ANNOUNCEMENT!

IMPORTANT STATEWIDE OARP MEETING and SYMPOSIUM
SUNDAY, JULY 27th, 1974
LINCOLN LODGE, W. BROAD ST. (U.S. 40), COLUMBUS, OHIO
starting at 10:00am and over by 3:30pm

From 10:00am to 12:30pm OARP will conduct a SYMPOSIUM on the PRESENT STATE and FUTURE OUTLOOK on RAIL PASSENGER SERVICE IN OHIO for which OARP is soliciting spoken and written testimony. This SYMPOSIUM will hopefully be covered by the press. OARP will forward all written testimony and summaries to the U.S. Dept. of Transportation, the Ohio Dept. of Transportation, the P.U.C.O., AMTRAK headquarters, and the National Association of Railroad Passengers. To OARP's knowledge, this is the first time any such symposium has been conducted in our state. In planning, it is OARP's intention to provide a forum for members and others wishing to air their ideas, viewpoints, and constructive criticism on the stated topic. The key is to take a positive approach towards possible solutions of existing problems.

Within a few weeks, you will be receiving a letter from OARP President Dave Marshall explaining the details which will guide this SYMPOSIUM and the preparation of written testimony.

Lunch (12:30-2:00pm) is on your own, but OARP suggests that you stay at Lincoln Lodge and try their SMORGASBORD which they told us will be available on that day.

continued
At 2:00 pm we will reconvene for a short business meeting, followed by a presentation by a FEATURE COAST SPEAKER! The meeting will end by 3:00 pm.

We scheduled this meeting on a Saturday to avoid possible gas station closing problems. Those coming from distant points might want to arrange a car-pool. Lincoln Lodge is easy to reach. Follow I-270 Freeway around the west side of Columbus and exit at U.S. 40 Broad Street Exit. The Lodge is on the north side of the highway, about 1/2 mile west of the I-270 interchange. There are several gas stations in this area.

WE ARE HOPING FOR A LARGE TURNOUT! YOU DO NOT HAVE TO BE AN CAREP MEMBER TO ATTEND, BRING A FRIEND WHO SHARES OUR CONCERN!

3-C MEETING Members of CARE turned out in numbers sufficient to comprise about half the total in attendance at the meeting of Sen. Anthony C. Calabrese's Committee (the Legislative Study Committee on Rapid Rail Transit) held in Cleveland's City Council Chambers, 10:00 am on April 30th. This was the meeting at which representatives from AMTRAK in Washington and representatives from the Penn Central reported on the costs involved for upgrading Penn Central track between Cincinnati and Cleveland for the proposed 3-C Corridor service.

The meeting resulted in the Senator's expression of distrust regarding the reported figures and his disgust with the Penn Central and the deplorable condition of its physical plant. He expressed the view that Ohioans deserve something for their tax dollars and that is why he is working hard on this project. Nevertheless, he had no desire of seeing Ohioans paying inflated prices for upgrading track for a company such as the PC. David Watts from AMTRAK suggested that hiring a consulting firm to study alternatives and workability of such service would be the logical next step. He also suggested that such a study would cost in the vicinity of $100,000 to $150,000. Calabrese indicated that he favored this approach to the 3-C Project and would go back to Columbus to see what could be done.

At the time of printing this issue of the 3-C, Sen. Calabrese has been hospitalised and unable to carry this forward as rapidly as planned. There is also some speculation that there is insufficient support in Columbus to even fund such a study. It would appear that some action in the Dept. of Transportation would be an appropriate opening move for further study of the feasibility of this Corridor. We should give them all the encouragement and support possible, both directly and through our elected legislators. Only hope to get a better grip on this situation and will report to you further.

FOR YOUR INFORMATION: Marks some pressure on these "super-agents" can help bring better trains:

U.S. DEPT. of TRANSPORTATION: Claude Brinig, Secretary; 400 Seventh Street S.W., Washington, D.C. 20590

OHIO DEPT. of TRANSPORTATION: G. Phillip Rickley, Director; 25 South Front Street, Columbus, OH 43215
LATE in the afternoon of Wednesday, April 13th, one of the most devastating tornadoes in modern history struck a tragic trail of lives and property in Xenia, Ohio. One OARP member lost her home and many other members suffered property damage. The local OARP office and the home of OARP's secretary were not affected, but OARP mail and records are safe. OARP urges all concerned with the needs of those who suffered in this tragedy. Members are being encouraged to channel donations to disaster relief through the church, civic or service organizations of their choice. Xenia—where the spirit has just begun—is the new slogan heralding the enthusiasm in planning for the reconstruction of the "city of hospitality." It will take years to rebuild what was destroyed in but a few moments.

