



THE

JANUARY 1976

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

S. 53

issue 9 -- thomas r. pulsifer, editor

TOLEDO IS THE PLACE TO BE ON SATURDAY, FEBRUARY 7th! The annual OARP MEETING and ELECTION OF OFFICERS will be held at 10:30am.

The NARP REGION VI MEMBERSHIP MEETING and ELECTION OF THE BOARD OF DIRECTORS will take place at 1:30pm following lunch on your own. All meetings (the Michigan ARP also plans to meet in the morning) will be held at the COMMODORE PERRY MOTOR HOTEL, in downtown TOLEDO

the corner of Superior and Jefferson. A map appears elsewhere in this issue. NARP Region VI comprises all of Ohio and Michigan, plus western Pennsylvania. The featured guest speaker for the NARP

Meeting will be: **NARP's Assistant Director, ROSS CAPON**

All attending will be asked for a donation to help cover the expenses of the meetings, arrangements being made by OARP.

MEETING NOTICE

LATE BREAKING NEWS

Amtrak's new Washington-Denver train will be delayed until at least November 1st...

...Amtrak ran the Broadway in two sections daily between Chicago & Harrisburg over the Holidays thru January 5th.....Over the counter ticket sales at Amtrak's new Lakefront Station in Cleveland for November are reported at \$76,000.....

The Lake Shore Limited gained a full dining car, in addition to the lounge, in late December.....The Dayton Area Rail

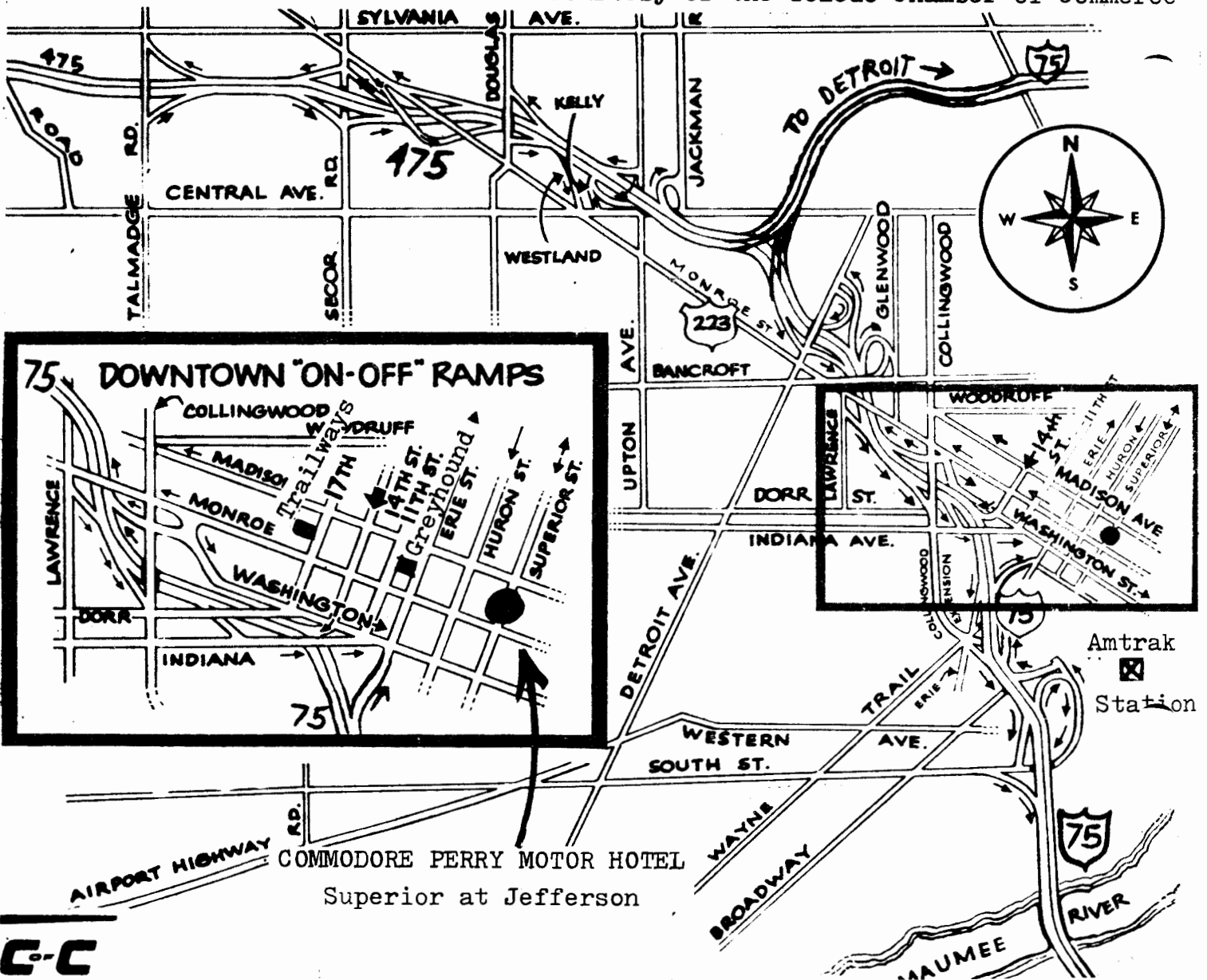
Transit light-rail project has hit rough going with UMTA regarding funding, but DART proponents (some are OARP members) are hanging in there and hope for an improvement in the situation.

.....Canton may get a new station this year, possibly on a completely new site.....Amtrak is reportedly considering very actively a Detroit-Toledo-Lima-Dayton-Cincinnati-Louisville section of the Floridian; and rumor has

it that the Cleveland-Toledo-Chicago corridor could rate a second train before the year is out.....A Buffalo-Erie-Cleveland extension of the Empire State Express is being talked up in these cities.....Amtrak is reportedly disgusted with ongoing delays over use of city-owned Cincinnati Union Terminal; may be forced to build another new station elsewhere in the Queen City.....

THOSE DRIVING TO THE OARP/NARP MEETINGS ON FEBRUARY 7th MAY FIND THIS MAP OF ASSISTANCE...

