



Conductor Jim Schiffauer
at the ready as the
Youngstown commuter
train pulls into a station.

END OF THE LINE FOR TWENTY-EIGHT & TWENTY-NINE

Conrail passenger trains #28 and #29 ended more than 35 years of 5-days-a-week service between Cleveland and Youngstown on the evening of Friday, January 14th, as #28 left Cleveland Union Terminal for the last time and a last run over the former Erie-Lackawanna tracks back to Youngstown.

Many people (OARP members and others) worked hard and spent a good deal of time and money in efforts to save this train over the past several years, but the final blow was dealt on November 22nd when the ORTA Board voted 4 to 1 not to seek federal funds to preserve the service.

Admittedly the service needed improvements. The fares were too high. Promotion of the train was nearly non-existent. The train often ran late in recent years because of track conditions. But many depended upon this train to serve the Cleveland suburbs and for them we are of course sorry.

Hopefully out of the demise of Ohio's last non-Amtrak passenger train

can come a resurgence of active interest by concerned citizens to push harder for revitalized passenger rail transportation in Ohio! (More on 28 & 29 inside)



THE 6:53

Thomas R. Pulsifer, Editor

Michael C. Fugate, Assistant

THE OFFICIAL PUBLICATION OF THE

OHIO ASSOCIATION OF RAILROAD PASSENGERS

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ISSUE 15

WEATHER - RELATED BULLETIN! WASHINGTON, DC - January 18 - 10:16pm: "This is to confirm with more detail the information on temporary train annullments that was phoned to your office (ORTA) yesterday. The weather and condition of Amtrak's equipment fleet (cars and engines) has been such that we temporarily cannot operate all scheduled trains reliably. The trains temporarily annulled are those that generate the least number of passenger miles, which is a basic measure of passenger need and demand. Annulling these trains means more reliable service can be continued on routes providing the most passenger miles of service.

The following trains, therefore, have been annulled until further notice: The Shenandoah between Washington and Cincinnati via Parkersburg; The Black Hawk between Chicago and Dubuque; The Inter American between St. Louis and Laredo (Note: Inter-American service between St. Louis and Chicago will continue. Also, special bus service will be provided for Amtrak passengers between Laredo and Temple, TX, where another Amtrak train to Chicago may be boarded.); The State House and Abraham Lincoln between St. Louis and Chicago; The Floridian between Chicago and St. Petersburg and Miami; The Blue Water between Chicago and Port Huron; The Mountaineer between Norfolk and Cincinnati.

In addition, the following trains are to be converted to new Amfleet equipment as soon as practicable: The James Whitcomb Riley between Washington and Chicago via Cincinnati; the Panama Limited between Chicago and New Orleans; the Lone Star between Chicago and Houston via Oklahoma City.

Trains changed to electrically heated Amfleet equipment will operate more reliably but cannot offer sleeping car service. Every attempt will be made to notify and try to reaccomodate passengers already booked and no further bookings will be made. Every attempt is being made to reaccomodate passengers who have made advance plans to use the annulled trains."

The two-page Mailgram is signed by Bruce Pike, Vice-President/Government Affairs, Amtrak, Washington, DC.

On January 19th it was indicated to OARP that Amtrak trains 32 and 33 (Shenandoah) and trains 54 and 55 (Mountaineer) could be annulled through February 15. Also, it was also indicated that the James Whitcomb Riley could be Amfleted through February 15. Hopefully things will get back to normal sooner. We advise you to call Amtrak (800-621-0317 from Ohio points) for updated information if your travel plans call for usage of any of the above-mentioned trains.

As a side note, on the bitterest of the cold days we are told the Lake Shore ran nearly 24 hours late and the National was annulled for a couple of days.

"the 6:53" is the official publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS and is sent to all persons contributing \$5 or more annually as a member of OARP. The work of OARP is supported solely through the dues and donations of its members. The purpose of OARP is to coordinate the efforts of concerned citizens to promote travel by train and to urge the expansion and improvement of rail passenger services in and through Ohio. OARP is a not-for-profit organization. Membership: \$5/yr. REGULAR, \$10/yr. CONTRIBUTING, \$25/yr. PARTICIPATING, \$50/yr. SPONSOR, and \$100/yr. SUSTAINING. Write to us for a copy of our membership/promotional brochure. OHIO ASSOCIATION OF RAILROAD PASSENGERS, P.O. Box 653, Xenia, OH 45385 513-372-9868

Because of the urgency of the above information, the OARP DIRECTORY will not appear in this issue. Consult your November issue.

COLUMBUS STATION UPDATE!

(see also article elsewhere in this issue)

High St. is now ONE-WAY SOUTHBOUND due to the viaduct damage. Drive SOUTH on High St. to get to the Amtrak Station.

Latest word is that the temporary Amtrak station may be ready by mid-March. Keep alert!

BACK ISSUES of "the 6:53" (Issues 6, 8, 9, 10, 11, 12, 13, and 14) are available while they last. Send a 13¢ stamp for each issue wanted.

When I visited Crestline in October the long-awaited walkway over the Big Four tracks had still not been put in, but by late November the walkway had been installed and it looks good. The waiting room situation has not changed at all. The old waiting room looks as if a war had been conducted there. The walls are all full of holes, the floor is about all covered with litter, and the restroom is in bad need of repairs.