BILL LIND As many of you know, Ohio's U.S. Senator Robert Taft, Jr., is the leading proponent of restoring full ANAX service to Cleveland and Toledo. Taft also backs strongly the proposed C-C-C (Cleveland-Columbus-Cincinnati) and C-Y-P (Cleveland-Yorktown-Pittsburgh) rail passenger service corridors in Ohio. Taft is also concerned with improving existing ANAX service in Ohio. Taft's assistant in Washington who is working very hard on these railroad plans is William Lind. Lind was in Dayton on April 15th and 19th and met with OARP officers Dave Marshall and Tom Fulsifer, and with Tim Rhinehart and Tom Norwalk of OARP (Dayton Area Rapid Transit). Lind and OARP exchanged a great deal of information and as a result a very positive working relationship has been established.

ADVERTISING As a result of a meeting (Membership Committee) at the home of membership chairman Jim Hoff on April 29th in Akron, Ohio, it was agreed that OARP should start a selective advertising campaign. A camera-ready newspaper ad is now being prepared for placement in many Ohio newspapers. "Classified" ads will also appear in Saturday Review/World, Full Travel Newsletter, railroad, airline, and Passenger Train Journal. Ads will appear in selected other magazines later on. At the same meeting, the state was roughly divided into six regions for the purposes of initially "localizing" OARP membership contacts and to facilitate regional meetings of members. The regions are:

- NORTHWEST—(Toledo, Sandusky, Defiance & vicinity)
- NORTH—(Lorain, Cleveland, Akron, Youngstown area)
- CENTRAL (Dayton, Springfield, Lima & vicinity)
- CENTRAL (Columbus, Mansfield & points east)
- SOUTH—(Cincinnati, Chillicothe, Hillsboro & vicinity)
- SOUTH—(Dayton Valley, Athens, Vinton & vicinity)

Within a week after OARP's ads appeared in Full Travel Newsletter and Saturday Review/World, the OARP office received several inquiries mentioning the ads and two memberships as a result of the URF ad.

SLIDESHOW A 25 minute OARP slide presentation with narration on real-estate type is ready for use at parlor, social club, or average citizens group, not all-kin listeners. We expect to be conducting it as circumstances change. If interested, call OARP President Dave Marshall in Dayton (222-8215 or 222-5401).
GARP urges members to support these special excursions and seasonal operations of special interest to Chicanos:

JUNE 29 & 30 - CINCINNATI-LEXINGTON STEAM TRIP
The Cincinnati Railroad Club (Box 42213, Cincinnati 45224) is sponsoring a round-trip on each day behind SR 2-3-2 #4501, leaving the Queen City at 9:00am and returning by 7:00pm. Photo stops. Food service. Adults $17.50, under 12 $10. Runs rain or shine. Consist to include open-air cars. Write CRC for details.

JUNE 29 & 30 - CINCINNATI-CINCINNATIEXINCFR RAILROAD CLUB (Box 42213, Cincinnati 45224) is sponsoring a round... behind SR 2-3-2 #4501, leaving the Queen City at 9:00am and returning by 7:00pm. Photo stops. Food service. Adults $17.50, under 12 $10. Runs rain or shine. Consist to include open-air cars. Write CRC for details.

JULY 4-7 - CINCINNATI-WASHINGTON STEAM TRIP (one-way only)
The Roanoke Chapter of the National Railway Historical Society (PO Box 681, Roanoke, VA 24004) is sponsoring this holiday weekend trip behind SR #4501. Leaves Cincinnati on the 4th at 9:00am on N&W with stops at Williamsburg and Portsmouth. Overnight stops at Williamsburg and Roanoke. Route includes ex-VGN main, scenic N&W and SR lines. Write sponsor for details and fares.

JULY 14 - SHAKER HEIGHTS RAPID TRANSIT SPECIAL
Trip to use ex-Twin Cities cars. Leave Cleveland Union Terminal 12:30pm, return about 6:00pm. Fare is $3 for adults and $2.50 for children. Write Ernest Kovacs, 416 Second Avenue, Bethlehem, PA 18018 for details.