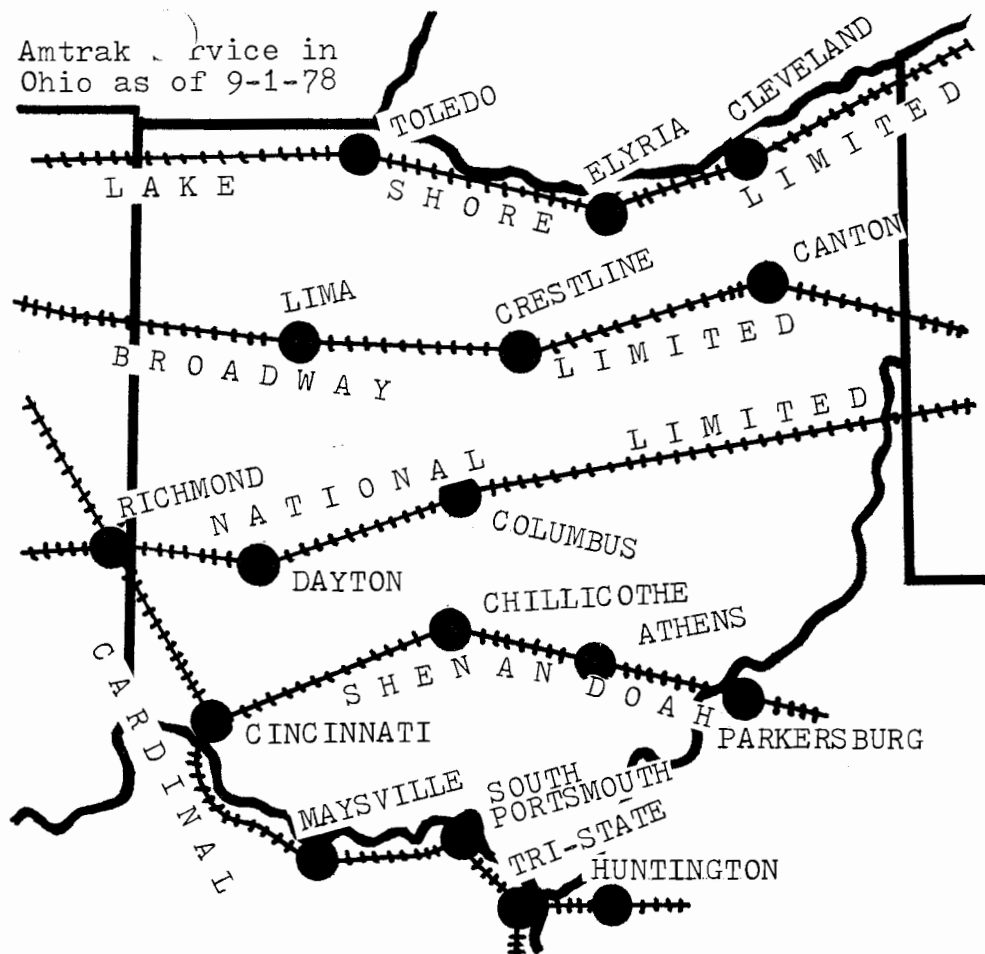
courtesy of the Toledo Chamber of Commerce



STATE ISSUE 8 -- The unfortunate defeat of Issue 8 in November is now history. What can we say to our members but THANKS for trying hard. We're not that discouraged! Neither are state officials; believing this will only be a temporary set-back. OARP has received copies and clippings of some fine letters that members sent to newspapers on behalf of Issue 8. As many voters put it; there were just too many things to vote on, and too much of what was there was blatantly negative. No wonder the average impatient voter just said no-no-no- to everything!

Perhaps the most asinine opposition (to our knowledge) came incredibly through erroneous information distributed by the powerful Ohio Education Association. Issue 8 was mistakenly listed along with Issues 2, 3, 4 & 5 on material sent from the Springfield OEA UniServ Regional Office to all local education associations in Clark and Greene Counties. OEA urged a NO vote on these issues. Your Secretary/Ed (a teacher and OEA member) made some hasty calls and learned that Issue 1, instead of 8) should have been listed! An immediate correction was demanded, but he later learned that not all schools were even notified of the mistake, and that some schools made note of the correction by haphazard PA announcement, not as a written memo to all OEA members/teachers.

Amtrak Service in
Ohio as of 9-1-78



RICHMOND, IN - Richmond is served by TWO Amtrak routes and TWO unattended Amtrak stations. Parking at both stations is free but very limited. Neither area is too secure and we do not recommend long-term parking, though both stations are routinely patrolled. Check locally. No food services. Poor to non-existent night lighting at both locations.

TOLEDO - Central Union Terminal houses Amtrak and there's a nice lunch counter in the station. City bus service. Watch the one-way streets near the Terminal. Free parking; best to check with agent regarding long-term parking. Ramps or stairs to/from trains.

OARP HOPES YOU'LL HAVE A GREAT TRAIN TRIP!!

WHAT YOU CAN EXPECT AT THESE AMTRAK STATIONS:

CANTON - Nice, new facility opened in the spring of 1978. Vending machines. Free parking in well-lighted lot. Long trains sometimes must make "double stops" for passengers. Trainmen will advise.

CLEVELAND - New, modern station was opened in 1977. Free parking; but if you enter via the Muni Lot, save your receipt and get refund from the Amtrak agent. Vending machines. RTA bus nearby.

COLUMBUS - New, temporary station opened in 1977. Free parking. Vending machines, COTA bus service (c. 5:30a-10:00p) on High St. Note that the station is closed between 3:00p-10:30p.

CRESTLINE - Conditions worse than primitive. No shelter from the elements. Plenty of parking space in lot east of station. Notify Police if you plan to leave car for some time. They'll watch it.

DAYTON - Only short-term metered parking available. Ask agent about long-term parking. No food service, just cold water. Easy 4-5 block walk to downtown, convention center, hotels, bus station.

ELYRIA - Nice, modular facility serves as station. Free parking. Area patrolled and reasonably secure. Station is just east of downtown Elyria. City is very supportive of its Amtrak service.

ERIE, PA - Northeast Ohioans will find I-90 and Peach Street as easy route to get to the Amtrak station at Erie. Paid parking only. Vending machines. Station is right in downtown Erie.

FORT WAYNE, IN - Station is in downtown Fort Wayne, convenient for passengers from western Ohio points. Free parking. Vending machines. Check with agent regarding long-term parking here.

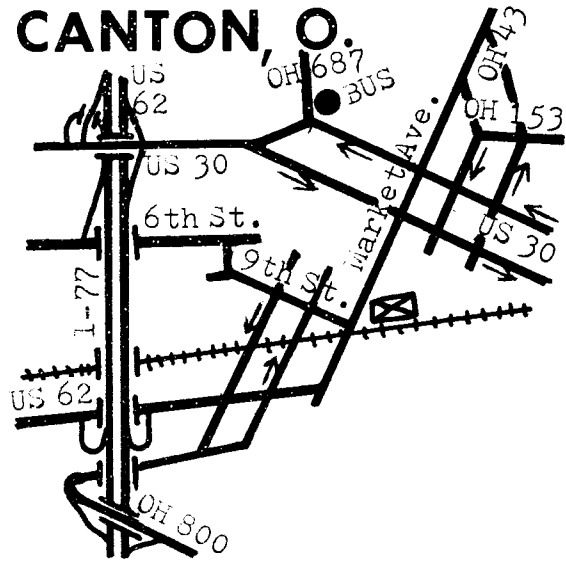
INDIANAPOLIS, IN - Historic Union Station is only 3 blocks from the heart of downtown. Paid parking only, consult agent on long-term parking. Vending machines. Restaurants nearby.

LIMA - OARP assisted in getting the former PRR depot spruced up and reopened. Adequate short and long-term parking. Vending machines. Area is patrolled and reasonably secure. Easy access.

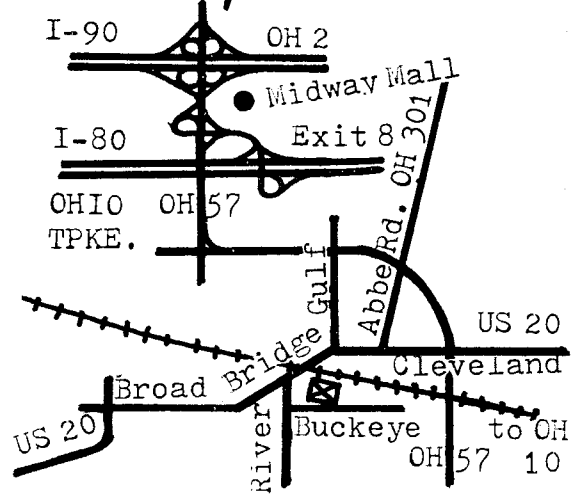
PITTSBURGH, PA - The former Pennsylvania Station now serves Amtrak, Greyhound and Trailways. Vending machines. Limited free parking. Ask agent about long-term parking.

