP would renew attempts to make once again the Amtrak rail travel op- tion available to Columbus and Dayton, Ohio. Although some believe the Conrail Pittsburgh-Columbus, Dayton-Richmond-Indianapolis trackage may be beyond redemption, there are alternatives available to get COLUMBUS and DAYTON back on track. T.R.P.]

OARP has learned that an official Pittsburgh-Youngstown- Cleveland Amtrak inspection trip will probably take place sometime early in the Spring of 1983. Pennsylvania is very anxious to extend its state-supported PENNSYLVANIAN service to Cleveland. Station stops would include New Castle, Youngstown, Warren, Akron(at Hudson), and Cleveland. Coop- eration of Ohio would be necessary to this extension; but with Dick Celeste in the Ohio Governor's office, insiders see a vastly improved attitude towards the development of rail passenger services in the Buckeye State. We will keep you up to date on developments as they occur.

ADAM BENJAMIN, JR. 1935-1982

Congress lost one of its most ded- icated and respected members with the untimely death of Indiana Dem- ocratic Rep. Adam Benjamin, Jr., 47. Benjamin was widely known as a strong supporter of Amtrak and of mass transit. Amtrak's new rail passenger station serving Hammond/Whiting, Indiana, has been dedicated to the memory of Cong- ressmen Adam Benjamin, Jr., who more than anyone else secured, im- proved and promoted a modern nat- ional rail passenger system for America.

Over 50 persons attended the 2-day High-Speed Rail Compact Meeting in October at Dearborn, Michigan. The main speakers were LARRY GILSON, President of the American High Speed Rail Corporation and REGINALD GILLIAM of the I.C.C. in Washing- ton, DC. The Budd Company present- ed an AV report on their proposed Los Angeles - Las Vegas MagLev sys- tem. The Compact delegates moved to establish a Technical Advisory Committee to bring together plan- ning- development resources and expertise of the five states that comprise the Rail Compact.

AMTRAK 90 IS PUBLISHED and it has good things to say about Amtrak service development in Ohio. Our good friend Prof. Ronald Sheck is the author. Sheck states that Am- trak can be transformed into an ef- ficient, profitable operation with- in eight years; also that the mark- et for rail passenger service in the U.S. has been grossly underest- imated and badly misinterpreted.

For a copy of Sheck's 75-page Exec- utive Summary send a \$4 check made payable to NEW MEXICO STATE UNIVER- SITY FOUNDATION to: Prof. Ronald C. Sheck, Dept. of Earth Sciences, New Mexico State University, Las Cruces, NM 88003. Ask for "AMTRAK 90: A ROUTE TO SUCCESS".

Over 225 persons attend- ed a High-Speed Passen- ger Rail Transportation Seminar at the Sheraton Columbus on September 22nd. The Seminar fo- cused attention on the Ohio High-Speed Rail Test Track Facility design report which was officially released at the Seminar.

OARP member SCOTT CAM- ERON of Warren has col- lected 1,162 signatures on a petition to pro- vide service at Warren by the proposed Amtrak PENNSYLVANIAN extension between Pittsburgh and Cleveland via Youngs- town.

Because of a "shuffle" of agencies in the State Office Tower at 30 East Broad Street in Columbus, ORTA has secured new quarters at 51 North High Street. The move is not expect- ed prior to mid-Decem- ber of this year.

We WELCOME another ARP! The DAKOTA RAIL PASSEN- GERS ASSOCIATION has been formed, with Jim Larson (Box 91, Grand Forks, ND 58201) as its chairman.

OARP member CAPT. TOM HOWARD of Fairborn is recuperating at home from three cataract op- erations, one which almost cost him his life. Members wishing to send a card or a note may address it to: 31 West Xenia Drive Fairborn, OH 45324

PLAN AHEAD FOR JOINT NARP REGION 5 & 6 MEETING NEXT MARCH!

NARP Region 5 Director and KyARP President Don Maxwell has officially announced that Regions 5 and 6 of the National Association of Railroad Passengers will hold a joint meeting in CINCINNATI on MARCH 19 & 20, 1983. The main purpose of this meeting will be to discuss best ways that NARP and the various state/regional ARPs can work for re-establishment of Midwest - Florida Amtrak service.

The meeting will be scheduled to allow attendees from Region 5 to utilize the CARDINAL to and from the Queen City. The meeting will be held at the Holiday Inn/Downtown and also at Cincinnati Union Terminal. Several key Amtrak and governmental officials have been asked to attend. NARP regional elections will be held. OARP and KyARP have been asked to co-host the event. NARP President Jack Martin will attend.

The Midwinter quarterly meeting of OARP will be held in conjunction with the Regional NARP Meeting. Mark your calendar now and plan to attend. Details announced later.

TRI-STATE STATION GETS AWARDS

Congratulations to Amtrak's TRI-STATE STATION and lead agent H. K. Holmes at Catlettsburg, KY, on receiving several sales awards this year! The station won the top sales award for Amtrak's Great Lakes Region for the first three quarters of 1983. The station also won Amtrak's Midwestern Region top sales award for the second quarter of 1983.