When the train crew arrives at the station (about ten minutes before the Broadway Limited comes in) they unlock the crew waiting room. Passengers can wait in the crew's room as long as the crew is there. When the Broadway comes in they lock the door. There is a restroom in the crew's waiting room, along with a sink and a water fountain. The restroom in the old waiting room had a toilet only. The old waiting room is now padlocked as it is too unkempt and not safe to be in.

I feel it is time to make a decision on the station. The rumors have been flying way too long. I think that the people in this area who use Amtrak service deserve to have a decent place to wait for the train. Rumors of a new shelter or of a new station in Mansfield sure don't keep you warm when you're waiting up in Crestline on bitter winter days when the Broadway is late.



MASSIVE EFFORTS TO SAVE TRAINS 28-29 FAIL

Just as soon as Conrail posted the official notice of discontinuance for the Cleveland-Youngstown commuter trains #28 and #29 many concerned OARP members went into action. Your president again ran up a large long-distance phone bill in coordinating and rallying support for the train. OARP's Northeastern Ohio regional coordinators, our two NARP directors from the area, plus numerous individuals affected by the imminent danger of losing their rail commuter service got busy and flooded ORTA's office in Columbus with letters, phone calls, mailgrams and two petitions signed by passengers on #28 and #29 in a last ditch effort to save the train.

But the bulk of the ORTA Board remained unconvinced, despite the massive show of support for the rail service by the people who depend on it. When the vote was taken at the November 22nd special ORTA Board Meeting, the result was 4-1 not to seek the 100% UMTA funding which would have kept the trains running until at least the end of March, by which time some other solution could possibly have been found to preserve (and improve) the service. Your OARP President Tom Pulsifer was the only ORTA Board member voting for the train. NARP Regional Director Bob Wickens attended the ORTA meeting and spoke politely but critically of ORTA "for passing up a golden opportunity to preserve and develop rail passenger service in Ohio." "You have a showcase for passenger service on your hands and don't know what to do with it," Wickens said. "The need is there and all you have to do is sell it. There is absolutely no promotion of that train. It concerns me as a spokesman for the railroad passenger to walk into an office with a passenger train on the front door, and yet you seem reluctant to support this train."

Based on the present operation of #28 and #29, it would have cost around \$40 per passenger per day to subsidize the train, a cost most of the ORTA Board members were unwilling to support, even though it would have been federal monies that were involved. (28-29 photos courtesy Cleveland Plain Dealer)

DAYTON'S DAYTIME TICKET OFFICE HOURS ARE SAVED!

We received word the afternoon of December 29th that Amtrak would "postpone indefinitely" the planned January 15th closing of the ticket office in Dayton during the daylight hours. This is good news for all greater Dayton Amtrak patrons who will now be able to continue to go to Union Station and conduct business with Amtrak at the same times that the rest of the world is up and about.

Ironically, OARP got the word on the office hours while Tom Pulsifer and Dave Marshall were being interviewed on WAVI's Doug Carrick radio talk show. OARP members Mike Fugate and Paul Scott Bunting assisted in getting the "good news" to Tom, Dave and Doug in time so the announcement could be made before the end of the interview program.

Again, OARP is grateful to ALL who helped in many different ways to help convince Amtrak that the daytime ticket office hours at both Dayton and Columbus made economic sense. Special thanks must go to Dave Marshall for his intensive efforts in this regard.

JOHN BARRIGER DIES -----

One of the greatest railroad men in recent history died on December 9th. John Barriger's rail career spanned a sixty-year period as he rose from shop worker to railroad president, and many U.S. railroads (such as the P&LE, M-K-T, B&M, and RI) are healthier today thanks to the influence of John Barriger.

He will be best remembered for his positive outlook and courses of action based on positive public relations.

NEWS NOTE: Cleveland's RTA says it will provide a bus for former Conrail 28 & 29 passengers, linking Solon with the Shaker Rapid at Shaker Heights.

RECOMMENDED READING FOR PASSENGER RAIL ADVOCATES:

RAIL TRAVEL NEWS, twice-monthly, \$9/yr, Message Media, P.O. Box 9007, Berkeley, CA 94709. Passenger rail exclusively, covers entire U.S. and Canada scene very well, very up-to-date and packed with useful information and interesting reports and occasional feature articles.

THE FAST MAIL, monthly, \$5/yr, 20th Century Universal Railway Education Association, Box A-3258, Chicago, IL 60690. Similar in format to RTN, slick paper publication with very current news and features with emphasis on Midwest.

MODERN RAILROADS/RAIL TRANSIT, monthly, \$20/yr, 270 St. Paul Street, Denver, CO 80206. Expensive, but contains good feature articles and industry news aimed at railroad management.

RAILWAY AGE, semi-monthly, \$18/yr, P.O. Box 530, Bristol, CT 06010. Good feature articles and reports aimed at business, engineering and operations aspects of railroading today.

PASSENGER TRAIN JOURNAL, bi-monthly, \$9/yr, \$16/2 yr, P.O. Box 397, Park Forest, IL 60466. Slick paper high-quality publication. Excellent photos! Accent on feature articles. News tends to be a bit stale. Well worth the price for the quality printing alone.

MASS TRANSIT, monthly, \$15/yr, 538 National Press Building, Washington, DC 20045. Highly professional publication aimed at management, covers all modes of public transit. Usually has one or two articles on rail transit.

RAILROAD, monthly, \$12/yr, \$22/2 yr, