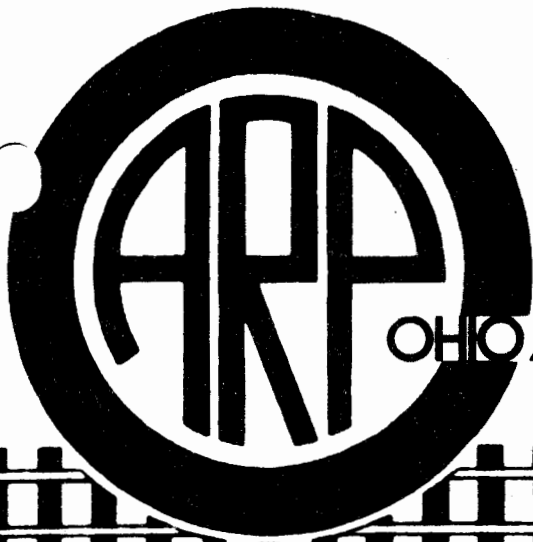


THE 6:53



---- the official publication of the
OHIO ASSOCIATION OF RAILROAD PASSENGERS
 Post Office Box 653 • Xenia, Ohio 45385

ISSUE NO. **14** NOVEMBER 1976

Thomas R. Pulsifer, Editor

Michael C. Fugate, Assistant

OHIOANS WELCOME THE NEW SHENANDOAH

(see full story inside this issue..)

WASHINGTON-CUMBERLAND-CINCINNATI

(Eastern Time)

33 The Shenandoah		← Train Number →		32 The Shenandoah	
Daily		← Train Name →		Daily	
Frequency of Operation		← Type of Service →		Frequency of Operation	
☒	Mi				☒
9 25 a	0	Dp	WASHINGTON, DC	Ar	9 40 p
9 37 a	7		Silver Spring, MD ⊕ *		9 20 p
9 48 a	16		Rockville ⊕		9 05 p
	21		Gaithersburg ⊕		
10 20 a	49		Brunswick, MD ⊕		8 30 p
10 30 a	55		HARPERS FERRY, WV		8 20 p
10 55 a	73	Ar	Martinsburg, WV ⊕	Dp	7 55 p
	123 p	Dp	CUMBERLAND, MD		6 18 p
1 10 p	169		Keyser, WV ⊕		5 35 p
2 10 p	200		Oakland, MD ⊕		4 35 p
2 55 p	222		Rowlesburg, WV ⊕		3 50 p
4 00 p	247		Grafton ⊕		2 50 p
4 45 p	270		Clarksburg ⊕ (Morgantown)		2 00 p
7 15 p	351		Parkersburg, WV		11 30 a
8 10 p	388		Athens, OH ⊕		10 35 a
9 30 p	448		Chillicothe ⊕		9 15 a
11 59 p	545	Ar	CINCINNATI, OH (River Road Sta.)	Dp	6 45 a

AMTRAK DEALS BLOW IN TWO OHIO CITIES

In a sudden (and in OARP's opinion, very questionable) move, Amtrak, with less than a week's advance notice, announced that effective November 1st it would close its station ticket offices at Dayton and Columbus during the busy daytime hours.

Rumors of the impending closings were heard by OARP several days before the official notices were received by the Amtrak agents at the two stations.

The announcement prompted OARP to launch an immediate barrage of letters and phone calls, plus a short press release stating OARP's opposition to the closings. Articles and editorials appeared in Columbus and Dayton papers. OARP's past president and current NARP director Dave Marshall was able to buttonhole several Amtrak officials (including a half-hour with Paul Reistrup) on the Shenandoah Inaugural on October 29th regarding the ticket office closings.

Amtrak spokesman Joe Vranich said the cutbacks reflected an annual budget which was \$30 million less than what Amtrak had asked for. Vranich said 60 jobs were cut nationwide, including management positions as well as field office workers. He said any restoration of pared services would depend on the amount of future federal subsidies for Amtrak.

(continued on page 3)

STOP THE PRESS →

Just hours before "the 6:53" was to go to the printer OARP got word that Amtrak announced Nov. 16th the restoration of one agent's job at Dayton through January 15, 1977, and one job at Columbus through May 15, 1977. **THUS THE DAYTIME TICKET OFFICE HOURS WILL BE RESTORED AS SOON AS THESE TICKETS CAN BE FILLED BY AMTRAK!** And, we still have achieved success only for a temporary period of time. But, thanks to many interested people, at least we have gotten this far!

"the 6:53" is the official publication (Jan-Mar-May-Jul-Sep-Nov) 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 all concerned citizens to promote travel by train and to urge the improvement and expansion of rail passenger services in and through Ohio. OARP welcomes new members (use coupon elsewhere in this issue) and also appreciates receiving letters, clippings, news articles and other materials. Time and an ever-increasing volume of mail often prevents individual acknowledgement of materials submitted; but WE THANK YOU just the same! Write for a copy of our brochure! Membership: \$5/yr. REG., \$10 CONTRIBUTING, \$25 PARTICIPATING, \$50 SPONSOR, and \$100 SUSTAINING. OARP is a not-for-profit organization.

BACK ISSUES of "the 6:53": We have good stock of issues 9-10-11-12-13. Issues 1-5-7 are now collectors' items and we have only four file copies of each. Supplies of issues 2-3-4-6-8 are in very limited supply. PLEASE SEND A 13¢ POSTAGE STAMP for EACH issue you want.

OARP BROCHURES - CAN YOU USE QUANTITIES?