OHIO RAILWAY MUSEUM (Worthington) operates Saturdays 12:30pm-5:30pm; Sundays from 1:00-5:00pm during June-July-August. STEAM dates are 6/30, 7/7, 7/21, 8/11, 9/2, 10/13.

HOCKING VALLEY SCENIC RAILWAY (Nelsonville) operates 18-mile STEAM excursion at 10-12-2-4:00 on weekends until October. Adults $2.50, children $1.25, kids under 5 free. They've added 2 passenger cars and improved the track this year!

NEW! WHITEWATER VALLEY RAILROAD (Connersville, IN) will prove a popular rail attraction due to proximity to W & SW Ohio. 50-mile round trip behind steam or historic diesel power, leaves Connersville 12:01pm EST and back by 5:30pm. Adults $7.50, children $5, under 6 free. Runs weekends during summer months. Station is on Indiana 121 south of Connersville downtown, opp. Elmhurst Masonic Home. REMEMBER: Indiana observes STANDARD time! Train runs on old NYC branch to Brookville, IN.

MACK LOWRY'S RAILWAYS OF AMERICA MUSEUM (Cuyahoga Falls)
TROLLEYVILLE U.S.A. (Omsted Falls)
AMTRAK will provide several package tours using regular trains from Ohio points. Ask your AMTRAK agent or travel agent for details.

AUTO-TRAIN now runs tri-weekly, LOUISVILLE, KY-SANFORD, FL.
MEMBERSHIP

The response to OARP's statewide mailing of the first issue of "the 6:53" was great, and membership still continues to come in daily. All the charter member certificates (the first one hundred members) have now been mailed. From now on all new members (and renewals starting next year) will receive handy wallet-size membership cards.

OARP will follow the dues structure of the National Association of Railroad Passengers (NARP) with the regular dues still at $5 per year and other classifications for those who wish to contribute additionally to OARP's work (Contributing $10, Participating $25, Sponsor $50, Sustaining $100). Of course, we welcome any and all contributions beyond the basic membership dues and your officers have attempted to personally thank everyone who has given extra support to OARP.

BROCHURE

OARP is having a three-panel membership and informational brochure professionally prepared, featuring our new logo on the front panel. One panel will be a tear-off membership blank. We will soon have a large supply of these available for general distribution. If you can place these in the hands of potential supporters, please write and indicate how many you estimate you can use. OARP will pay postage on any request for up to 15 brochures. Above this please send us an 8¢ stamp per 15 brochures to help us out with postage. We will ship the brochures by third class mail.

POSTAGE

It will cost OARP about $40 just to mail this issue of "the 6:53" to our present and potential members, friends and associates in other rail passenger associations. Our postmaster advises us (based on projected number and size of statewide mailings) that at this time there would be no substantial savings in getting a bulk mailing permit. We have certainly appreciated the small donations of postage stamps from several of our members, even if they did not specifically request a copy of something be sent them by return mail. We will continue to seek the best way to handle mailings at the lowest possible cost to the OARP.

NARP RELATIONS

OARP has established quite favorable relations with the National Association of Railroad Passengers in Washington, DC. On April 17th, OARP President Dave Marshall, Secretary Tom Pulsifer, and Treasurer Dean Denlinger held a luncheon meeting with Anthony Haswell who is founder and Chairman of NARP. This meeting, held in Dayton, saw a good exchange of ideas and information, not only on the exciting possibilities for increased rail services in Ohio, but also on the future courses of NARP and OARP and how each organization could assist the other.

MAPS/TIPS

Our Cincinnati Maps/Tips has been reprinted due to the huge demand for it. What a great way we can be of service to the rail passenger! Checking out details has held up the release of our Columbus, Canton, Indianapolis and Louisville Maps/Tips but we expect them ALL to be available in sufficient quantity by July first. The Louisville Maps/Tips will include directions to the new "auto-train" terminal!
A sign in a window at the Lima station gives the AMTRAK toll-free number to call, but there’s still no pay phone on the platform, and the building itself is closed to the public.

Denver Union Station accepts cash or credit card ONLY for ticket purchases or checks. Much of the new system was installed recently with the AMTRAK P-2 Corridor service when it came along (soon, we expect).

If you’re going to Louisville to ride the Floridan or take the “auto-train”, remember that Eastern Standard Time is in effect there, one hour earlier than “Ohio” time.

Many travel agencies in Ohio are now handling AMTRAK tickets and reservations. A goodly number are also using our OARP MAPS/IPS to assist passengers boarding AMTRAK trains at Ohio points, also Louisville and Indianapolis.

