



THE 6:53

OHIO ASSOCIATION OF RAILROAD PASSENGERS
Post Office Box 653 • Xenia, Ohio 45385

Issue # 12 --- July 1976

----- Thomas R. Pulsifer, editor

MIDSUMMER OARP MEETING SCHEDULED

Featured guest speaker at our Mid-summer 1976 OARP Meeting will be CARL E. FRESHOUR, acting Director and member of the Board of the new OHIO RAIL TRANSPORTATION AUTHORITY. Mr. Freshour has promised to "tell it like it is" and we should have a very interesting and informative afternoon.

SATURDAY - JULY 17th - 1:00pm
HOLIDAY INN / WEST in COLUMBUS
I-270 at U.S. 40 on the west side

Registration & Displays will be open at noon. Early arrivals may have lunch on their own right at the Holiday Inn. The OARP Meeting will conclude at 4:00pm. Again, we will take donations at the door (\$1 per person suggested) to help defray meeting expenses. Please contact your nearest OARP officer or regional coordinator if you need transportation or can offer to take others with you. The location of the Meeting is very easily reached and we are hoping for a good turnout of members and guests.

OARP members will need to vote on a proposed change in Article IV of our Constitution regarding the date of OARP's Annual Meeting.

This is discussed more fully elsewhere in this issue.

SEE YOU IN COLUMBUS ON JULY 17th!

AMFLEET EQUIPMENT FOR NEW CINCINNATI - WASHINGTON TRAIN

----- FIRST LONG DISTANCE SERVICE VIA B&O

Amtrak's Board of Directors has decided to initiate a new day train between Washington and Cincinnati via Cumberland, MD, in place of a far costlier overnight Washington - Denver service designated by former Transportation Secretary Claude Brinegar, Amtrak announced May 27, 1976.

Amtrak planners told the Board that service could begin as early as October 25th if track and facilities work can get under way quickly during the current summer work season. Amtrak intends to use new Amfleet equipment for the service.

The Washington - Denver route was designated by Secretary Brinegar on October 28, 1974, under terms of the Amtrak Act which required that at least one experimental route be designated by the Secretary each year. Early this year the Department of Transportation advised Amtrak that a modification of the route by the Board was acceptable under new legislation which transferred experimental route designation to the Amtrak Board.

The Board subsequently determined that the need for extensive track work at the western end of the proposed route and badly deteriorated track between Cincinnati and Indianapolis left Washington - Cincinnati service as the only segment realistically achievable in the foreseeable future. Also, Cincinnati - Denver service via Chicago is available on ex-

(turn to page 3)

"the 6:53" is the official publication of the OHIO ASSOCIATION of RAILROAD PASSENGERS, an organization supported through the dues and donations of its members and whose purpose is to coordinate efforts of concerned citizens to promote travel by train and to urge improvement and expansion of rail passenger services in and through Ohio. OARP welcomes new members (regular membership \$5 annually) and also appreciates receiving letters, news articles and other materials. An ever-increasing volume of mail often prevents individual acknowledgement of materials submitted; but we THANK YOU just the same! Please write to us for a copy of our new illustrated membership/promotional brochure!

OARP DIRECTORY _____ revised and corrected as of JULY 1, 1976

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STATE OF OHIO, LEGISLATIVE INFORMATION SERVICE (toll-free number) 800-282-0253

ARE YOU WEARING AN OARP BADGE; identifying yourself to others as a proud member of one of our country's leading state rail passenger associations? OARP's quality metal badges are black-on-yellow, laminated, pin-on type. Still only 55¢ each (2 for \$1). Please enclose a 13¢ stamp for each badge ordered. ORDER DIRECTLY FROM:

JOE SCHWIETERMAN
 BOX 13 - ROLFES ROAD
 MARIA STEIN, OH 45860

GET YOUR OARP BADGE TODAY, AND WEAR IT PROUDLY!

OARP's SLIDE SHOW IS READY TO GO for use by individual OARP members or for presentation to groups by an OARP member. Special mailing case assures safe shipping and handling.

FREE; but you must pay postage and insurance charges both ways. Call Tom Pulsifer (between 4 & 10pm) at 513-372-9868 or write OARP.

NOTICE TO OARP MEMBERS: In compliance with Article XI (Amendments to Bylaws) of OARP's Constitution, you are hereby notified that a small change in Article IV (Meetings) Section 1 (Annual Meeting) should be made and will be presented to the members present at the July 17, 1976, business meeting of OARP for a vote. Article IV Section now reads as follows:

Annual Meeting. The annual meeting shall be held each year on the first Sunday of December, or on such other date as the Board of Directors shall establish, for the purpose of electing officers and for the transaction of such other business as may come before the meeting.

Concern has been expressed for some time now that OARP should plan its major meetings for the Spring and Fall, as opposed to Winter (when weather can seriously affect travel) and Summer (when it is so hard to schedule a meeting without conflicting with annual vacation plans of our key people). This matter was discussed at the April 24th Marysville Meeting of OARP officers, regional coordinators and interested members. It was felt that while we do not violate our Constitution by changing the annual meeting date to sometime in the Spring, Article IV Section 1 should be updated to officially reflect the true situation, and this must have a vote of the membership in attendance at an official OARP meeting, being duly notified through "the 6:53" at least seven days in advance of the meeting.

We propose that Article IV Section 1 read as follows:

Annual Meeting. Effective with the calendar year 1977, the annual meeting shall be held each year on the first Saturday of April, or on such other date as the Board of Directors shall establish, for the purpose of electing officers and for the transaction of such other business as may come before the meeting.

A majority affirmative vote is required to amend any bylaw.

CINCINNATI - WASHINGTON (from page 1) listing Amtrak trains. Capital improvements required for the new service will include substantial work at Cincinnati to provide for the overnight layover and servicing of the new Amfleet equipment and locomotives. Rehabilitation or new construction will be required at intermediate stations including Cumberland, Keyser, Oakland, Rowlesburg, Grafton, Clarksburg, Parkersburg, Athens and Chillicothe. The new train will traverse the highly scenic Chessie/B&O route, most of it during daylight hours.

A tentative schedule proposed for the new train includes a 9:00am departure from Washington westbound; a 10:00am departure from Harpers Ferry; 5:45pm departure from Parkersburg and an 11:30pm arrival in Cincinnati. The eastbound train would leave Cincinnati at 7:30am; Parkersburg at 12:30pm; Harpers Ferry at 8:45pm and arrive in Washington at 10:00pm. Very attractive day trips from Cincinnati or Chillicothe to Ohio U. at Athens or to Historic Marietta (close to Parkersburg) will be possible. *The BOS-NY-WASH. NIGHT OWL CONNECTS IN BOTH DIRECTIONS.*

Amtrak proposes to operate one train daily in each direction utilizing coaches and food service cars from its new stainless steel Amfleet series and pulled by new P30 locomotives manufactured by the General Electric Company. The new locomotives carry on-board electric generators to power the heating, air conditioning and auxiliary equipment of the Amfleet cars.

OARP expects to report more fully on this new Amtrak service in Ohio in the September issue of "the 6:53". OARP also intends to make available a new HOW TO FIND THE STATION map folder covering Athens, Chillicothe and Parkersburg.

Use will be available shortly before the start-up date of the new service.

ATHENS! CHILLICOTHE! - - - - - YOUR NEW AMTRAK TRAIN IS GETTING CLOSER!

SHORT LINES —

Steve Evans' TRACK-4 is now the newsletter of the growing SOUTHEASTERN TRANSPORTATION COALITION and those interested in membership (includes a TRACK-4 subscription) should send \$4 to our good friend in Macon, Hank DiVenuto, 2918 Houston Avenue, Macon, GA, 31206.

We understand the State of Michigan is very interested in developing rail passenger service linking Detroit with the Lake Shore Limited at Toledo; also in extending future Pittsburgh - Cleveland - Toledo "corridor" type operations to Detroit.

ALERT! - FLORIDIAN FANS!

Amtrak has petitioned the ICC (Wash. DC 20423) to exempt them from providing a sleeping car on the Jacksonville - Miami section of the FLORIDIAN. If allowed, 1st class passengers would have to arise at 3:30am and transfer to a coach and northbound travelers would have to sit up until 1:25am before they could move to a sleeping car. Lounge car has already been reportedly yanked from the Miami section and replaced with a dome coach.

NARP and rail passenger groups in the southeast are rising up in opposition and OARP members are asked to lend support with letters to the ICC.

ALERT! - ORTA IN TROUBLE? OARP has learned that State Rep. Pat Sweeney of Cleveland has recently introduced a bill (H.B. 1519) which would do away with ORTA. Our sources in Columbus believe such a move does not stand a chance; but you know politics! Keep ears and eyes open!

On June 14th the ICC denied Amtrak a postponement of the effective date of Regulation 18 (Ex Parte No. 277 sub-no. 3) that passenger train cars must be kept between 60 and 80 degrees F. or alternatives provided unhappy passengers. At the same time the ICC did allow a 60 day postponement of three other Regulations; 2(f) carrier shall furnish every customer printed statement of passenger's rights, 20(e) cars shall be equipped with first-aid kits, and 21 - allocation of space for nonsmokers and smokers.