Agent Holmes attributes the CARDINAL's success at Tri-State to the publicity and advertising campaign conducted by NARP and area ARPs including OARP. The Tri-State Station is a modern, fully staffed facility on US23 in Catlettsburg, KY. It serves the greater Ashland, Kenova, Catlettsburg area of Kentucky, Ohio and West Virginia.

OARP's 10th ANNIVERSARY!!!

Al Wolf's "OARP 10th ANNIVERSARY COMMITTEE" held its first meeting on the 13th of November at the Holiday Inn/West in Columbus. The Committee has selected the weekend of JULY 15-16-17, 1983 to celebrate OARP's 10th ANNIVERSARY. So, mark your calendars now!

It is not too late to get actively involved with the COMMITTEE planning this event. Please get in touch with Al Wolf in Dayton soon.

Details regarding our 10th ANNIVERSARY will be forthcoming.

GET A FRIEND TO JOIN OARP!

Your OARP President will be in Washington, DC, December 1 & 2 in his capacity as one of Ohio's High Speed Rail Compact delegates participating in a meeting between the Compact and Congressmen from the Compact-member states. U.S. DOT Secretary Drew Lewis is scheduled to address the meeting. Tom plans to travel to and from Washington on Amtrak's CAPITOL LIMITED.

OARP TREASURER'S REPORT SUMMARY -----

Previous Balance (22 May 82) \$1,057.90
 DEPOSITS + \$3,888.12
 DISBURSEMENTS - \$3,476.82
 Balance on hand (25 Sept 82) \$1,469.20

UNAUTHORIZED ACTIVITIES MUST STOP -----

Amtrak District Supervisor Tom Jensen of Toledo has informed OARP that there have been reports of some Amtrak Conductors/Trainmen allowing members of the Public to assist them in the performance of their duties. THIS PRACTICE MUST STOP IMMEDIATELY! Only authorized Amtrak Conductors/Trainmen are allowed to pick up tickets, etc.

We agree with Mr. Jensen. And we take this opportunity to remind all of our readers that just because you are a member of OARP, or NARP or some other rail advocacy group, that in no way authorizes you to "play" conductor or "play" ticket agent on Amtrak trains or in Amtrak stations. Many of us have very good relations with area Amtrak personnel. All it takes to spoil this is for one person to abuse it. A word to the wise...

EVERY LITTLE BIT HELPS... Your OARP President has successfully arranged for OARP to have an account with El-Bee Office Outfitters of Dayton for office supplies. They will allow us a 10% discount which will help us save funds in these days of tight economy.

OARP's NEW STATIONERY will be showing up very soon. Our officers and regional coordinators have already been contacted about new OARP business cards and stationery supplies. OARP member Carl Planner and Peerless Press Printing Company are handling our needs. We believe you will be pleased with our new look. (Yes! Our logo will remain the same.)

OUR CONTINUED THANKS to all of you who send in clippings and news items. Due to the ever increasing volume of mail, we just cannot individually acknowledge materials submitted. We really do depend on YOU to keep us well-informed. THANK YOU!



**1983
TRAIN
CALENDAR**

Convenient 9 x 12 size features full-color photo of Amtrak's BROADWAY LIMITED at Lima; whole year at a glance.

**SEND \$1.00
DONATION to
OHIO ASSOCIATION
OF RAILROAD
PASSENGERS
P.O. BOX 653
XENIA, OHIO 45385**



CAMERA-READY COPIES of this ad are available (contact your OARP Pres.) if you'd like to run it in your area. We will not reimburse you for running the ad unless arrangements are approved by the OARP officers in advance. OARP is already running calendar ads in OHIO MAGAZINE, the Lima ENTERPRISE, RAIL TRAVEL NEWS and PASSENGER TRAIN JOURNAL. A copy of our 1983 Calendar with an accompanying press release will be soon sent to travel editors of leading Ohio newspapers.

BAGGAGE & EXPRESS

In September the Council of Upper Great Lakes Governors adopted a resolution favoring the development of high-speed rail passenger systems as a potential means for regional economic development and also urged Wisconsin and Minnesota to join the High-Speed Rail Compact.

In other Compact news, KyARP President Don Maxwell reports that a bill enabling Kentucky to join the High-Speed Rail Compact has been introduced in the Kentucky legislature.

Amtrak authorized travel agents are upset at the news that Amtrak plans to discontinue providing agents with tariff books, forcing them to tie up phone lines calling a central reservations office for each and every fare information request. OARP member Jim Weyrick, travel counselor for the Akron Auto Club, says he consults his tariff book an average of ten times daily for information.

Amtrak expects to begin operating DOME COACHES on the CITY OF NEW ORLEANS and the CAPITOL LIMITED sometime next Spring following conversion of seven cars at the Beech Grove Maintenance Facility in Indiana at the cost of \$450,000 per car.

Indiana ARP is off to a good start! OARP understands they have 40 members already and that figure is growing. Those interested in membership (\$10/year) should write to IndARP, P.O. Box 744, Lafayette, IN 47902. OARP provided considerable advice and assistance in getting IndARP rolling.