After all was said and done, we found we'd overestimated the number of OARP brochures we had printed for the Amtrak exhibit at this year's Ohio State Fair. We have an estimated 15,000 brochures all neatly packed in six cartons and ready to go. Your OARP president would like to get them out of his garage and into circulation. Can you help? Please give him a call at 513-372-9868 today!

OARP TESTIFIES ON RSPO-DOT REPORT

OARP Pres. Pulsifer testified September 23rd in Columbus on the now much-criticized Preliminary Standards... Report. Pulsifer claims the Report ignores a certain, increased future dependence on rail passenger transport, especially in short to medium distance inter-city corridor routes. He also stated the Report favors developing high-density main lines at the expense of secondary lines and branches. "As a result," Pulsifer said, "we're probably going to see already busy lines become even more congested, with no provision for separating fast passenger from heavy through freight traffic around Ohio's metropolitan areas and in inter-city corridors."

OARP IN THE NEWS...

Station Locations

Amtrak is getting some help from its friends with the inaugural of new service by the *Shenandoah* running daily between Washington, D.C. and Cincinnati.

The Ohio Association of Railroad Passengers has printed a promotional pamphlet about the association and train riding in general, and oriented its message around maps and passenger information about the three Amtrak passenger stations — Athens and Chillicothe, Ohio, and Parkersburg, West Virginia — that serve the new route.

The folder shows exactly where each station is in relation to the city, as well as giving information on walking distances to nearby points, availability of parking and access to telephones and nearby restaurants.

Single copies of the map folder are available free from OARP by writing P.O. Box 653, Xenia, Ohio 45385.

Don't forget to save SATURDAY, FEBRUARY 19, 1977 for the NARP-OARP WINTER MEETING in TOLEDO at the Cdr. Perry Hotel!

VRANICH ADDRESSES NATIONAL LIMITED CONCERNS FOR OARP

In his interesting remarks on the future of Amtrak service in Ohio at the October 9th OARP Meeting, Joe Vranich (Spl. Rep., Public Affairs) detailed several options for improving the National Limited route service for Ohio. One solution would be to operate a second train over the route, serving Ohio in the daytime. More likely will be a second train in the New York - Pittsburgh corridor, thus allowing a rescheduling of the National to serve Ohio at better times. ConRail is working on the Cincinnati - Indianapolis line and if this is well enough along by next April 1, we will probably see the National rerouted from Dayton to Cincinnati to Indianapolis. But if the trackwork is delayed and CR goes ahead and cuts the Richmond - Indianapolis line as a through line (we hope not!), the National may temporarily be detoured via Union City, bypassing both Dayton and Richmond. Welded rail is going in on the Union City line and that line is really looking good.

from: 11-01-76

AMTRAK NEWS

AMTRAK DEALS BLOW... (from page one)

OARP is of the opinion the decision to close the station offices will cost Amtrak, rather than to save money. First, much business will be driven away. Amtrak package express customers will no longer be able to make pickups and deliveries in the daytime and we fear this small but growing business will be all but wiped out. No person is going to go down to the Amtrak station in the wee hours of the morning just to pick up a timetable or make arrangements for a later trip.

OARP believes too that the closings are very ill-timed. Here we are just weeks away from the holiday peak travel period. More people than ever will go to the Dayton and Columbus stations during the daytime only to find the ticket office closed and dark. Chances are they'll find some other mode of transport, thinking perhaps that Amtrak has gone out of business.

Both Columbus and Dayton are still quite "downtown" oriented (unlike many U.S. cities today) and we have been told that both stations did a much larger percentage of their sales business during the daytime hours as opposed to the night hours, despite the current timing of the National Limited in both cities.

OARP has pointed out to Amtrak that improved parking, both short- and long-term, at both stations would attract potential passengers who would be more inclined to "stop in" if access were more convenient for them. And we have also suggested some revisions in accounting procedures so that Amtrak refunds would be charged against the source of the sale, not against the location where the refund was processed. We feel also that cities with manned Amtrak stations should get some non-monetary credit for sales by Amtrak authorized travel agencies in the area. Some travel agencies, we are told, outdo the Amtrak ticket office in sales at some points.

The fight is not over. We are strongly urging OARP members in the Dayton-Columbus areas to write letters of protest to Amtrak regarding this latest move which will surely hurt business and promote negativism toward Amtrak. We urge you to write either to Amtrak Pres. Paul Reistrup or to David Watts, Jr., Vice-President and General Manager-National Operations. Amtrak's address is 955 L'Enfant Plaza North, S.W., Washington, DC 20024. If you are on good terms with some of your city officials, protest to them also. OARP's files would appreciate carbons of your letters in regard to this situation. We urge that you do not put this matter off. It would be good to have the daytime hours restored before the holiday travel rush begins. But this will take some work. On everyone's part!

(NOTE: THIS ARTICLE UPDATED ON PAGE ONE!)

REMEMBER OAKLEY?

There is a growing interest by many Cincinnatians in having the new SHENANDOAH train make a station stop at suburban Oakley, to better serve the well-populated area north and east of the Queen City.

OARP feels such a stop is justified. And we are told that the former B&O passenger station location at Oakley is usable. The parking lot is quite large and with dusk-to-dawn lighting can be made a secure area for short- and long-term parking.

Let's face it. It's just too far for Madeira or Mariemont residents to drive all the way across town to the River Road station when they want to get the train that goes east! And Oakley was always a regular stop for all B&O passenger trains before 1971.

OARP will push for such a stop at Oakley, but we need to have the area people who will use this station write their own letters to Amtrak on this matter. It is the local effort which carries the weight when decisions are made.

OARP suggests that you write to Al Michaud, Amtrak's Vice-President/Marketing, 955 L'Enfant Plaza North, S.W., Washington, DC 20024.

We note that our good OARP member Dewitt Chapple, Jr. of Middletown was moderator of a seminar at the recent "TRAIN" convention held in Minneapolis.

Amtrak's new Shenandoah made its first revenue run on October 31st from Cincinnati to Washington, DC. Early reports are that ridership is growing. Interest in this new Amtrak service is running high.

Before the first revenue run there was a special Inaugural Train that departed Washington on October 29th. This trip was lengthened into two days to give citizens of the different communities the train serves an opportunity to look at the new Amfleet equipment that Amtrak is now operating. The last passenger train to serve this route of the B&O (Chessis System) was No. 11-12, the Metropolitan, which was cancelled when Amtrak took over on May 1st, 1971.

The cities that the Shenandoah serves in Ohio are Cincinnati, Chillicothe, and Athens. For the Inaugural Special the citizens of these cities came out in large numbers to greet their new train. There was a large crowd at Athens, including many Ohio University students. But when the Special pulled into Chillicothe, the station platform and parking lot was packed with people, clearly one of the best welcoming turnouts on the entire route. A steady cold rain cut the crowd size but did not dampen the enthusiasm at Cincinnati. During the station stops bands played, mayors and politicians spoke, and the people were afforded the opportunity to walk through the train. Harold Graham and Joseph Vranich spoke at each stop on behalf of Amtrak and were interviewed by press, TV and radio crews. Tom Pulsifer noted that eight OARP members were on the Special at one time or another as it crossed Ohio that day.

With new service to come back to this route, a new kind of train has come too. This train is called Amfleet. The interior may best be described as a "747 on wheels". There are very comfortable coach seats with individual tray tables and reading lights at each seat. Floors and lower walls are carpeted. Upper walls and ceilings are treated for sound absorption. Heating and air-conditioning are electrically operated, and reliable. An improved suspension system makes for a smooth ride. For food service, the Shenandoah provides a new Am-dinette car which will offer everything from snacks and beverages to full hot meals.

On the Inaugural Special we were pleased to learn a bit of interesting trivia. With the introduction of Amfleet equipment on this route, it makes the first time in twenty-five years that this line has had new passenger equipment. And the train crew which phased out the Metropolitan back in 1971 was the same crew which brought in the latest in rail travel 5½ years later.

OARP MEMBERS VOTE THREE RESOLUTIONS AT FALL MEMBERSHIP MEETING IN COLUMBUS

Some 50 persons attended OARP's Fall Meeting on Saturday, October 9th, at the Holiday Inn-West in Columbus despite cloudy and rainy weather. We had a good visit with Amtrak's Joe Vranich who, some years ago, was the executive director of NARP.

Important for our members are the three resolutions which we passed and which should encourage all OARP members to get busy with some supportive letter-writing.

1) That OARP go on record and actively support as top priority the establishment of modern inter-city rail passenger service in the Pittsburgh-Youngstown-Cleveland Corridor, with a minimum of two round trips daily.

2) That OARP recommend that the Ohio Legislature promptly appropriate, and the Governor make available, sufficient funds to permit the Ohio Rail Transportation Authority (ORTA) to carry out the Rail Passenger Plan as required by law.

3) That OARP establish a standing committee to investigate, discuss and report on train operations and service recommendations and submit findings or recommendations to OARP for action or adoption. Recommendations and input should also be passed on to the appropriate agency or authority (i.e., Amtrak, ORTA, CR, NARP, etc.) Jim Lewis and Dean Denlinger will co-chair this new standing committee which expects to get underway shortly.

OARP's PRESIDENT AMONG APPOINTEES TO ORTA BOARD

Governor James A. Rhodes has named three new members to the Board of the Ohio Rail Transportation Authority (ORTA). The governor appointed Thomas R. Pulsifer, 33, of Xenia, William P. Sanzenbacher, 66, of Toledo, and Theodore J. Kauer, 71, of Upper Arlington to the Board.

The five-member Board had not had a quorum since three members were forced to resign due to conflicts of interest. The appointments were made October 6th and 21st. Pulsifer's term expires in October 1980.

Pulsifer is a teacher in the Xenia City Schools and is president of the Ohio Association of Railroad Passengers. Sanzenbacher is a trustee of the Ohio Highway Transportation Association, chairman of the Toledo Port Development Committee, a member of the Toledo Port Authority Advisory Council and a member of the board of the Toledo Area Transit Authority (TARTA). Kauer served as director of the Ohio Department of Highways from 1949 to 1952 and as state public works director from 1960 to 1968.

ORTA officials and state legislators had warned that Ohio stood to lose millions of dollars in federal aid if the ORTA vacancies went unfilled.

- OARP DIRECTORY: Thomas R. Pulsifer, President
 1751 Wilshire - Box 371
 Xenia, OH 45385 513-372-9868
- Rodger J. Sillars, Vice-President
 2521 Euclid Heights Boulevard
 Cleveland Heights, OH 44106 216-932-2781
- Joseph F. Brove, Secretary
 3902 Valley View Drive
 Lorain, OH 44053 216-282-2130
- Dean E. Denlinger, Treasurer
 7845 South County Road 25-A
 Tipp City, OH 45371 513-667-2295

Regional Coordinator Directory appears elsewhere in this issue.

OFFICIAL NOTICE

REGION SIX MEMBERSHIP MEETING OF THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS (NARP) and the WINTER MEETING OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS will both be on

SATURDAY - FEBRUARY 19, 1977

at the COMMODORE PERRY HOTEL in downtown TOLEDO.

OARP MEETING at 10:30am. NARP will also be holding a morning meeting for their members.

NARP MEETING at 1:30pm.

A modest donation to defray expenses will be asked of all attending.

Lunch on your own.

PLAN TO RIDE THE LAKE SHORE LIMITED to and from TOLEDO for the meetings.

More details in the January "6:53" or contact NARP Director Dave Marshall in Dayton at 513-222-1215 or 252-0481 or write to him at 329 S. Jefferson St., Dayton, OH 45402.

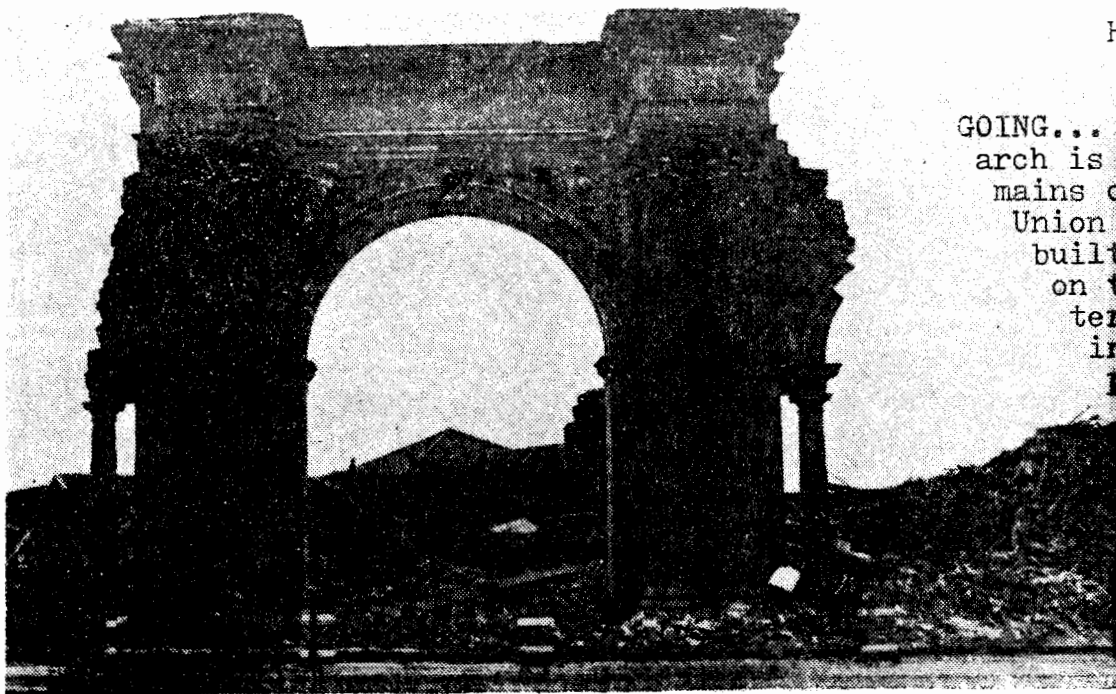
- Membership Co-Chairmen:
- James C. Mann
 1227 Brookview Drive
 Huron, OH 44839
 419-433-5693
- Gary D. Amatore
 527-H Berlin Road
 Huron, OH 44839
 419-433-3279

"ALL ABOARD" - the magazine of AMTRAK (first edition December 1976) will be available to all passengers on Amtrak's trains. Interested persons may subscribe to "All Aboard" by sending \$6 (for one year) to Caldwell Communications Inc., 747 Third Avenue, New York, NY 10017. We wish this venture success!

THE JANUARY "6:53" will be containing some important material and information about OARP - the organization. You won't want to miss it!

THE YOUNGSTOWN TRAIN, a good article by Bill Doll appeared in the September 26 Plain Dealer Magazine, accompanied by some good photos.

HAVE YOU RENEWED YOUR OARP MEMBERSHIP? DON'T BECOME INACTIVE AND MISS OUT!



HISTORIC RAIL LAND- MARK IS RAZED

GOING... GOING... The main arch is about all that remains of the old Columbus Union Station Arcade, built in 1897 and listed on the National Register of Historic Buildings. Originally planned to be integrated into the new Ohio Convention Center (to be constructed on the Union Station site by Battelle Commons) it was determined that most sections of the Arcade could not

be saved due to extensive corrosion and water damage. The present Amtrak station is not to be razed until late January or early February, depending on when the temporary Amtrak station (Swan Street) is ready to serve passengers and trains. Plans call for replacement of the High Street viaduct starting in early 1977. City officials say this will cause rerouting of traffic in the station vicinity for up to six months. Federal funds are not being used on the Convention Center project. The City of Columbus and Amtrak are reportedly still at odds over who will pay for the temporary station on Swan Street, just north and east of the Union Station. (photo: Columbus Dispatch)

CANTON - The former PRR depot at Canton was razed in mid-October, according to reports from area members. A modern manned station will be completed on the site next Spring. Mayor Stanley Cmich and Community Development Director Ted Hacquard said a move was on to try to save the 67-year-old depot and convert a portion of the structure to a quality restaurant and small shops as part of Canton's downtown renovation program. These ideas failed due to a lack of funding and Amtrak said they could hold off no longer on construction of a new rail passenger station.

ELYRIA STATION PLANS STYMIED BY C-R
Rev. Bob Wickens reports that Elyria and Amtrak are still hopeful that a manned station can be established at this busy Lake Shore Limited route stop despite a recent set-back in plans. According to Wickens a developer, adequate funding and backing had been found to convert the old brick NYCRR Freight House (adjacent to the present Amtrak property) to a station, theme restaurant and small shops. Then came word from ConRail's Real Estate Director James Kovanda that the building was not for sale. Strangely enough, Penn Central had been trying for years to sell it!

CLEVELAND - On September 29th a House-Senate conference committee killed a provision of a railroad act guaranteeing \$10 million in federal aid to rehabilitate Cleveland Union Terminal. The rejection was also a defeat for many Cleveland business leaders who had lobbied hard for restoring C.U.T. Sen. Robert Taft, Jr. helped win the guarantee in the Senate version of the bill. According to Cleveland Mayor Ralph Perk, Taft will reintroduce the bill in the new Congress in January. Meanwhile officials of the Greater Cleveland Growth Association are busy drumming up support for rehabilitation of C.U.T.

OUR THANKS to Sandusky member JOHN L. KEMPTON for arranging a display table of OARP, NARP and AMTRAK literature at the annual convention of the Nickel Plate Historical and Technical Society, held in mid-October at Sandusky.

FLORIDIAN CHANGES -- by Mike Fugate

A new schedule and a new station in Louisville were ordered for the Floridian effective October 31st.

Important to note is that Amtrak is no longer using old Union Station in downtown Louisville, but has moved all Louisville operations to Auto-Train's facility in south suburban Louisville.

The new schedule has been revised to give passengers a two-day, one-night trip between Chicago and Florida. The Chicago departure is set for 8:30am instead of the old time of 9:00pm. Chicago arrival is now at 9:25pm instead of 7:00am. In conjunction with the new schedules, Amtrak and Auto-Train are cooperating on a six-month experimental basis in combining the Floridian with a nine car Auto-Train on a daily basis between Louisville and Sanford, FL. There will be no passenger access between the sections while enroute.

NARP/OARP MEET - FEBRUARY 19 - TOLEDO

IS THERE RENEWED HOPE FOR KEEPING THE CONRAIL RICHMOND-INDIANAPOLIS LINE?

We've learned that the possibility is good. Word is that ConRail operating department personnel strongly favor keeping this key mainline open for through high-speed traffic. But top CR executives are still skeptical.

We think this is a good time to write letters to CR's Richard D. Spence, President and Chief Operating Officer (Transportation Center, 6 Penn Center Plaza, Philadelphia, PA 19104), stating why you believe this vital line should be retained.

Possible arguments to use: Dayton - Richmond - Indianapolis line was built for high speeds and is shortest distance between Columbus and Indianapolis; line would serve as alternate to the Union City routing in case that line were knocked out of service by disaster or derailment; Richmond - Indianapolis portion can be converted to single-track with CTC to save on costs and still not seriously affect route capacity potential.

AMTRAK OHIO TRAINS' SCHEDULES ADJUSTED -- by Mike Fugate

Besides adding the new Shenandoah, there were slight schedules affecting Amtrak trains that travel through the Buckeye State, effective October 31st. Many of these changes are the result of reduced running times on Amtrak routes.

The BROADWAY LIMITED has a 20 minute time savings on the Washington - Chicago section. This has come about from a Washington departure time of 4:05pm instead of 3:45pm. The Capitol Beltway stop has been discontinued while North Philadelphia has been added as a station stop for the New York section. Times at Ohio station are unchanged.

The LAKE SHORE LIMITED that operates between Boston/New York - Chicago via Cleveland has a ten minute time savings on the Chicago to Boston section. Arrival and departure times at New York and Chicago remain the same. Times at many intermediate stations have been changed slightly.

The RILEY has a ten minute savings each way. In each direction between Washington and Charlottesville the schedule has been reduced ten minutes. New departure times at Washington are now 5:20pm and 1:20pm respectively.

The train that has had the most changes is the NATIONAL LIMITED. Schedules on the New York - Pittsburgh segment remain the same in both directions. Westbound arrival in Kansas City is now 5:40pm and eastbound departure is 11:10am. The tri-weekly Washington - Kansas City section now departs Washington at 3:30pm, 15 minutes later than previously. This, along with a 20 minute time savings between Pittsburgh and Kansas City, results in a 35 minute schedule reduction between Washington and Kansas City. Times at Ohio points have been adjusted slightly. There is a 20 minute time savings between N.Y.-Kansas City.

ELYRIA UPDATED!

Nov. 10th OARP received word that Amtrak will put a manned station in Elyria. Owner of the old NYCRR passenger depot on East St. has offered to move out his cosmetology school and lease the structure to Amtrak. New platforms would be required plus some interior work. Amtrak has not yet decided which location to "go" with for the station.

FROM THE OBSERVATION CAR

"shop - talk" from your
OARP president

FIRST OF ALL: MY MOST SINCERE THANKS TO ALL OARP MEMBERS, FRIENDS, ASSOCIATES AND SUPPORTERS WHO PROMOTED MY CANDIDACY FOR APPOINTMENT TO THE BOARD OF THE OHIO RAIL TRANSPORTATION AUTHORITY! YOU KNOW THAT I WILL CONTINUE TO WORK HARD IN YOUR BEHALF SO THAT EVENTUALLY OHIO WILL HAVE RAIL PASSENGER SERVICE SECOND TO NONE! I GUESS WHAT PLEASES ME THE MOST IS THE GREAT EXTENT TO WHICH YOU GAVE ME SUPPORT BASED ON MY EFFORTS TO BOTH HELP "OUR CAUSE" AND TO HELP OARP BECOME A STRONG AND VITAL ORGANIZATION. I APPRECIATE YOUR CONFIDENCE IN ME. I WILL TRY TO DO MY BEST FOR YOU.