UNLOCK OHIO'S TRANSPORTATION FUTURE

AND IT WON'T COST YOU ANYTHING... BUT A "YES" VOTE

That's right, ISSUE #2 is not a "money" issue. This amendment to the Ohio Constitution affects only federal rail corporations (ConRail & Amtrak) and Ohio's Rail Transportation Authority. ISSUE #2 does not include privately owned railroads.

A majority "yes" vote will unlock the door to allow Ohio to proceed with modernized high-speed passenger trains which will link Ohio's major population centers. ISSUE #2 will also help assure you that dependable rail freight service will be restored throughout our state.

If ISSUE #2 fails Ohio will lag behind neighboring industrial states that are forging ahead with their rail rehabilitation. Industries will choose their new sites elsewhere. There will be less efficient rail freight service and Ohio intercity rail passenger service will be ruled out completely.

ON JUNE 8, INSURE OHIO'S CONTINUING GROWTH.

VOTE "YES" FOR ISSUE #2

Paid for by: Ohio Association of Railroad Passengers
P. O. Box 653, Xenia, Ohio 45385



OARP's PROFESSIONAL AD
DRAWS FAVORABLE COMMENT

— by Bob Goldstein

Our prexy tells me that to his knowledge our ad for Issue Two appeared in fourteen Ohio newspapers and that quite a few said the ad was a very good one.

There are a few people that must be acknowledged for their invaluable help in getting the final version of the Issue Two ad together. Bruce Fremont and Susan Kirby contributed their time in the original make-up. For me, the whole project was a crash course in advertising, graphics and production.

The next step was printing, paste-up and final run off. For that, the flowers and trophies go to Harry Price and Howard Pancero at Typeco, Inc. of Cincinnati. Both Price and Pancero are modest railfans and they strongly believed in our cause. The result was a considerably lower cost for the ad. Again, many thanks to all who gave their time and efforts to Issue Two.

THE DEPOT IN THE AD PHOTO

This "atmospheric" photo was made from a color slide of the DT&I depot at Bainbridge (Ross Co.), Ohio. The slide itself is in OARP's Slide Show.

Several who saw our Issue Two ad expressed a desire to have an 8 x 10 glossy b&w print of the photo. A Waynesville photographer is making up some

prints for us and will determine a fair price. If you are interested in this, please drop us a postal card and we'll send complete information to you soon.

STATE ISSUE TWO DEFEATED, BUT
NOT BY MUCH

June 9th was a bleak day for all proponents of revitalized rail transportation in Ohio. Though early returns late the night before indicated passage, Issue Two went down to defeat by a very close 54% - 46% margin. Issue Two was a constitutional amendment proposal which would have put Ohio on par with neighboring states and allowed the state to lend its aid or credit to Amtrak, ConRail, and ORTA for freight and passenger rail services within the state.

Surprisingly, Issue Two did pass in many of the state's major cities such as in Columbus and Franklin County, also Dayton and Montgomery County. Willard Edson reported that it failed in Toledo and Lucas County by a mere 800 votes. Bob Goldstein noted that it failed in Cincinnati and Hamilton County by only 1500 votes. College communities, such as Yellow Springs, generally passed Issue Two quite handily while many of the smaller cities, such as Hamilton, Xenia, and Marion, voted it down. Defeat in the railroad city of Marion, which saw a huge rise in unemployment on ConRail Day when the E-L shops and yards were shut down for good, is blamed in part on a negative feeling towards railroads in general on their dealings with their own people.

OARP has requested specific city-by-city, county-by-county vote information which we have not yet received. Latest statewide figures on Issue Two available to us show 704,744 for, 866,754 against. Although Issue Two was not a money issue, Ohio voters also rejected two other issues involving eventual disbursement and use of government funds.

It is our understanding (from ORTA and from Rep. Wilkowski's office) that the issue will be on the ballot again in November. Again, it will require a vote of the General Assembly to put the amendment question on the ballot, but we are told this will happen. Hopefully, some sort of statewide campaign for the issue will be organized yet this summer. OARP has found that it is as much a matter of educating the man in the street as regards what is going on rail-wise in Ohio as it is positive promotion of the issue itself.

People say the third time's the charm. We all hope this will be true come November. And we'll all prepare to be geared up and ready this time!

MacKEOWN QUILTS STATE RAIL POST; FRESHOUR ACTING HEAD

Just as our last issue of "the 6:53" went to the printer, the news came on May 11th that the first director of the new Ohio Rail Transportation Authority, Graeme MacKeown of Marysville, had suddenly resigned, terming his tenure of less than two months an "unbelievable fiasco". ORTA Board Chairman Paul Zellers, a Youngstown attorney, then asked Vice-Chairman Carl E. Freshour, a UTU official from Marion, if he would be willing to stay on and serve as ORTA's acting director without compensation, but with his expenses paid. Freshour indicated that he would and initially took two weeks of his vacation from his ConRail (ex-EL) employment to do so.

MacKeown, in a statement to the press, stated that his resignation was a result of lack of support from the Rhodes administration and the unworkable structure of ORTA. "The way the board is structured and with the present philosophy of the administration, I just don't feel that it could function at all," MacKeown stated. "I never received a regular paycheck and they refused to accept the fact that ORTA had a director. It's common knowledge that they (the administration) are highway people," MacKeown said. He complained that ORTA was stymied by the state Department of Transportation (ODOT) to the point it could not function. And the harassment of ORTA continues to this day. OARP has learned that all Internal State Mail for ORTA must be handled, strangely enough, through the ODOT, possibly so ODOT can keep tabs on what ORTA is up to.

ORTA is an autonomous agency created by the legislature in 1975 to handle rail transportation problems in Ohio. Under Chapter 4981 of the Ohio Revised Code, ORTA has the responsibility for establishing a state rail plan for the development, administration, and operation of freight and passenger rail services throughout the state. The ORTA Board did enact a resolution endorsing Issue Two and ORTA is presently moving forward, admittedly with difficulties, on several state rail concerns.

A Columbus Dispatch editorial, appearing soon after MacKeown's resignation, called for the scuttling of ORTA. Soon strong letters appeared in the paper lambasting the editorial stand; submitted by, among others, state Reps. Orlett and Wilkowski, and OARP member Karl Gelfer. OARP President Pulsifer also had a rebuttal letter published which stated in part; "ORTA was created to permit the state to move forward in planning for the modernization and development of rail transportation of both people and goods. In this regard our legislators wisely recognized the advantages of and the need for modern railroads as a vital transportation resource. Separation of ORTA from the Ohio DOT is desirable. It is no secret that the DOT lost much of its rail-oriented talent from its staff at the last change of administration. ORTA will, I believe, work diligently to bring together those professionals in our state who are concerned with the definitive planning for the revitalization of our railroads. In this regard, ORTA will be worth the reasonable cost to us taxpayers."

Tom Pulsifer and Dave Marshall went to Columbus May 19th to meet with ORTA's acting director Carl Freshour and Jim Acomb, the attorney assigned to ORTA from the Attorney General's office. Freshour is a very positive person. He is as anxious as we are to get going on the planning for the proposed high-speed rail passenger service corridors in Ohio. ORTA is still plagued by opposition and harassment which, though we believe will only be temporary, are none-the-less serious concerns to which we must address ourselves.

Given the above background, we predict an interesting afternoon with Mr. Freshour at the OARP meeting in Columbus on the 17th of July.

ORTA HAS A HOME AT LAST

Early in June ORTA found a permanent office location in the Midland Building after being housed temporarily in a small meeting room in the basement arcade of the Neil House. ORTA's address is now:

Suite #704
Midland Building
250 East Broad Street
Columbus, OH 43215

614 - 466 - 5816

A MESSAGE TO OUR MEMBERS:

THANK YOU FOR SUPPORTING ISSUE TWO!

I wish it were possible for me to thank each of you personally for all the time and effort and personal finances which you so willingly gave in support of Issue Two in the June election.

OHIO ASSOCIATION OF RAILROAD PASSENGERS
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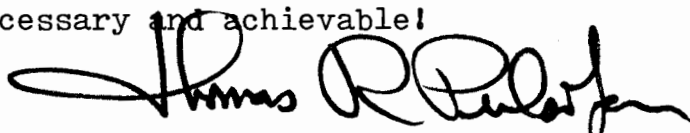
To my knowledge OARP was one of the few organizations which did any active promotion of Issue Two outside its own organization. OARP members paid for the insertion of our ad in fourteen papers.

Many of you wrote good, positive letters to editors. I know of several members who had handbills printed and distributed, others who put up posters and signs, and even others who spoke up on Issue Two before clubs and meetings. I know that several of you in larger cities (where the ad cost was out of reach of most of us) banded together, contacted other area OARP members, and shared the costs thereby effectively reaching more people. From the response which some of you have already sent me reporting your activities for Issue Two, I'm estimating that OARP members collectively spent out of their own pockets at least \$1,000 in the promotion of Issue Two! This is significant! And it shows we are willing to sacrifice for a positive cause which not only has brought us together, but one that we know is worthy of our time and support.

Someone asked me if OARP would organize some sort of victory party when Issue Two passed. I laughed and said that we'd just have to be patient for what I had in mind. To me the best victory party of all will be when OARP can charter two or three cars on the first round-trip passenger train to operate in regular service in the 3-C Corridor so our people from all over Ohio can share in the celebration!

Though we did not quite succeed this time, I am now more optimistic than ever that we CAN succeed in November and I know that many of you share my optimism. True; we all felt somewhat discouraged and even bitter the morning of June 9th. But I'm not giving up and neither should you! The statewide vote was much more favorable this time than it was last November. For this we are indeed grateful. And it shows that we are making progress!

Let's stick with it! The goal is both necessary and achievable!


President, OARP

513-372-9868 (best between 4:00 - 10:00pm)

FREEDOM TRAIN RETURNS TO DAYTON FOR THREE DAYS; AMTRAK PATRONS INCONVENIENCED

The American Freedom Train, pulled by ex-Reading 2101, returned to Dayton Union Station, June 19-20-21, sharing the depot with Amtrak's National Limited. Sixth Street was blocked by AFT's concession stands. This meant that Amtrak passengers with lots of luggage could not drive up to the station entrance.

Unless they knew how to sneak through alleys to the Peerless Storage lot, they had to park blocks away and walk to the station. And one night, thanks to AFT personnel leaving the baggage elevator up instead of down, the National pulled out before the Amtrak agent could get the baggage cart up to the platform. On the positive side; 50,000 went through the Freedom Train in Dayton, and OARP helped arrange for Amtrak to ship six cartons of handout materials to Dayton, all of which were distributed to the visitors to the Freedom Train.

OARP has learned that the Cleveland-Youngstown commuter train's operation is safe until April 1, 1977, provided that ORTA is successful in making a contract with ConRail covering the six-month period from October 1976 until April 1977. At this point ConRail desires a long-term contract. Defeat of Issue Two June 8th has hampered negotiations. Defeat again in November will result in certain demise of this train next April as the state would have to come up with 10% subsidy of losses by that operation starting April 1st and without the constitutional amendment the state is powerless to do anything.

RODG SILLARS
AL MLADINEO

RTA discontinued, on June 13th, the special bus route linking Public Square with Amtrak's Lakefront Station. With the adjusted schedule of the Lake Shore Limited, there was little use of the bus connection since the train is now both too early and too late to make connections with other bus routes around the city. RTA's regular Muni Parking Lot "Loop" bus can serve Amtrak patrons at the morning train time, but not in the evening. Several OARP members are trying to bring Amtrak and RTA together to cooperate on a connecting bus that would serve all downtown hotels and the Greyhound station, also allowing baggage to be checked through between the bus and the train. The RTA's "Amtrak Station" bus service was advertised from time to time in the Cleveland newspapers, yet patronage was low. Most passengers drive or ride a taxicab.

Cuyahoga County passed Issue Two 80,000 votes for to 10,000 against. The Plain Dealer editorialized for Issue Two, the Press editorialized against it. Rodg Sillars made a couple of TV spots for Issue Two which were aired on channel 5 in Cleveland. The Plain Dealer ran a short article, mentioning OARP and NARP members' endorsement of Issue Two, pointing out that the decision of the Volkswagen people to operate a plant in Pennsylvania was aided by the ability of the Commonwealth of Pennsylvania to lay out rail lines to the plant site. Without passage of laws like our Issue Two, it would be illegal to do so in Ohio. The Citizen's League, TV-3, and the Greater Cleveland Growth Association all came out opposing Issue Two.

The Mentor situation (proposed establishment of an Amtrak station stop serving Cleveland's eastern suburbs) is stagnant at this point due in part to their local fiscal considerations. Efforts will be renewed late this summer on this.

Cleveland Union Terminal is slowly becoming a greater object of civic concern. Mayor Perk has expressed a serious desire to purchase the Terminal. City Councilman David Strand introduced a resolution on June 14th asking for civic and political support to turn the Terminal into a multi-modal transportation and visitors' center. RTA has been named the prime moving force. Greyhound, Trailways, and Amtrak will be asked to work with authorized transportation agencies such as RTA, NOACA, ODOT and ORTA. The GCGA and U.S. Congressman Jim Stanton are actively supporting making Union Terminal a transit hub. Meanwhile the interior of the Terminal is getting a good cleaning and some fresh paint. Rumors that the Youngstown commuter train would be shifted to the Amtrak Lakefront Station are apparently false.

A survey taken by some OARP members at Cleveland's Amtrak station showed that 98% surveyed favored establishing a transit center at CUT, 44% would give President Ford serious consideration in November if he could come up with federal funds for CUT, and 50% were unaware that an RTA bus served the station. Survey results have been passed on to Ford, Taft, Glenn, Metzenbaum and Perk.

There has been no further word on the establishment of a second Amtrak train linking Cleveland-Toledo-Chicago. Hopes were high that such a train might start operating this summer to alleviate the often-crowded Lake Shore Limited.

Construction of a permanent station facility at Cleveland's Lakefront Amtrak Station has not yet begun and very likely will not begin, if at all, until the Union Terminal question is settled.

RIDERSHIP HIGH ON LAKE SHORE LIMITED

With the advent of the Summer travel season already just a few weeks old, ridership on Amtrak's Lake Shore Limited, linking Boston-New York with Chicago via Cleveland, Elyria, and Toledo, is reportedly very high. The train now has an excellent on-time record through Ohio as a result of extensive trackwork already done by ConRail all along the line across northern Ohio.

The Lake Shore carries a full lounge car plus a full diner seating and serving 40-44 patrons at a time. A slumbercoach is carried on the Chicago-New York section while both sections feature reserved coach and roomette/bedroom facilities.

The Lake Shore Limited would be an excellent train to take to visit the "Bicentennial Cities" of the north-eastern U.S.A. this Summer, but you should make your reservations well in advance of your planned trip.

BICENTENNIAL TRAVEL TIPS FOR YOU

Visiting WASHINGTON, DC, this year? Call (toll-free) 800-424-9755 to get a free information folder with good visitor advice on getting around using the handy buses (and new subway) of the Metro System.

See VERMONT sensibly from a TRAIN! A steam passenger train no less! On July 1st ex-CPR G-3 class Pacific #2317, renamed "The Spirit of Ethan Allen", and several standard coaches will begin daily (except Tuesday) round trips between Bellows Falls and Burlington. From August 15 to October 17 the train will operate from Burlington to Bennington and return. Passengers may board or disembark at any enroute stations, all of which have been primed, painted and polished for the occasion. Write STEAM TRAIN, MONTPELIER, VT 05602 (or call 802-828-2236) for a very attractive color brochure with complete timetable and fare information, plus tips on places to visit at stopover points enroute. Train will have reserved seats plus non-reserved seats for "last minute" riders. Reservations strongly advised on holiday weekends.

PASTOR WICKENS NOMINATED TO AMTRAK'S BOARD OF DIRECTORS BY GOVERNOR RHODES

Ohio Gov. James A. Rhodes has nominated OARP/NARP member Robert G. Wickens for a seat on Amtrak's Board of Directors. A consumer-oriented vacancy on the Board was created this past April with the untimely passing of Prof. Edward Ullman of Seattle. Wickens currently represents Ohio on NARP's Board of Directors and also serves as a member of the Lorain Co. Regional Transit Board.



WICKENS

In a May 4th letter to Amtrak President Paul Reistrup, Rhodes stated that "Rev. Wickens has been widely recognized as a community leader dedicated to the establishing of the Amtrak network. Young and energetic, he would make an outstanding consumer representative on the Board."

Wickens told OARP that he "would be honored to serve on Amtrak's Board" and that "the Board needs representatives who will speak up for the needs of the rail passengers".

Pastor Wickens drew widespread attention for his extensive personal efforts in helping secure an Amtrak stop in Elyria and for his continuing promotion of travel by train in and out of Elyria. A graduate of Baldwin Wallace and of Asbury Theological Seminary, Wickens is pastor of the Community United Methodist Church in Elyria.

Much publicity on this nomination has been appearing in the Elyria and Lorain newspapers in the form of both feature articles and editorials. The nomination recommendation by Governor Rhodes came at the urging of State Rep. Scribner Fauver of Elyria.

MISSING MEMBERS? Mail has been returned marked "moved - forwarding order expired" from OARP members RALPH LANE of BATAVIA and EVERETT KIEFER of DAYTON. Forwarding information would be appreciated. And please, if YOU move, be sure to let us know about it.

Thank You!

RECOMMENDED READING: Reusing Railroad Stations - a report from Educational Facilities Laboratories and the National Endowment for the Arts, 1974. \$4.00 each volume. Order from EFL, 850 Third Avenue, New York, NY 10022, or from your local bookstore.

"Reusing Railroad Stations tells the story of rehabilitating sturdy, often handsome structures, ideally combining in one building several uses (arts, education, social services, commercial purposes). Should a continuing energy crisis cause its revitalization, public transit could form a component of multiple use, a solution currently under consideration for some of the large stations. The book also reminds us that many serviceable buildings located in the center of cities have been lost to the wrecker's ball, and that it is a matter of civic duty — by private citizen and public servant — to make haste before others meet the same fate." (from Foreword, pg. 5)

SEN. GLENN BACKS MANSFIELD'S BID FOR AMTRAK SERVICE

Citizens, organizations, and civic officials in the central Ohio city of Mansfield recently began a letter-writing campaign urging Amtrak to create a station stop in the city. With assistance from U.S. Sen. John Glenn's office in Washington, the Richland County Regional Planning Commission began preparation of a proposal to Amtrak detailing the conveniences a station stop in Mansfield would be to present and potential users of rail passenger service.

Larry Reed, Executive Vice-President of the Mansfield-Richland Area Chamber of Commerce reported that "Amtrak has been considering a stop here for some time. It is in a central location for a large population base". Reed also stated that he learned several months ago that Amtrak was seeking a general contractor to renovate the old Union Depot off North Diamond Street near the Ohio Brass Company.

Mansfield is presently served by the decrepit Amtrak station in nearby Crestline, however there is no public transit linking Mansfield with Crestline and passengers complain regularly about the very poor station facilities. RCRPC Director, John R. Swanson, said that creation of an Amtrak station in Mansfield would fit right in with long-range transportation planning for the region.

OARP is very pleased that a local effort is finally under way to get for Mansfield the rail passenger service it merits. With all due respect to the fine people of Crestline, the station facilities there have been a sore point for too long a time. Also, we are of the strong opinion that the intrastate, high-speed 3-C rail passenger service corridor will be routed from Galion to Akron via Mansfield on the former E-L line, and not through Crestline. And the proposed Amtrak station in Mansfield will be able to serve both the existing east-west Broadway Limited route as well as the proposed north-south 3-C route.

SHORT LINES --

Amtrak has installed ARTS (reservations, tickets) terminals in Cleveland's Lakefront Station.

Cincinnati's Union Terminal merry-go-round continues. With the Board of Education out of the running, the idea now is to make CUT into a new City Hall as courts and city offices need room to expand. Plan makes sense, but so far there has only been hot air and letters to the editor on the whole issue.

Mid-morning June 15th the DOT inspection train, powered by an Amtrak SDP40F, was seen moving westward thru Xenia and Dayton.

On June 22nd Amtrak's Director of State & Local Affairs, Bill Ehrig, met with the mayor, city and local chamber of commerce officials in Elyria regarding a proposed manned station for the busy northern Ohio city.

OARP BADGES WILL BE ON SALE AT THE JULY 17th MEETING!

**SOUTH PORTSMOUTH BECOMES
AMTRAK STATION STOP**

Amtrak's Riley and Mountaineer began making regular stops for passengers on Tuesday, June 15th. The new stop will give area residents direct access by rail west to Cincinnati, Indiana points and to Chicago and east to Virginia, West Virginia and Washington, DC.

To prepare for service at South Portsmouth, Amtrak financed and Chessie System constructed a crosswalk, platform, and a passenger shelter equipped with dusk-to-dawn lighting. The old C&O depot at South Portsmouth was demolished a little over a year ago.

Eastbound service will stop at South Portsmouth at 1:41am while the westbound train time will be 4:58am. The Riley and the Mountaineer operate daily as a combined train in each direction through South Portsmouth, directly across the Ohio River from the city of Portsmouth, Ohio. The Amtrak station is very close to the south end of the Ohio River bridge.

Both the Mountaineer and Riley offer coach and first-class service, dining and lounge service. Checked baggage cannot be handled at South Portsmouth nor is there any ticket agent on duty at the station. Tickets may be purchased on the train, from an Amtrak authorized travel agent (Auto Club of Southern Ohio in Portsmouth is one), or may be mailed directly to the passenger from the Amtrak reservations office (call 800-621-0317) if the request is made at least 21 days in advance.

Sample one-way coach fares from South Portsmouth to major points are as follows: Chicago \$23, Cincinnati \$6.50, Charlottesville \$20, Washington \$26, Bluefield \$14, Roanoke \$19, Lynchburg \$20.50, Norfolk \$29.50.

South Portsmouth has been designated as an "experimental" stop which means that it could be eliminated in a few years' time if it is not used. OARP expects that it will be used and will include it when the Tri-State Station and Huntington map folder is reprinted late this Summer.

**JUNE 15th AMTRAK TIMETABLE REVISIONS
INCLUDE SOME CHANGES FOR OHIO POINTS**

Although most of the schedule adjustments are minor, passengers should be aware of them because in most cases the new times are earlier than the old ones and might cause someone to miss their train!

LAKE SHORE LIMITED - WESTBOUND:

Cleveland 7:00am
Elyria 7:30am
Toledo 9:45am

LAKE SHORE LIMITED - EASTBOUND:

Toledo 8:50pm
Elyria 10:40pm
Cleveland 11:20pm

BROADWAY LIMITED - WESTBOUND:

Canton 3:48am
Crestline 5:47am
Lima 7:15am

BROADWAY LIMITED - EASTBOUND:

Lima 8:27pm
Crestline 9:47pm
Canton 11:38pm

NATIONAL LIMITED - WESTBOUND:

Columbus 2:25am
Dayton 4:12am

NATIONAL LIMITED - EASTBOUND:

Dayton 2:10am
Columbus 4:05am

RILEY / MOUNTAINEER No Change

AMTRAK ENDS TIDEWATER RILEY SECTION

On June 15th Amtrak discontinued the lightly patronized Newport News - Richmond - Charlottesville section of the James Whitcomb Riley. Passengers from the Tidewater area to the Midwest will continue to be served by the Mountaineer, linking Norfolk, Suffolk, and Petersburg with Cincinnati and Chicago.

Newport News, Williamsburg and Richmond will now be linked directly with Washington, Philadelphia and New York with a new Amfleet-equipped daytime train called the Colonial. This is the first direct train service in railroad history between the Northeast and Tidewater Virginia.

DON'T FORGET!

OARP's MIDSUMMER MEETING
SATURDAY, JULY 17th
1:00 - 4:00 pm
HOLIDAY INN/WEST
COLUMBUS, OHIO
U.S. 40 at I-270

CARL E. FRESHOUR of ORTA
will be our guest speaker.

Registration and Displays
will open at noon.

UPDATES: OARP understands that if PennDOT can
institute its proposed intrastate day
trains this fall (Pittsburgh - Altoona - Harrisburg
and Erie - Williamsport - Harrisburg) that Amtrak
will then make an "improvement" in the schedule
of the NATIONAL LIMITED and route it via Cincin-
nati. Pittsburgh - Indianapolis running time via
Cincinnati is indicated to be one hour longer
than 1971 running time via the Richmond routing.
Daylight train times are indicated for Columbus
and stations west thereof. Let's hope so!

We have heard that a 12-hour schedule "flipflop"
may be in the plans for the FLORIDIAN. Such a
move would axe long-distance Chicago connections
but would increase viability of establishing a
Louisville - Cincinnati - Toledo - Detroit connec-
tion which would improve FLORIDIAN patronage.

OARP's HANDY HOW-TO-FIND-THE-STATION MAP FOLDERS
are printed as a service to all rail passengers.
An increasing number of Amtrak agents and travel
agencies are stocking them for their customers.

Right now we have a pretty good supply of all of
our maps, covering the following locations:

CLEVELAND - ELYRIA INDIANAPOLIS TOLEDO - LIMA
CANTON - CRESTLINE TRI-STATE STATION - HUNTINGTON
COLUMBUS - DAYTON MUNCIE - RICHMOND
CINCINNATI - LOUISVILLE (including "auto - train")

ready soon: SOUTH PORTSMOUTH, KY (new station)
ready in Oct.: ATHENS - CHILLICOTHE - PARKERSBURG

They're free, but please enclose a stamped, self
addressed envelope. For quantities, please es-
timate and enclose postage (6 maps = approx. 1 oz).

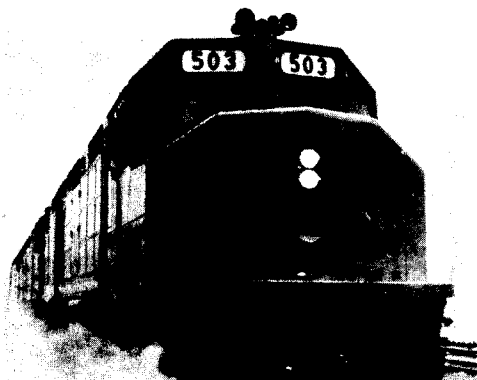
RILEY DERAILS, MEMBER O.K.

OARP member Bob Williams of
Cincinnati and 40 of his
school students returning
from a trip to Washington
escaped injury when the
westbound RILEY derailed on
June 8th at Kanawha Falls,
WV, on the Chessie System.
Bob reported that his group
(in the last car) had to
wait 4½ hours before they
could leave the accident
scene. According to Bob
there were 178 passengers
on the RILEY at the time of
the derailment. Kanawha
Falls is a small community
southeast of Charleston.

"the 6:53"
official newsletter
of the
OHIO ASSOCIATION of
RAILROAD PASSENGERS
Post Office Box 653
XENIA, OH 45385



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