OARP member Bettie Nickell of Dayton, while riding this Summer on Amtrak's SAN FRANCISCO ZEPHYR, chanced to meet and chat with the son of U.S. Senator Charles Percy. You never know who you will meet while riding on a train!

Wearing her OARP button, member Berni Benz was riding one of Amtrak's Florida trains when another passenger scrutinized our logo and remarked to Berni, "You look much too young to be a member of the Ohio Association of Retired Persons!" (By the way, we hope to be able to once again offer OARP buttons/badges for sale during 1983.)

OARP concluded our planned CARDINAL advertising campaign (in connection with the NARP campaign) with radio spots on WAVI/WDAO in Dayton. Our 60 second spot was cut by OARP member Paul Bunting, himself a former radio newscaster.

Governor Edmund Brown, Jr. of California has signed a bill setting up a four-member state commission with authority to issue up to \$1.25 billion in revenue bonds to develop a Japanese-style "bullet train" service between Los Angeles and San Diego.

Amtrak is presently taking action to upgrade its on-board food services. Stainless steel utensils will replace plastic flatware. Fresh, made to order breakfasts will again be available. Toaster ovens will replace the microwave ovens. And the menus will be revised listing additional, and more palatable, selections.

A guest editorial by OARP's Al Wolf was prominently placed in the Dayton Journal Herald's editorial page, October 25th.

AVON IRON HORSE STEINS AVAILABLE THROUGH OARP -- OARP announces

the opportunity for our members and friends to obtain a new collector's gift item for the Holidays. We've made arrangements with an Avon representative to make their handcrafted, glazed-ceramic AGE OF THE IRON HORSE STEINS available at an outstanding gift price of \$40.00 each (taxes and postage included). This handsome stein depicts five famous railway locomotives. Each stein has a 14k gold collector's edition number on the bottom. The handle is shaped like a whistle and the metal top has authentic piston-wheel action. This is a limited offer. Send your check for \$40.00 for each stein wanted, to: OARP, P.O. Box 653, Xenia, OH 45385. Your stein(s) will be sent you directly from Cincinnati. Full refund guarantee if you are not satisfied with your stein.

MORE BAGGAGE & EXPRESS... We've received word from MassARP's President Kevin Gregoire that his organization will support OARP's push for Amtrak service in Ohio's 3-C Corridor linking directly with Amtrak's LAKE SHORE LIMITED at Cleveland making through trips possible between major Ohio cities and upstate New York and New England cities.

Conrail has wasted no time in razing several old passenger depots in the greater Akron area along the former E-L lines at Wadsworth, Ravenna and Garrettsville. The Garrettsville depot was razed just before a deal could be finalized to purchase the structure for a local historical society!

LOOK FOR CONRAIL TO ANNOUNCE THEIR INTENTION TO ABANDON THE "PANHANDLE" LINE, part of the former NATIONAL LIMITED route, BETWEEN PITTSBURGH AND NEWARK, OHIO!

OARP has learned that Amtrak has scrapped short-term plans to move back to Cincinnati's Union Terminal. It appears that any decision on C.U.T. will depend on the outcome of the pending purchase of the "Shelbyville" line between Cincinnati and Indianapolis.

Did you watch "REAL PEOPLE" on September 22 and 29? EXCELLENT FREE PUBLICITY for Amtrak despite the sophomoric "REAL PEOPLE" humor.

OARP's own JOHN McCANN was featured in the July issue of Dayton TV Channels 14/16 "Spectrum" Magazine on all the volunteer work John does for public television in Dayton.

WHY? Between Chicago and the new station at Hammond/Whiting, Indiana, Amtrak trains will not accept local riders. But between New York City and Newark, New Jersey, Amtrak accepts local riders with open arms!

Jeff Lamm, reporter for the Daily Kent Stater, is planning a feature article on OARP and the citizen push for better passenger train services in Ohio.

Amtrak has inaugurated fast, twice-daily METROLINER EXPRESS SERVICE between New York and Boston, including sit-down dining service. Free newspapers will be offered to passengers each morning. Amtrak will inaugurate the new SILVER PALM between Miami and Tampa on November 21st. The new INTERNATIONAL LIMITED was inaugurated between Chicago and Toronto (via Sarnia/Port Huron) on October 31st. The INTERNATIONAL LIMITED will utilize both Amtrak and VIA Rail Canada equipment in through service. The INTERNATIONAL LIMITED replaces the BLUE WATER service.

"the .53" is the official bi-monthly (Jan-Mar-May-Jul-Sep-Nov) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 700+ 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 OARP TODAY in the fight for better trains! Annual dues are \$5 (min.) and NEW members and \$10 (min.) for membership renewals. Use handy membership coupon printed in this issue.



HUTCH B
BILL HUTCHISON, JR.
5851 SOUTH RIDGE WEST
ASHTABULA OH 44004

the 6:53
Ohio Association of
Railroad Passengers
P.O. Box 653
Xenia, OH 45385-0653

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