THE ELECTION: The election results have left me with mixed emotions as far as support for passenger rail is concerned. With Carter in the White House we should see stronger support for mass transit and for Amtrak. I have not yet seen any indication of who Carter will pick for Transportation Secretary. I will not cry at Coleman's departure. I do cry at Bob Taft's departure from the Senate. He and his aide Bill Lind have been very strong supporters of passenger rail, both in Ohio and in the nation as a whole. Senator Glenn's support for passenger rail is growing and OARP has a good contact with his office. What little I have learned about Mr. Metzbaum's position on Amtrak and passenger rail leads me to believe that we must convince him that a strong rail passenger system providing adequate levels of service IS needed in Ohio and in the nation. We must work on this.

OARP's FINANCIAL PICTURE (AGAIN): We have received quite a few "extra" donations from our members in response to the appeal in the last "6:53". We're picking up several new memberships, partly as a result of the massive requests for the Shenandoah Route station map. BUT WE ARE NOT YET ABLE TO MEET ALL OUR OBLIGATIONS! At this writing I have not yet been paid for the last "6:53". I am going ahead with this issue on the basis of incoming checks over the past several weeks. HOWEVER, I have learned that our printer has raised his rates and this may very well be the last issue we can afford to have printed this way unless we can count on your continued support of OARP and its work. I do not want to go back to the messy mimeograph machine unless we have to. In the past 3½ years we have been very kind to quite a number of individuals who 1) have asked to be put on OARP's mailing list with the intent of joining OARP "someday"; 2) have not been faithful in renewing their dues (Our \$5 rate is a bargain when I see what some other ARP's have set for dues.); or 3) keep in very active contact with OARP, especially when some local concern comes up and they want help, but whose ongoing support through dues is not so great (perhaps they thought that \$5 entitled them to a lifetime membership). I feel the time has come to get more businesslike in our operation.

Within a short time I will be meeting with our membership co-chairmen, Jim Mann and Gary Amatore, and will establish an inactive file for those members who, beyond, I'd say, a six-month period, have not renewed their membership. After this issue is mailed the so-called prospective members list will be eliminated. In the future we will send only one sample "6:53" to persons requesting it. We will continue to send "the 6:53" to all Ohio legislators and to all U.S. Congressmen from Ohio. We will continue to exchange newsletters with many other ARP's across the country. This type of contact is very valuable to us. And we will continue to send "the 6:53" to our friends at Amtrak and ORTA and NARP and to others who we know are actively involved in the pursuit of better rail transportation through transportation agencies or in a professional capacity. In short, we ARE going to make a move to reduce OARP's biggest expense item, "the 6:53", by ending its circulation to those who probably no longer desire it. And again, I really do think that our \$5.00 a year is a definite bargain! I'm hoping to hear from some of our "inactives" very soon! We do need you!

OHIO TRACKS HAVE VISITOR by Mike Fugate

The National Limited had a visitor on its tracks September 23rd and 24th. The strange creature was one of four new high speed Turboliners introduced last year by Amtrak.

The Turboliner was making a public relations run through the Midwest, sponsored by its manufacturer, the Rohr Corporation, and also by Amtrak.

The Turboliner arrived in Dayton at 3:30p on the 23rd for a stop of about 30 minutes. It then departed for Columbus (via Xenia) where Sen. Taft and Ohio transportation officials were expected to review the train the next day.

While in Dayton, many ConRail officials, press officials, and interested citizens were allowed to tour the train. The consist was one power-coach at each end, one food service car and three coaches. The interiors of the cars were very plush with a superb atmosphere. I was told that all seats except for just a few in the food service car were coach-priced. The remaining seats are sold as parlor car seats.

Mr. J. L. Jacobson, Amtrak's Public Affairs Special Representative on the Turboliner told me that only three more such trains were scheduled to be put into service at present. He said that their new route would be between New York City and Buffalo.

200 INDIVIDUALS WRITE IN FOR OARP MAP

As of mid-November, 200 persons had written to OARP requesting a copy of our new ATHENS-CHILLICOTHE-PARKERSBURG How-To-Find-The-Station map folder. We mailed each a map, a mimeographed SHENANDOAH timetable, and an OARP brochure. We can also report that at least six have joined OARP as a direct result of making these handy maps available. Our press release was run by several southern Ohio daily papers. The Columbus Dispatch made a photo-reprint of our maps in their Sunday travel section along with our press release information. This resulted in a great many map requests from the greater Columbus area. We have also supplied larger quantities of the new map to several travel agencies in southern Ohio as well as to Amtrak. By the way, except for CANTON-CRESTLINE, all our other station maps are in fairly good supply. Please estimate and enclose postage with your request. Thanks!

STATUS OF THE COMMUTER TRAIN

At this writing ConRail passenger trains 28 and 29, the commuter run between Cleveland and Youngstown, are still running, but ConRail has posted the required 60-day notice of its intent to discontinue the trains.

The train is plagued by slow orders which make it impossible to get the commuters into the Cleveland Union Terminal on time. And of course commuters depend on a reliable schedule! The train is sometimes 5 to 20 minutes late. We hear ridership is falling sharply.

Your OARP president, through ORTA, has urged that 28 and 29 be kept operating through the 31st of March, 1977, with UMTA funding which is available. But the subsidy will have to pay approximately \$41 per passenger per day just to keep the train running. State officials say they cannot justify this exorbitant cost to the people of Ohio, even though it is federal money which is used.

The train is down to two coaches and an E-8 diesel. And it looks very bleak indeed for the future of 28 and 29 in its present condition.

Support for the service from the people who use it and from the cities and towns it serves would carry a lot of weight in Columbus. So far there has been very little response to the pending discontinuance of this service.

BULLETIN: ConRail posted notice of discontinuance on November 15. LAST RUN WILL BE FRIDAY, JANUARY 14th, 1977, unless ORTA acts to keep train on.