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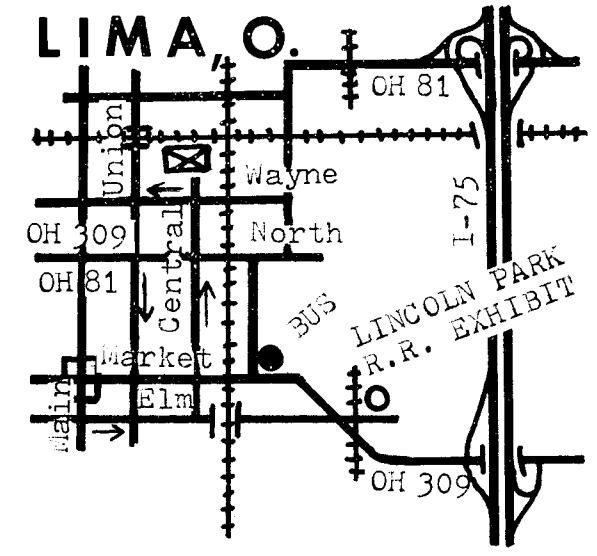
CANTON, O.



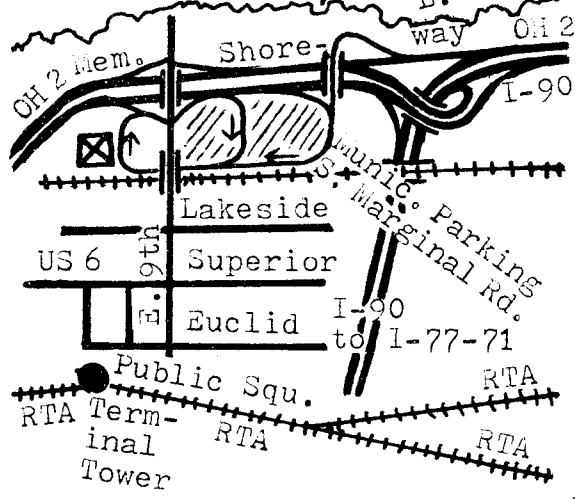
ELYRIA, O.



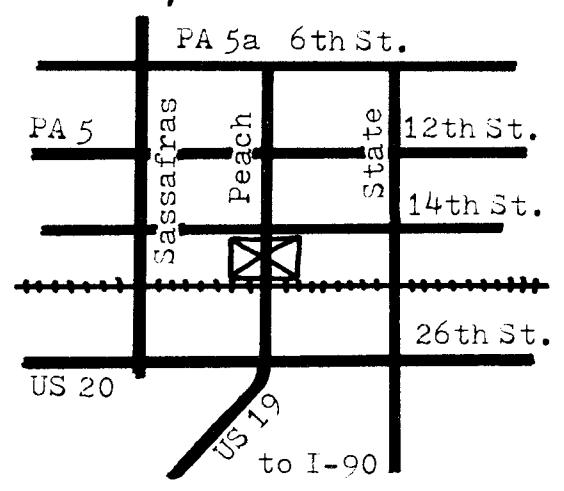
LIMA, O.



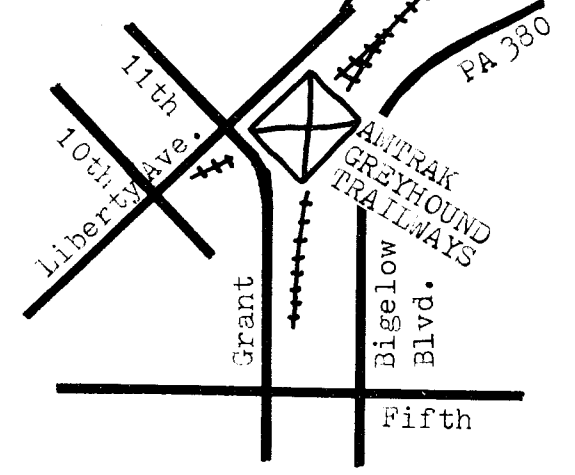
CLEVELAND, O.



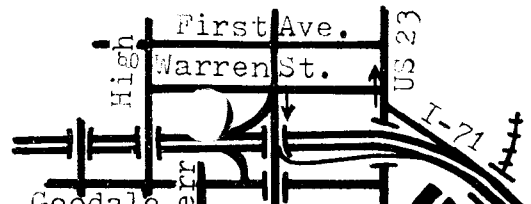
ERIE, PA.



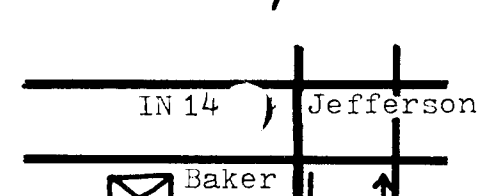
PITTSBURGH, PA.



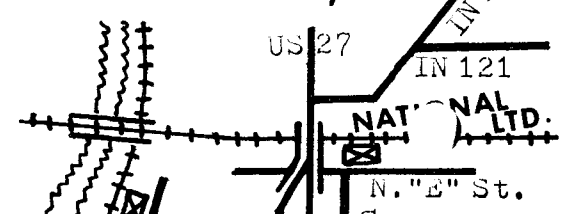
COLUMBUS, O.

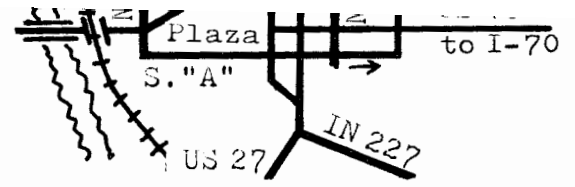
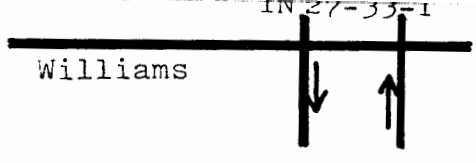
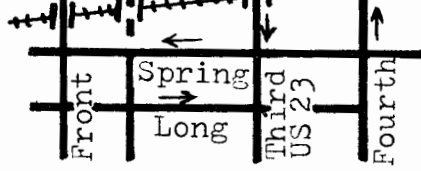


FT. WAYNE, IND.

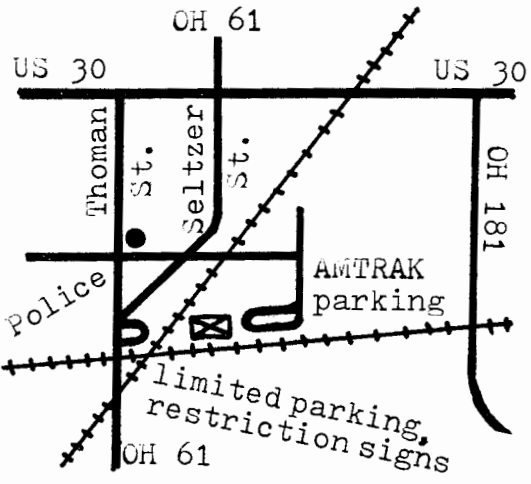


RICHMOND, IND.