AMTRAK’s summer timetables were issued May 19th. You can get single copies by writing AMTRAK at 905 L’Enfant Plaza North, S.W., Washington, D.C. 20024 and marking “Timetable Request” on the front of your envelope. Form A (All-America Schedules) is the complete timetable. Form B (Northeast Schedules) covers the Northeast region only. Form C contains the complete Florida schedules. They have card-type folders for specific trains containing its schedule and related info.

You can write “auto-train” at 1801 K Street, N.W., Washington, DC 20507 for complete info on their service from Louisville to Sanford, Florida.

Are you acquainted with RAIL TRAVEL NEWSLETTER? Costs seven cents a year and it comes twice a month and it is LOADED with information. Sent by first class mail so the info is current. We wouldn’t be without it at OARP headquarters. Write Members, Box 2007, Berkeley, CA 94707.

PASSenger TRAIN JOURNAL is a slick paper, quality quarterly which seeks to provide a wide range of opinion on the subject of rail passenger service, here and abroad. Good photos. Write PM at 29 E. Broad St., Hopewell, NJ 08525. Present rates are $1.75 a copy; one year $5, two years $9, three $13.

The best way to get new OARP members is by personal contact. Friends and associates who share our concerns and beliefs that there IS a place for modern and reliable passenger train service within the broad scope of all transportation modes are excellent potential members. Will YOU do your part in spreading the good word? Bring us some new friends!

We have business cards printed in small quantities for any OARP officer, chairman, coordinator, etc. with the new OARP logo, OARP address, and your name, title, and address. You will have to pay for them yourself if you want them. The printer estimates $4.50-4.90 per 100. Secretary Tom Fuksa can take the arrangements for you.
AMTRAK RELATIONS  On Monday, April 22nd, CARP's Cincinnati Area Co-
ordinator, Ron Garner, met with AMTRAK's Cincinnati
Region Sales Manager, Joseph L. Pollard. Pollard
expressed a willingness to meet with CARP's
officers at some future date in Cincinnati. Garner
reported that his talk with Pollard covered a wide
range of topics including AMTRAK advertising, the
Chicago Computer problem, and the Riley operating
problems. Pollard told of a meeting he held several
days earlier with some eighty travel agents in the
tri-state area at which he distributed copies of our
Maps/Tips sheets. Some of the agents requested addi-
tional copies for their customers.

CARP has also established a favorable
relationship with the Public Relations department of AMTRAK in
Washington. Some of the CARP officers hope to be
able this summer to go to Washington for a first-
hand visit to AMTRAK headquarters and Ohio's elected
officials.

FRIENDS? CARP is looking into some good, travel-oriented, but low
cost promotional items featuring our name and logo for our
members, or to use as fund-raisers. Be assured, however,
that your membership dollar will be spent only in ways by
which CARP will stand to gain, or more importantly, in ways
by which rail passenger service will stand to gain.

WOOSTER, OHIO  CARP member Doyle Ditmars has been actively carrying on
a one-man-campaign in efforts at persuading AMTRAK to
restore service to the college town of Wooster on the
Broadway Limited route thru Ohio. We are in receipt of
several newspaper accounts of his work in Wooster and
we only wish that there were many more CARP members
like Doyle Ditmars who would be willing to take the time
and energy to stir up citizen interest in rail passenger
service on the local level.

Others like Doyle? Don't be modest! Let CARP know what
you've done, or are doing, to help the cause.

MEDIA SURVEY  A media survey, prepared largely by Tom Norwalk, was sent
to the entire CARP mailing list on May 6th. Response has
been overwhelming and we thank all of you who responded
so promptly! We are still counting heavily on responses
from all areas of Ohio, so if you haven't sent yours in
yet, please do so right away. It's not too late. Our
relations with the mass media is extremely vital to the
success of our overall efforts.

In the time we have heard about some of our CARP members who have their
own business enterprise featuring rail-oriented products. We'd like to
recognize these members in "the 0:53" so we all might support their
efforts.

AL SQUIRES  (Route 4, 316 Story Hill Road, Medina, OH 44256) is well-
known for his books on NCG, P & O, N & G, CAD and ERIE locomotives
and his quality locomotive prints for framing.

HARRY E. WILSON  (P.O. Box 96S, Dayton, OH 45401). Harry's
ttractive pen-and-ink prints of early America, including two de-
lightful railway depots, are available both as prints for framing
as well as fine art stationery.

Write them directly for details, demonstrations, prices, etc.
BRIEFINGS  ICC briefing sessions on the proposed restructuring of the railroads in Ohio, the Midwest and the northeast will be held in several Ohio cities at various times this summer. These are informational briefings and not hearings, but OARP members are asked to watch for mention of those sessions in your area and attend them if possible. The briefings will include presentation of the Rail Services Planning Office's May 2nd evaluation of the U.S. Department of Transportation's February 1st report. Both RSP and ICC officials and community leaders will explain how public can affect the preliminary plan for restructuring which the U.S. Railway Administration is scheduled to release on October 29th.

ORISKANY Last of OARP's supplies, records and files are now maintained in two locations, at the President's home in Dayton and in the Secretary's home in Xenia. This organization has reached the stage where it can no longer function effectively out of assorted cardboard boxes. Also, our mailing lists have reached the point where they must be systematized and an OARP office code assigned each label. Your President and Secretary, with assistance from other members in the clerical work, will spend many hours this summer getting this office work done so that OARP can run more smoothly and efficiently. OARP hopes to acquire a couple of wood, used, full-suspension file cabinets for centralized storage of all OARP materials. Vital information such as membership and financial records and legal documents will be de-centralized for safe-keeping.

CORRESPONDENCE Our continuing thanks are due to all of you who send us copies of your correspondence with key people involved with rail passenger service. This letter file is of vital importance to us and we appreciate your great cooperation.

CLIPPING OARP takes this opportunity again to thank members who send in clippings of rail-oriented articles from their local papers. Your efforts are strongly appreciated. Please continue to keep an eye out for these items and send them in to us for our files and to report on rail activities from all over Ohio.

SUCTION AT HEAT We've got members in Ohio, also in Georgia, Massachusetts and Oregon, who isn't limiting it to Ohioans. Anyone anywhere who wants to help our cause is welcome to join and lend us support. We need the out-of-stateers just as much as the "natives".

PUBLISHING "the 6.59" is limited to the number of pages we can send for ten cents. It is also subject to being prepared by whatever media is available at the moment as we are dependent on other people's office equipment, time, etc. Rather than to limit information contained for members, your editor prefers to sacrifice a little in the printing method so we could cram a lot into this issue. We're looking for a better way of printing "the 6.59" to give you a better product but at low cost. Been with us.
By the time you read this, DOT Secretary Brinegar may have announced the new AMTRAK route, expected to be one of these four:

- NEW YORK-BOSTON to CHICAGO via BUFFALO-CLEVELAND-TOLEDO
- KANSAS CITY to DENVER
- NEW ORLEANS to JACKSONVILLE via PENSACOLA-TALLAHASSEE
- OGDEN-SALT LAKE CITY to LOS ANGELES via LAS VEGAS

Of course we hope that the choice is the first one listed above.

Cleveland and Toledo could get AMTRAK service by (we are told) the end of 1974 IF the DOT designates the former NYCRR Water-Level Route as AMTRAK’s new experimental route for 1974. Senator Taft is solidly behind better and increased rail passenger service to Ohio and is leading the push for this new AMTRAK route. The schedule would probably list the westbound run leaving the east coast in late afternoon with a morning Cleveland arrival and mid-afternoon arrival in Chicago. Eastbound would see an early-afternoon Chicago departure, mid-evening Cleveland departure, and late morning east coast arrival. Many Ohioans want the train on this route to stop also at Elyria, Sandusky, and possibly Painesville.

There is also talk of extending an existing Empire Service train from Buffalo to Cleveland to provide a daytime New York-Cleveland schedule.

The hang-up with the Boston-Albany service is the replacement of twelve miles of track between Rensselaer and Post Road Crossing, a single track line which was used only by passenger trains (dropped with the advent of AMTRAK) and an occasional local freight. All of the thru freight bypasses the Albany area to the south. The track in question was yanked up over a year ago, but this is a key route for passenger service east of Albany to Boston.

Re-routing the BROADWAY LIMITED from Pittsburgh to Chicago via Youngstown-Cleveland-Toledo-South Bend is being talked up. There are rumors of (as an alternative) a Pittsburgh-Youngstown-Cleveland-Toledo-Detroit daytime train.