OARP's BADGES STILL AVAILABLE!

55¢ each or 2 for \$1.00 plus a 13¢ postage stamp per badge ordered.

ORDER DIRECTLY FROM OARP MEMBER
JOE SCHWIETERMAN
ROLFES ROAD - BOX 13
MARIA STEIN, OH 45860

**OARP EXPANDS REGIONAL COORDINATOR NETWORK
SIX NEW COORDINATORS ARE APPOINTED** ----

Citing the need for improved communication accessibility between OARP and its members and between OARP and key areas in Ohio, Pres. Pulsifer announced a slight restructuring and expansion of OARP's regional coordinator network at the Fall Meeting of OARP on October 9th in Columbus. At that meeting six new coordinators were appointed. OARP now has contact people in all major metropolitan areas except in the Youngstown - Warren area and we are working on that now. Here is the revised and expanded regional coordinator directory:

REGARDING OUR SOUND/SLIDE SHOW:

OARP's unique sound/slide show, available free for use by OARP members (except for paying postage and insurance costs both ways), is being updated and new slides added. Requests for the presentation are increasing and must be made through your OARP President. Explanatory sheet on our sound/slide show is available to interested members upon request. We may be the only ARP to offer this service.

NORTHEASTERN REGION

CLEVELAND	Bill Snorteland 1367 Summit Avenue	216-221-1722 Lakewood 44107
AKRON-CANTON	J. Howard Harding *	216-867-5507
	489 Overwood Road	Akron 44313
ASHTABULA-CONNEAUT	Bill Hutchison *	216-969-1634
	5851 South Ridge West	Ashtabula 44004

NORTHWESTERN REGION

TOLEDO	Willard Edson 1008 Eton Road	419-536-0643 Toledo 43615
LIMA	John H. Keller *	419-224-9936
	721 Woodward Avenue	Lima 45805

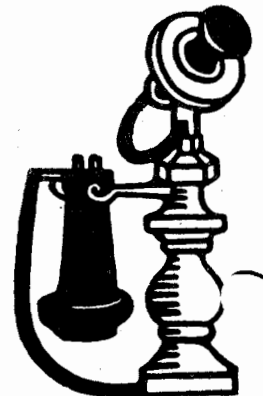
CENTRAL REGION

COLUMBUS	Karl J. Gelfer *	614-291-9246
	87 East 14th Avenue	Columbus 43201
MANSFIELD	Richard A. Fry *	419-886-2875
	P.O. Box 381	Bellville 44813
HOCKING-SCIOTO	Dave Lebold	614-653-0721
	343 Lynwood Lane	Lancaster 43130

SOUTHWESTERN REGION

CINCINNATI	Bob Goldstein *	513-861-2864
	Four East Rochelle	Cincinnati 45219
OHIO VALLEY	Ron Garner	513-444-3098
	R.R. #2 - Box 105	Mt. Orab 45154
DAYTON-SPRINGFIELD	Jim Lewis	513-325-4727
	3134 East Leffel Lane	Springfield 45505

* - newly appointed regional coordinator



You may still call OARP "HQ" in Xenia at (513) 372-9868.

Members are encouraged to contact these people if you have a question on some matter, or if you have information or perform a service which may be very useful to OARP, or if you need to check out a rumor. Contact between OARP headquarters and the coordinators will also be improved, with a special "update" sheet going out to these people in the months that "the 6:53" is not published and by phone when there is an urgent matter at hand.

ORTA HOSTS MPO CONFERENCE, HEARINGS ON ABANDONED RAIL LINES

An all-day conference for Metropolitan Planning Organizations in Ohio was held by ORTA at the State Office Tower on October 20th. General tone of the conference, dealing with the 3-C and other rail passenger corridors in Ohio, was very positive. Your OARP president spoke in behalf of OARP and also participated in the afternoon summary panel discussion. Amtrak was also represented at this conference.

ORTA is currently holding five hearings to obtain public comment on possible acquisition of abandoned rail lines in Ohio. 500 miles of Ohio lines may be abandoned.

NOTICE:

Someone attending our Oct. 9 OARP Meeting in Columbus picked up part of our only copy of the "Preliminary Standards" ICC-RSPO Report and we'd like it returned.

TOTAL PASSENGERS ON AND OFF ALL TRAINS AT STATIONS IN OHIO FOR THE ENTIRE MONTH OF AUGUST 1976:

Cleveland	7137	Elyria	1179
Cincinnati	5182	Canton	1129
Toledo	3796	Dayton	976
Ma	1801	Crestline	825
Columbus	1237	So. Portsmouth, KY	268
TOTAL: 23,530		(data provided by Joe Vranich)	

OARP - NARP TO GO ON AIR

OARP Pres. Pulsifer and NARP Director Dave Marshall are tentatively to appear on WAVI radio in Dayton early in December on Doug Kerrick's interview program.

LAKE SHORE LIMITED ROUTE IS AMTRAK'S THIRD BEST IN THE ENTIRE U.S.A.

Early in October Amtrak spokesman Joe Vranich declared the Lake Shore Limited a smashing success in its first ten months of operation. The Lake Shore Limited, which serves Cleveland, Elyria and Toledo in Ohio, is the third busiest long-distance passenger train in the nation. Cleveland has become the number one Amtrak station in Ohio. September ridership on the Lake Shore Limited was reportedly higher than it was last December during the holiday peak travel period. Ridership on this train continues to grow.

HELP OARP GROW
 by joining...
 and by renew-
 ing your mem-
 bership when
 it comes due.