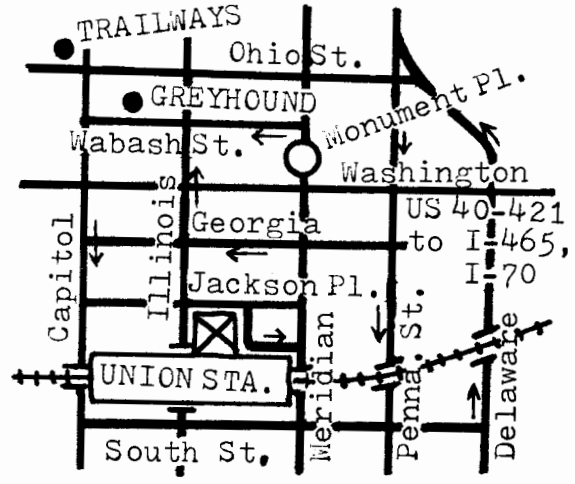




CRESTLINE, O.



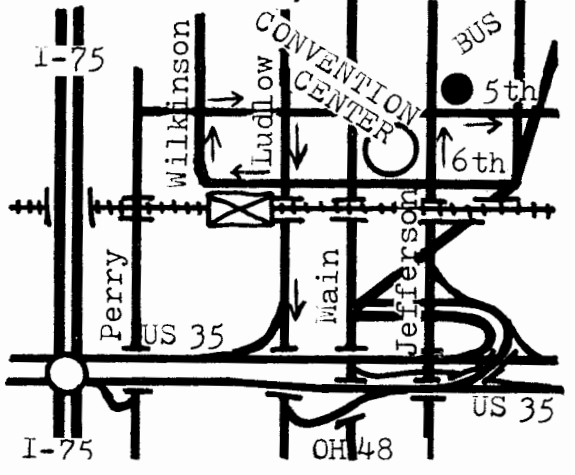
INDIANAPOLIS, IND.



TOLEDO, O.



DAYTON, O.



REGARDING THIS FOLDER:

ALL MAPS are arranged so that NORTH is to the top of this page.

AMTRAK STATIONS are all shown as 



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

This folder was prepared 100% by volunteer efforts. We've tried hard to make it as helpful and accurate as possible, as of the 9-1-78 printing date.

IT WILL HELP US a great deal if you, the user of this folder, will convey to OARP any comments or suggestions you may have for its improvement.

We're an organization of concerned citizens, supported only by membership dues and donations, working to promote rail travel and for improved and expanded rail passenger services in and through Ohio. Write us for our membership brochure. New members: \$5 for your first year. \$10 annually thereafter.

AMTRAK RAIL PASSENGER STATIONS - ATTENDED

CANTON, OH 216-452-3444
846 Market Ave. South
open 10:30p-7:30a daily, 7:30a-4:30p Mo-Tu-We

CLEVELAND, OH 216-696-5115
200 East Memorial Shoreway
open 6:30a-12:00m daily

COLUMBUS, OH 614-224-0440
225 East Swan Street
open 10:30p-3:00p daily

DAYTON, OH 513-228-3070
130 West Sixth Street
open 7:30a-12:00m daily

ELYRIA, OH 216-323-1300
E. Bridge St. at E. River St.
open 7:30a-10:30a and 9:00p-12:00m daily

ERIE, PA 814-452-2177
14th at Peach Street
open 9:30a-6:00p and 11:30p-7:00a daily

FORT WAYNE, IN 219-422-5834
231 West Baker
open 6:00a-8:00p daily

INDIANAPOLIS, IN 317-269-6728
39 Jackson Place
open 6:00a-12:00m daily

LIMA, OH 419-225-3383
424 North Central Street 3:00p-10:30p WeThFr
open 7:00a-3:00p daily, 7:30p-9:30p Sa Su Mo Tu

PITTSBURGH, PA 412-471-8752
Liberty and Grant Streets
open 24 hours daily

TOLEDO, OH 419-246-0159
415 Emerald Street
open 8:00a-11:00p daily

AMTRAK RAIL PASSENGER STATIONS - UNATTENDED

CRESTLINE, OH toll-free 800-621-0317
Ohio Rte. 61 (S. Seltzer St.)

RICHMOND, IN toll-free 800-621-0353
10th & North E Sts. (National Limited)
300 North 3rd at C Sts. (Cardinal)

All information contained in this folder is subject to change without notice. OARP cannot accept liability for inconvenience, expense or damage resulting from informational errors.

OARP 1

RAIL

TRAVEL

GUIDE

FOR
AMTRAK'S
LAKE SHORE
BROADWAY
&
NATIONAL
LIMITED
ROUTES

TO OHIO AND ADJACENT STATES



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

CONRAIL IS COMING! ---- The Final System Plan for restructuring the bankrupt railroads of the Northeast and Midwest went into effect November 9th. It was the signal for the Consolidated Rail Corporation (ConRail) to proceed with the organization of a railroad system spread over 17 states. ConRail has established temporary headquarters at 1818 Market Street in Philadelphia, about a block from PC headquarters. It is proceeding to work on the enormous number of details involved in combining the rail properties and operations of the Penn Central, Jersey Central, Lehigh Valley, Lehigh & Hudson River, Ann Arbor, and small parts of the Erie-Lackawanna and Reading.

Chessie System has agreed in principle to buy about 2,000 miles of the E-L and the Reading, plus some PC lines in the Charleston, WV, area, for a total of \$54.5 million. Other solvent roads are considering offers to purchase sections of the bankrupt lines. It is estimated that the region's rail freight traffic will be divided as follows; 37% to ConRail, 32% to Chessie, 21% to the N&W, and 10% to smaller solvent railroads.

Under the present timetable, ConRail will take control of operations and properties on or about February 27, 1976. It is possible that this date may be moved up to March 1st, even possibly later. Any serious delay will put ConRail well into the 1976 construction season, delaying the vitally needed upgrading of track and facilities, thus upsetting also ConRail's operating and financial plans, making it more difficult for ConRail to meet its projected performance objectives.

There are about 5,700 miles of light-density branch lines not included in the Final System Plan drawn up by the U.S.R.A. State and local governments can arrange for continued service on any of these lines by paying 30% of the operating losses. The Federal Government will pay 70%. The Regional Rail Reorganization Act of 1973 authorizes \$180 million of Federal funds over a two-year period for this purpose.

RIDE AMTRAK'S LAKE SHORE LIMITED TO THE OARP/NARP MEETINGS:

We are expecting that many OARP and NARP members from the northeastern Ohio - western Pennsylvania area will want to take the opportunity to ride the Lake Shore Limited to and from Toledo on Saturday, February 7th. PLEASE NOTE THAT YOU MUST MAKE YOUR OWN TRANSPORTATION ARRANGEMENTS WITH AMTRAK AND WE ADVISE THAT YOU MAKE YOUR RESERVATIONS SOON!

Lv ERIE, PA	5:15a	Lv TOLEDO, OH	8:50p	R.T. fare
CLEVELAND, OH	7:30a	Ar ELYRIA, OH	10:40p	\$ 9.00
ELYRIA, OH	8:10a	CLEVELAND, OH	11:20p	\$12.00
Ar TOLEDO, OH	9:50a	ERIE, PA	1:25a	\$22.00

call AMTRAK from OHIO 800-621-0317, from PA. 800-562-5380

Fare and schedule information is subject to change.

BY BUS TO TOLEDO? ---- Due to the financial risk involved, OARP will not undertake the charter of a bus this year to the annual meeting. Greyhound provides good schedules between Columbus-Marion, Cincinnati-Dayton-Lima-Findlay and Toledo with connections from other cities. Again, if you choose the bus, YOU MUST MAKE YOUR OWN TRANSPORTATION ARRANGEMENTS!

CAR-POOL, ANYONE? ---- If you are interested, OARP's officers and regional coordinators will attempt to arrange car-pools to Toledo on February 7th. We suggest that you call the person living closest to you, and OARP will do the best it can to coordinate rides and riders to and from Toledo. See OARP DIRECTORY elsewhere in this issue for names, addresses and phone numbers of officers.

We may still get governmental intervention in one form or another before the 27th of February. All aspects of the ConRail situation remain very complex. Our next issue will attempt to detail the impact of ConRail upon rail passenger service and Amtrak.

NOTICE

The Trustees of Penn Central Transportation Company hereby give notice, pursuant to Section 304(a) of the Regional Rail Reorganization Act of 1973, of their intention, effective February 27, 1976 to terminate all rail service on the C&X Branch between Spring Valley (Milepost 61.4) and Waynesville, O. (Milepost 68.9) in the State of Ohio. In the Final System Plan adopted under the terms of the 1973 statute the line to which this notice relates is not designated for continued operation by Consolidated Rail Corporation or any other carrier.

Copies of materials and information bearing on the value of this line of railroad and upon the revenues and expenses associated with its operation in recent years (prepared in conformity to regulations of the Rail Services Planning Office of the Interstate Commerce Commission) are on file at the Penn Central Transportation Company offices in Room 301 Amberlawn Bldg., 7710 Reading Rd., Cincinnati, Ohio 45237, where such data may be examined by interested persons during regular business hours.

ROBERT W. BLANCHETTE,
RICHARD C. BOND AND
JOHN H. MCARTHUR,
TRUSTEES OF THE PROPERTY
OF PENN CENTRAL
TRANSPORTATION COMPANY,
DEBTOR.

-- and think, this was once the Columbus-Cincinnati mainline of the Pennsylvania Railroad -- Has an almost grade crossing free entrance to downtown Cincinnati -- Closest rail line to Kings Island Park -- Direct freight link to the L&N(Family Lines) -- Would provide an excellent bypass freight route to relieve the congested 3-C Corridor Line through Dayton -- Axed on the sole basis of local freight business.

ISN'T ANYBODY LISTENING?

NO FURTHER WORD YET --

-- on the planned re-route of the National Limited from Dayton to Indianapolis via Cincinnati; nor the plan to reroute the Riley through Oxford and Hamilton, OH, via the ex-B&O line.

-- and the National's schedule is still a concern of OARP.


OARP President Dave Marshall has been contacted by Ohio Department of Transportation Director Richard Jackson. OARP has been given the opportunity to nominate a person (or persons) for consideration as fifth member of the Board of the newly created Ohio Rail Transportation Authority. In his conversation with Marshall, Jackson expressed the view that the Ohio Rail Transportation Authority would be wise to have a consumer representative on the Board.

Any OARP member who can suggest a nominee, or who himself/herself would like to be considered, please contact OARP President Dave Marshall immediately. His business phone (Ziebart of Dayton) is 513-222-1215 and his home phone in Dayton is 513-252-0481. Or, you may write him c/o OARP, Box 653, Xenia, OH, 45385.

The Ohio Rail Transportation Authority will deal specifically with the planning and implementation of modern, high-speed passenger train service in the 3-C (Cleveland-Columbus-Cincinnati) as well as the Toledo-Cleveland-Youngstown-Pittsburgh corridors. Since the Authority as yet has no money with which to function, the Board appointment will probably not be made until sometime this Spring.

IT'S NO SECRET that NARP is having financial difficulties; and, if NARP is lost, the voice of the public will also be lost! Washington is where all major transportation policy decisions are made. NARP is the ONLY voice in Washington speaking for the best interests of all of us who want and will use good rail passenger service. The primary concern of local groups, such as OARP, is local and statewide rail issues; and, we can then speak more effectively through NARP to the people in Washington who shape national policies. We are aware that many of our OARP members are already NARP members. Remember, NARP IS OUR VOICE! We need the well-qualified, full-time NARP staff working with and for us. And most important; rail passengers do not have big lobbying funds to speak for them. Dues and contributions are the only means NARP (and OARP) have to keep the vital work going. PLEASE, JOIN NARP NOW IF YOU'RE NOT ALREADY A MEMBER. NARP DESPERATELY NEEDS YOUR SUPPORT

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
417 New Jersey Ave., S.E. • Washington, D.C. 20003



Yes, I want to join in your efforts to help modernize and expand rail passenger service. My remittance for a year's membership, which includes a monthly newsletter and other material, is enclosed.

Contributing \$10 Participating \$25 Sponsor \$50
Sustaining \$100 Life \$500 or more

Mr. _____
Mrs. _____
Miss _____

(Please print) Address _____
City _____ State _____ Zip _____

OARP653

BULLETIN! Effective November 30th, Amtrak revised the schedule of Train #40, the eastbound Broadway Limited, making departures from Lima, Crestline and Canton up to fifteen minutes earlier than shown in the Oct. 26th East-Midwest Timetable which has received wide distribution.

Please be advised the train now leaves LIMA at 8:29pm (not 8:39), CRESTLINE at 9:47pm (not 10:02), and CANTON at 11:38pm (not 11:53)! Chicago departure and New York arrival times are unchanged. Other intermediate stations have some slight adjustments in time. Westbound Train #41's schedule is unaffected by this change.

BROADWAY LIMITED UPGRADED -- Amtrak's heavily patronized Broadway Limited is sporting a new image. Included in the upgrading of this popular train are: a new routing for the Washington section (it now serves Philadelphia's 30th St. Sta. and Wilmington); new uniforms for train personnel; hot hors d'oeuvres for first class passengers; morning newspapers for passengers; new menus; wake-up coffee and orange juice; and a lengthened, although more realistic, schedule. Both the New York and Washington sections now carry a Slumbercoach. The Washington section now carries improved dining facilities with full meals available.

DID YOU KNOW ? that Amtrak NEWS (Nov. 1, 1975) reprinted Ron Garner's account of his Floridian derailment experiences which appeared as a feature of our November "6:53".

that the National Limited generally appears at its Ohio stops right on time now that its schedule has been heavily padded; and that some passengers, wrongly assuming that the train is "always late", are showing up at Dayton and Columbus after the train has pulled out---on time!

that Sunday, November 30th, saw the heaviest usage of Amtrak trains on the New York - Boston line in ten years; with many trains operating in two or even three sections, some with twelve cars---all full!

that OARP's handy How-To-Find-The-Station maps are in good supply for Cleveland-Elyria, Toledo-Lima, Canton-Crestline, Dayton-Columbus, Cincinnati-Louisville, Tri-State Station(KY)-Huntington(WV), Muncie-Richmond, and Indianapolis. It helps us a great deal if you send a stamped, self-addressed envelope (legal size) with your request for maps.

OARP BADGES (got yours yet?) WILL BE AVAILABLE AT THE FEBRUARY MEETING, reports OARP member and badgemaker Joe Schwieterman (Box 13, Rolfes Road, Maria Stein, OH 45860). Joe says he has sold about 50 OARP badges so far and expects many will buy one at the Toledo OARP/NARP Meeting. You can still order badges by mail from Joe. They're 55¢ each or 2 for \$1; and please send a postage stamp for each badge you order. Remember to send your badge order directly to Mr. Schwieterman, not to the OARP "office" in Xenia.