Present schedules of the NATIONAL LIMITED and JAMES WHITCOMB RILEY through Ohio are ABOMINABLE! CARP feels that AMTRAK may be deliberately attempting to sabotage these trains so they can take them off sometime in the future. All Ohio stops of the NATIONAL are in the "wee hours" now and the eastbound run is regularly late. Remember the early evening departures and mid-morning New York arrival of this train right when AMTRAK took over? The late-afternoon New York departure with morning Ohio arrivals?

The RILEY is still being re-routed through Indiana and loses one to two hours on its schedule in the process, both ways. If this train had gone to the C&O "Hi-Line" (Cincinnati-Muncie-Peru-Chicago)as once planned, decent operation could have resulted and the high potential Cincinnati-Chicago passenger market would have been restored.

OARP officers and members have written AMTRAK and their legislators about the schedules of the NATIONAL and the RILEY but instead of more decent arrival and departure hours and better on-time service, it gets worse and more ridiculous. OARP members should RAISE H--- with the present scheduling and operating conditions which are further discouraging patronage from Ohio points on these obviously needed trains! 

continued . . . . . .
If AMTRAK says that the NATIONAL schedule must stay as it is, the least they could do is provide a BROADWAY LIMITED connection from Cincinnati, Dayton and Columbus to Pittsburgh with through coaches and sleepers to give us Buckeyes a "decent" schedule to and from the east.

Two rail passenger service corridors are actively being talked up and planned for in Ohio. They are CLEVELAND-COLUMBUS-CINCINNATI (3-C) and CLEVELAND-YOUNGSTOWN-PITTSBURGH (CYP). Many proposals have been submitted by various groups and individuals; cost studies are being made. It seems that everyone is involved in some way, PUCO, AMTRAK, the railroads, the legislature, consumer groups, research groups, as well as OARP. The big hang-up centers around refurbishing the track and who is going to pay for it. Admittedly the track on the 3-C route is in lousy shape. A train today would need ten hours to negotiate this corridor from Cleveland to Cincinnati! A 4½ or 5 hour schedule is an absolute necessity if passenger service on this line is to survive.

The Ohio legislature is steadily growing anxious for rail service in these corridors, but are proceeding very cautiously (or not at all) because $$$ is involved. And again, WHO should pay for fixing up the right of way and HOW MUCH should it cost? Cost estimates to date, to our knowledge show vast differences of opinion. It looks like we need a professional independent to come in to come up with the real figures.

Plans for service range from a one train a day each way schedule, using refurbished Budd Rail Diesel Cars and connecting with the hopefully restored New York-Chicago service at Cleveland, to an exciting and ambitious plan for six trains a day each way on the 3-C and three a day each way on the CYP, using 3-car articulated diesel train sets now in use in similar intercity operations in Germany. OARP has also proposed a schedule between Cleveland, Columbus, Cincinnati and Louisville as an Ohio section of AMTRAK's FLORIDIAN, using standard equipment and through cars.

Whatever plans are finally accepted, the obvious key to the success of these corridors in Ohio is that the PEOPLE are there that WILL USE the trains IF THE SERVICE IS MADE ATTRACTIVE AND CONVENIENT TO THEM.

The next page contains some sample schedules from various proposals for the 3-C and CYP Corridors, the FLORIDIAN connection as well as possibilities for the Lake Shore Route connections.

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NOTICE! We've sent everyone on our complete mailing list a copy of this issue of "the 6:53" whether or not you're a member of OARP. We hope you can tell by now we're not a fly-by-night outfit and that we WILL continue and WILL do more and better as time passes.

What we're trying to say as nice as we can is that it's a bit unfair to all those who've paid their $5 dues if we continue to send "the 6:53" to those who haven't contributed. To the undecided, we ask you to join OARP now, so we can count you among our supporters, and so you'll continue to receive "the 6:53" and other mailings uninterrupted. Once the mailing lists are coded this summer, non-members who have received the first two issues will be cut from the mailing list for "the 6:53".

OARP members need not worry about membership renewal until you get a renewal notice by mail (starting 1st quarter of 1975).
### OHIO-FACTORY SCHEDULES (Local Time)

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### OHIO-PA W REN-YOUNGSTOWN-PITTSBURGH (Local Time)

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### CONDENSED THRU-SERVICE SCHEDULES (Local Time)

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A - self-propelled "corridor" train equipment
D - Pittsburgh-Detroit thru train, self-propelled equipment
E - Empire Service extension to Cleveland, standard equipment
L - New York-Chicago thru train; standard equipment
S - Cleveland-Louisville FLORIDIAN connection, standard equipment