COLEMAN SLAMS LAKE SHORE LIMITED AS AN EXAMPLE OF WASTE

In a mid-September Amtrak attack Transportation Secretary William Coleman charged that powerful Democrats were forcing the Ford Administration to spend \$650 million annually on little-needed passenger train service. Coleman remarked that trains made sense in 1830 when there was no other way to get around, but with the completion of massive federal programs to build highways and airports there is no longer any need to have passenger trains running save for a few selected corridors. Coleman singled out the Lake Shore Limited as an example of waste, stating that even if \$5 billion were spent on right-of-way improvements the train would still require 18 hours to operate between Boston and Chicago. Coleman asked what regular user would take an 18 hour train when he has the alternative of a 75 minute plane ride? (This item courtesy of The Fast Mail)

OARP MEMBERS will

receive a 1977 OARP 8½x11" calendar with this issue of "the 6:53". A member pays for printing these calendars.

Others who'd like to have one should write to OARP and enclose 24¢ in postage with your request. Supply of extras is limited. Write now!

WORK WELL UNDER WAY AT CINCINNATI STATION

Amtrak expects work to be completed very soon on the River Road Station expansion. The building will be doubled in size. The parking lot will be enlarged, and the platform will be lengthened to accommodate a 16-car train; plus servicing facilities for the Shenandoah.

YA GOTTA BE KIDDIN' DEPARTMENT

Con-Cor is marketing a model N-gauge 4-6-4 steam locomotive in an Amtrak paint job! Just the thing to pull your National Limited around the tree in the wee hours of Christmas morn!

SOME SHENANDOAH SIDELIGHTS...

Contrary to information we had as our Athens-Chillicothe-Parkersburg map went to the printer, there IS a manned Amtrak (house trailer) station at Parkersburg, right on the site of the old B&O passenger station (razed some time ago). The back-up move at Cincinnati affects only the eastbound Shenandoah. The westbound train runs down through the Chessie Mill Creek Yards right in to the River Road station. The train is not turned prior to departure the next morning. The back-up move, down through "The Ditch" and up to the C&O Bridge gets the consist turned and headed out in the right direction. Normal consist has been one Am-coach and one Am-dinette car led by one of the new 700-series P30 diesels. Additional Amcoaches are added on weekends and for peak travel days. The B&O route track across Ohio is good for 50mph except for 60mph on most of the Chillicothe-Blanchester segment. Amtrak has installed very ample lighted and heated shelters at Athens and at Chillicothe for waiting passengers' comfort.

YES! I want to support your efforts to promote, improve and expand rail passenger services in and through Ohio. I understand my membership card will be sent to me in a few weeks; and that I will receive "the 6:53", OARP's newsletter, plus occasional special mailings to keep me informed of developments. I will notify you of any change in my mailing address.

My remittance for a year's dues is enclosed for the class of membership checked:

- Regular \$5 Contributing \$10
- Participating \$25 Sponsor \$50
- Sustaining \$100

Please make your check or money order payable to the OHIO ASSOCIATION of RAILROAD PASSENGERS.

Mail to:
Ohio Association of Railroad Passengers
Post Office Box 653
Xenia, Ohio 45385

Name _____

Address _____

City _____

State _____ Zip _____

Comments:

I can work actively in OARP. Here is my phone number so you may contact me regarding projects, etc.

Send me information about NARP, the National Association of Railroad Passengers, to which many OARP members also belong.

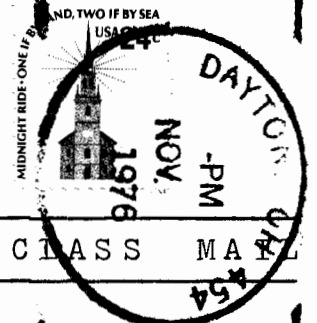
Have you let your OARP membership lapse? We'll let you RENEW your membership with this form, but if this is a RENEWAL, please check here () Thanks!
NEW MEMBER or RENEWAL; can we count on YOUR CONTINUING SUPPORT?

OARP PRESIDENT AND PAST-PRESIDENT URGE MEMBERS' SUPPORT OF TWO AMTRAK ROUTES

Following lengthy discussion and investigation, your OARP president (Tom Pulsifer) and past-president (Dave Marshall) believe the time is right to voice active support for two interstate rail passenger service routes through Ohio which are extensions of existing Amtrak service. We strongly believe both routes are marketable, saleable, and highly desirable; and both can be had as interstate routes without 403-b funding. And we are urging OARP members to start voicing support of these two routes to Amtrak (Vice-President/Marketing, Alfred A. Michaud) and to Senators Glenn and Metzenbaum (Washington, DC 20510), to ORTA, your U S Congressman and State legislators. We have reason to believe Amtrak may now be willing to look quite favorably at both possibilities, what with extensive track renovation now taking place and as an achievable start to get Ohioans moving by train in two corridors which will eventually get the proposed high-speed, high density, intrastate rail passenger service.

- The two proposals are:
- 1) a daytime extension of the Lake Shore Limited from LOUISVILLE to CINCINNATI-COLUMBUS-CLEVELAND with through cars to BOSTON and/or NEW YORK. Such a schedule would also provide a Floridian connection at Louisville. We are told only the Columbus-Galion portion of the old NYCRR main 3-C route is limited to 50mph; the rest is now good for higher speeds.
 - 2) an extension of the much-talked-about second CHICAGO to CLEVELAND day train on to PITTSBURGH, probably via Alliance. We still hear TURBOLINER or AMFLEET when this route is discussed.

"the 6:53"
OHIO ASSOCIATION of
RAILROAD PASSENGERS
P.O. Box 653
Xenia, OH 45385



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SHENANDOAH
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