OARP's TREASURY is still low. We will just barely meet expenditures (printing and postage) for this issue of "the 6:53" and cover expenses of the annual meeting February 7th. We are getting in quite a few new OARP members, especially from northern Ohio. It would help us if, when you receive your membership renewal letter, you would respond promptly, and upgrade your membership classification if you can. The extent of OARP's efforts depend on your financial support through your membership dues or donations. Our thanks to all who HAVE increased their support of OARP!

Inaugural Train Celebrates Lake Shore Limited Service



—Blade Photo

TOLEDOANS CROWD CENTRAL UNION TERMINAL PLATFORMS TO WELCOME AMTRAK'
LAKE SHORE LIMITED INAUGURAL SPECIAL TO OHIO! photo: Toledo Blade

Although the skies over northern Ohio were gray and gloomy on the 28th of October, there was an abundance of sunshine and smiles on the faces of the thousands of Ohioans who turned out to welcome the Lake Shore Limited that afternoon. Waving spectators, young and young-at-heart, lined the route across Ohio---in the cities, the towns, at country grade crossings, in school and factory yards, and from the doorways and porches of their homes near the tracks. Bands and excitement, welcoming speeches and much enthusiasm greeted the inaugural run at the Toledo, Elyria and Cleveland station stops.

Surprisingly, Elyria generated the largest crowd on the entire run! Chamber of Commerce officials passing out Amtrak buttons, balloons, paper engineers' caps and literature folders exhausted their supply nearly 45 minutes before the train was due! But, no matter; loud cheers went up from the huge crowd as the red, blue and silver streamliner pulled into the new station---right on time.

Searchlights welcomed the special into Cleveland at dusk and the peak of the rush hour. A disappointingly small but enthusiastic crowd was on hand to hear remarks from such notables as Amtrak's Reistrup, Ohio Senator Taft, Mayor Perk and Al Chesser of the UTU. "Clevelanders, this is our train!" declared Al Mladineo, whose independent Grassroots-for-Amtrak movement dramatically brought Amtrak to the attention of the greater Cleveland area in the past few years.

Many OARP members, officers and associates were on hand at the station stops and on board the train. OARP President Dave Marshall rode the inaugural special from Toledo all the way to Albany. Our thanks go out to all OARP people who came out to welcome the train, with our special thanks to ALL who worked hard to bring the Lake Shore Limited to Ohio!

WASHINGTON, DC (12-09-75) -- Amtrak's newest train, the Lake Shore Limited, linking Chicago with Boston and New York via Cleveland, carried 9,140 passengers during the first half of November. For the entire month, on-time performance for the Chicago-New York section was 70 per cent. The Chicago-Boston segment operated with a 93.3 per cent on-time record.

"All of us at Amtrak are encouraged by the ridership," said Amtrak President Paul H. Reistrup. "Every day about 300 people are boarding the Lake Shore Limited in each direction. Our intermediate business is strong along with our connecting traffic through Chicago," continued Reistrup.

Amtrak expects ridership to remain heavy through the Christmas and New Year travel period. Substantial bookings have been made on the Lake Shore Limited, Amtrak reported, with additional reservation requests being received each day.

As with other trains in its system, Amtrak has already programmed additional cars for the train during the holiday period, with extra coaches operating on both the Boston and the New York sections.

Amtrak said heaviest travel so far has been between selected city-pairs, including New York-Albany; Cleveland-Chicago; Toledo-Chicago; New York-Rhinecliff; and South Bend-Chicago. Although figures for each station are not yet available, Amtrak said there are passengers on and off the train every day at every station.

"While we're happy with the high level of ridership, we're not surprised," said Reistrup. "We're operating a good train through a very populated area." Factors that influence the strong passenger interest, according to Amtrak, include the new easy-to-use reservations system; the ability to purchase tickets conveniently through local travel agencies; dependable on-time train performance; the advertising and promotional campaign; and the new or renovated station facilities in most communities along the route.

OARP has received quite a few letters and calls from members who have ridden the Lake Shore Limited. Generally they have raved about the velvet-smooth ride (especially west of Cleveland) and the dependable on-time performance (often arriving at some stations up to 20 minutes early). The only complaint has been about the insufficient dining car capacity causing long waits before being seated. We are told that Amtrak will assign larger capacity diners to the train as soon as the equipment becomes available. Nearly 200 individuals wrote to OARP during November and December requesting our How-To-Find-The-Station maps for cities on the Lake Shore Limited route in Ohio.

NEW YORK/BOSTON - ALBANY - CLEVELAND - TOLEDO - CHICAGO

Read Down (Local Time) Read Up

New! The Lake Shore Limited					
Operates Daily Effective October 31					
49		Train Number		48	
Miles		Type of Service			
6 15 p	0	Dp	NEW YORK, NY (Grand Central Terminal) (EST)	Ar	12 15 p
r 7 05 p	33	Ar	Crotton-Harmon	Dp	d 11 22 a
r 7 12 p	33	Dp		Ar	d 11 15 a
r 7 55 p	73		Poughkeepsie (Highland)		d 10 29 a
8 10 p	86		Rhinecliff & (Kingston)		10 14 a
8 32 p	113		Hudson		9 52 a
9 05 p	141	Ar	ALBANY-RENSSELAER, NY	Dp	9 25 a
Through Cars Boston-Chicago					
No. 449					No. 448
2 40 p	0	Dp	BOSTON, MA (South Station)	Ar	4 20 p
r 2 45 p	1		Boston (Back Bay Station)		d 4 18 p
3 17 p	21		Frammingham		3 36 p
3 44 p	44		Worcester		3 00 p
4 52 p	98	Ar	SPRINGFIELD	Dp	1 27 p
4 57 p	98	Dp		Ar	1 22 p
6 32 p	149		Pittsfield, MA		11 58 a
9 02 p	218	Ar	ALBANY-RENSSELAER, NY	Dp	9 35 a
9 25 p	141	Dp	ALBANY-RENSSELAER, NY	Ar	9 05 a
11 16 p	238		Utica		7 16 a
12 00 m	286		SYRACUSE		6 25 a
1 33 a	372		ROCHESTER		4 57 a
2 45 a	438	Ar	BUFFALO, NY	Dp	3 45 a
2 55 a	438	Dp		Ar	3 35 a
5 15 a	526		Erie, PA		1 25 a
7 30 a	621		CLEVELAND, OH (Lakefront Station)		11 20 p
8 10 a	645		Elyria (Lorain)		10 40 p
9 50 a	727	Ar	TOLEDO, OH	Dp	8 80 p
10 00 a	727	Dp		(Central Union Terminal)	Ar
1 15 p	860		Elkhart, IN		5 35 p
1 40 p	875		South Bend, IN (South Shore Line Sta.) (EST)		5 10 p
2 40 p	961	Ar	CHICAGO, IL (Union Sta.) (CST)	Dp	2 15 p

SERVICES

The Lake Shore Limited New York/Boston-Chicago

Complete Dining and Beverage Service

Lounge Service

Sleeping Car Service

Coach Service—Reserved and Unreserved Seats—Reservations required except between New York and Albany

Baggage Service—Checked baggage handled (except at Frammingham, Worcester, Pittsfield, Crotton-Harmon, Poughkeepsie, Erie, Elyria, and Elkhart)

REFERENCE MARKS

- * - All-reserved train.
- - First-Class Service available.
- X - Complete Dining and Beverage Service.
- ⊗ - Checked Baggage Service; consult Services listing or agent.
- ⊕ - Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains; if no agent on duty at train time). Assistance with baggage will be provided by on-train attendants.
- d - Stops to discharge passengers.
- a - Stops on signal to receive or discharge passengers. If possible, please give advance notice to agent or conductor so necessary arrangements can be made.
- r - Stops to receive passengers.

SEE YOUR AMTRAK TRAVEL OR TICKET AGENT



REPORTS FROM NORTHERN OHIO -----

Despite a rumor which reported that the Erie-Lackawanna would axe the Cleveland-Youngstown weekday commuter train on November 25th the train is still running. A check with E-L officials at their Hoboken (NJ) Terminal offices shows that the Cleveland commuter train is safe "for the time being" (probably through April or May). By then this portion of the E-L will presumably come under Chessie System control and the State of Ohio may by then have the power to arrange some sort of subsidy for this rail commuter service. OARP and NARP have actively argued in favor of continuing these trains and will continue to monitor developments. This service should be integrated into plans for expanded, high-speed Cleveland-Youngstown-Pittsburgh "corridor" rail passenger service.

Bill Snorteland commented on the "picketing" of the Lake Shore Limited at Cleveland on October 31st. About 150-200 commercial bus line employees were bussed to the Lakefront Station to protest and picket against what they said was unfair subsidization of a competitor (Amtrak) with their tax dollars. They said that the subsidy makes rail service cheaper than bus service and that threatens their jobs. Greyhound employees claimed their company pays its own way with road and gas taxes and were very quick with memorized figures and statements supporting their views. Two obvious items that weren't brought up at the protest; one was what percentage of the total cost of the Interstate Highway System (450 billion) Greyhound had paid through taxes and users' fees, the other was why the bus people didn't stage the protest rally at the inaugural run ceremonies when all the officials were present. It was at the inaugural ceremonies that Paul Reistrup stressed cooperation between Amtrak and Greyhound. That call seems to have fallen upon deaf ears!

PARKING PROBLEMS CROP UP AT LAKE SHORE LIMITED ROUTE STATIONS IN OHIO!

CLEVELAND - To get into the Amtrak Lakefront Station you must pass through a Cleveland Municipal parking lot (coins, please) but if you'll drive by the little shanty where the attendant sits, he'll give you a receipt and the Amtrak ticket agent will then refund your parking charge when you present the parking lot receipt. At train time, the City will NOT make you pay to pass through their lot enroute to the separate Amtrak lot. OARP is urging an improvement in this "access" set-up. A special RTA bus now operates from Public Square to the Lakefront Station and back, connecting with the Lake Shore Limited, with daily service.

ELYRIA - The Amtrak lot holds seven cars. Elyria officials and OARP have written to Amtrak urging an immediate enlarging of the station lot to accomodate a minimum of 25-30 vehicles! Rev. Bob Wickens says there's a traffic jam every day at train time; that use of the Elyria station has been "just fantastic---far surpassing what we'd ever hoped for". We are advised that Amtrak is giving this parking space situation fairly high priority. We also want to report that to our knowledge there have been no complaints of vandalism to cars or property at the unmanned Elyria station since it opened on October 31st. Police patrol it regularly.

TOLEDO - One OARP member was slapped with a (get this!) seven-dollar parking violation ticket for pulling up alongside Toledo's Central Union Terminal for 15 minutes while he went inside to pick up his family arriving on the Lake Shore Limited. He reported that the small parking lot across from the station was full. He paid his fine, not desiring to be a law-breaker and also not living close to Toledo, and has written a letter of protest to Toledo's Chamber of Commerce who have promised to look into the situation. Apparently part of the problem is that Toledoans are using the Amtrak lot then riding the bus downtown for the day. OARP is hoping that adequate parking facilities can be guaranteed soon for both long-term and short-term Amtrak patron parking at the Toledo station.

OHIO TO BE AFFECTED BY FARE HIKES

In an effort to absorb a portion of inflation-related cost increases without reducing rail passenger services, Amtrak is putting some selective fare increases into effect.

On December 15th most coach fares on unreserved, short-distance trains were raised, along with some first class fares. This included a 10% coach fare increase for the New York to Detroit Empire State Express as well as for the Chicago - Detroit / Port Huron trains.

On February 1st most coach fares and some first class fares on long distance reserved trains will go up. This includes 5% coach and first class fare increases for the Broadway Limited, National Limited, James Whitcomb Riley and Mountaineer.

The new Lake Shore Limited is not mentioned in the fare increase bulletin and OARP is assuming that its fares will remain at present levels.

General Electric is producing 25 diesel-powered 3,000hp locomotives for Amtrak, and the first dozen of these units have been accepted and are already in service in the East and the Midwest. Watch for them!

The City of Columbus and Amtrak are proceeding with plans to erect a temporary rail passenger station to serve the Capital City while the Union Depot is razed and the new Convention Center is built. The temporary facility is reportedly to be located just east of the present depot. OARP will keep you posted on developments. The new Convention Center will also house a new, modern rail passenger station.

Amtrak's Empire State Express now makes daily stops at three stations in Ontario; Windsor, St. Thomas, and Fort Erie. Persons in northwestern Ohio may find this day-train (Detroit - New York) convenient for trips to upstate New York points.

The National Limited has lost its lounge car but carries a regular 48-seat dining car daily.

THE WASHINGTON-CINCINNATI-DENVER TRAIN IS COMING; SEE "the 6:53" FOR DETAILS!



NEWS

Amtrak's James Whitcomb Riley / Mountaineer now make daily stops at Marion, IN (between Muncie and Peru). A large turnout of citizens welcomed the train on the first day of service to this Hoosier city, October 26th.

Amtrak reports that the phased replacement of virtually all conventional day coaches in the Northeast is expected to be accomplished within the next few months. All Blue Ridge route trains now regularly operate with Amfleet cars and the new GE P30 diesels.

Floridian riders should note that Amtrak has closed its passenger station at Poinciana, FL, and is now stopping instead at nearby Kissimmee.

Amtrak and the Auto-Train Corp. have reached agreement to explore the expansion of Amtrak/auto-train service on additional routes in the U.S. In a joint statement issued by Paul Reistrup, president of Amtrak and Eugene Garfield, president of Auto-Train Corp., the two rail organizations announced their intent "to promote and develop rail passenger service and specifically to make available rail auto-ferry service to the public between as many points and areas of the U.S. as is economically feasible at the earliest practicable time." It is indicated that a Chicago - Denver route will be given early consideration.

Amtrak will lease a high-speed, lightweight Swedish electric Rc4 locomotive to evaluate its performance for possible use in the Northeast Corridor. The locomotive, geared to operate at speeds up to 120mph, is expected to arrive in the U.S. this summer.

Amtrak has accepted the first part of a 26 - engine order for 6,000hp, high-speed electric locomotives from GE. First acceptance of the E60CP locomotives had been delayed while tests were performed by Amtrak, the FRA, GE, and the Penn Central Railroad.

HIGHWAY SIGNS DIRECTING MOTORISTS
TO AMTRAK RAIL STATIONS MAY COME
SOON IN OHIO CITIES

OARP has learned from Chief Engineer/Operations with the Ohio DOT, Thomas M. Major, that the ODOT is now in the process of setting up a "policy" with regard to signage for rail passenger stations. We expect to report further on this matter in our next issue.

GEOGRAPHERS SUBMIT PAPERS RELEVANT
TO U.S.R.A. FINAL SYSTEM PLAN

OARP member Dr. William Warren of Kettering, Assistant Professor of Geography at Wright State, submitted a manuscript entitled "USRA's FINAL SYSTEM PLAN AND PASSENGER TRAIN SERVICES" to the American Society of Planning Officials in October. Dr. Warren cites five objections to the Final System Plan as follows: 1) Corridor speeds (outside of the Northeast Corridor) are too slow; 2) Louisville and several other metropolitan areas should be included in the Plan; 3) What role will long-distance passenger trains provide in performing corridor services?; 4) The "dog-leg" corridor from Dayton to Cincinnati to Indianapolis will probably prove to be unsuccessful; and 5) Should the Richmond to Indianapolis line be retained as an overflow or bypass route for the potential freight route bottleneck through Union City?

A study entitled "THE FUTURE OF THE YELLOW SPRINGS RAIL LINE" was prepared this summer by OARP members Rick Francaviglia and Ken Pavelchak of the Antioch College Seminar on the Geography of American Railroads. The Y.S. Branch of the PC is slated for abandonment under Con-Rail. The report recommends the line be saved under some form of subsidy so that the rail service would be retained and improved. Francaviglia indicated to OARP that he would make a few extra copies of his report available to seriously interested persons. The report is well-written and contains much detail regarding this short Ohio branch line.

NEW OARP BROCHURE

The outdated, brown "We've Only Just Begun..." OARP brochure has been replaced by a new, revised and updated brochure entitled "If We Want To Go By Modern Passenger Train, Then The Time To Get Going Is NOW!" We will have a good supply of these available at the February OARP Meeting in Toledo. Or, if you can use some copies to good advantage; write us and we'll send some to you. It would help us if you could also send us some postage stamps with your request. OARP thanks the House of Type and Design, Chantry Press, and Springfield Engraving (all of Springfield, OH) for their fine work in preparing our new membership/promotional brochure.

OUR GOOD FRIENDS ACTIVE IN THE NORTHEAST TRANSPORTATION COALITION INVITE the support of all persons interested in better public transportation and improved rail service (passenger and freight) throughout the Northeastern U.S. Their NETC BULLETINS contain valuable political contact information with specifics on current House and Senate bills and committees dealing with rail matters. NETC mailings reach 4,000+ and a contribution of \$5 or more will bring you their mailings regularly. Write Bill Ensign, Treasurer-NETC, 324 Little River Road in Westfield, MA 01085. Mrs. Gerald Carson (Carson Road, Millerton, NY 12546) is President of the NETC.

PASSENGER TRAIN JOURNAL HAS MOVED.... but continues to publish a very high quality magazine (\$9 for 6 issues, \$16 for 12 issues). All correspondence should now be directed to PTJ at 3850 Capital City Blvd., Lansing, MI 48906. PTJ now appears bi-monthly!

Thanks to the POSTAL RATE INCREASE, we estimate that this will cost us \$150-\$180 more in 1976 for mailing "the 6:53" plus other OARP mail. OARP REQUESTS THAT (when you write us for brochures, extra "6:53's", etc.) YOU ENCLOSE A POSTAGE STAMP OR TWO OR THREE TO HELP US OUT. We thank you!

OARP DIRECTORY

PRESIDENT

David S. Marshall
1024-A Courtney Drive
Dayton, OH 45431
513-222-1215 Bus.
513-252-0481 Res.

VICE PRESIDENT/LIBRARIAN

Rodger J. Sillars
2521 Euclid Heights Blvd.
Cleveland Heights, OH 44106
216-932-2781

TREASURER

Dean E. Denlinger
7845 So. County Rd. 25-A
Tipp City, OH 45371
513-667-2295

SECRETARY/"6:53" EDITOR

Thomas R. Pulsifer
1751 Wilshire, Box 371
Xenia, OH 45385
513-372-9868

MEMBERSHIP

James C. Mann
1227 Brookview Drive
Huron, OH 44839
419-433-5693

PUBLIC RELATIONS

Harry Sova
154 East State Street
Athens, OH 45701
614-593-5737

GEOGRAPHIC RESEARCH

Rick Francaviglia
127 West Third Street
Xenia, OH 45385
513-372-4204

SPECIAL IDEAS RESEARCH

Steven T. Evans
8 Sandalwood Drive
Gautier, MS 39553

STATE REGIONAL COORDINATORS

CLEVELAND/NORTHEASTERN OHIO

Bill Snorteland
1367 Summit Avenue
Lakewood, OH 44107
216-221-1722

TOLEDO/NORTHWESTERN OHIO

Rick Priest
737 Bronx Drive
Toledo, OH 43609
419-382-0561

COLUMBUS/CENTRAL OHIO

Dave Lebold
343 Lynwood Lane
Lancaster, OH 43130
614-653-0721

CINCINNATI/SOUTHWESTERN OHIO

Ronald D. Garner
112 Kings Road
Milford, OH 45150
513-248-0707

OHIO ASSN. OF RAILROAD PASSENGERS

Post Office Box 653
Xenia, OH 45385

NATIONAL ASSN. OF RAILROAD PASSENGERS

417 New Jersey Avenue, S.E.
Washington, DC 20003
202-546-1550
Orren Beaty, Pres. & Exec. Dir.
Ross Capon, Asst. Director
Linda Sturgill, Exec. Secretary

STATE OF OHIO

LEGISLATIVE INFORMATION SERVICE
800-282-0253 (toll-free number)

Remember!
NARP as well as OARP need
your continued \$\$\$ support.

"the 6:53" is the official publication of the OHIO ASSOCIATION of RAILROAD PASSENGERS, a not-for-profit organization working to promote travel by train and to seek the expansion and improvement of rail passenger services in and through Ohio. OARP invites anyone interested in supporting our efforts to become a member (Regular \$5, Contributing \$10, Participating \$25, Sponsor \$50, Sustaining \$100). Members receive "the 6:53" plus occasional special mailings to keep them informed of developments. A detailed membership/promotional brochure is available upon request. Write to OARP at P.O. Box 653, Xenia, OH 45385. Thank You!

OARP appreciates your continuing assistance in helping us keep abreast of rail developments. We depend on our members and readers to send in news clippings on rail matters from all over the state. Because of the ever-increasing volume of mail, we can't always answer or acknowledge each letter. But, all are carefully read and filed for future reference. We DO appreciate hearing from you!

PARKERSBURG, ATHENS, CHILLICOTHE, CINCINNATI..... YOUR TRAIN IS COMING!

Toledo/Townpeople mass on station platform

LAKE SHORE
LIMITED
inaugural run
October 28, 1975

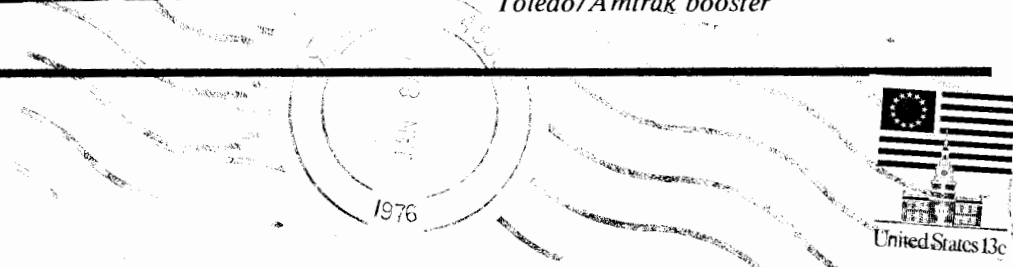
photos courtesy of Amtrak



Elyria/Three bands mass to hail special train

Toledo/Amtrak booster

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



FIRST CLASS

OARP ANNUAL MEETING
NARP REGIONAL MEETING
Saturday, February 7th
Commodore Perry Motor Hotel
TOLEDO, OHIO
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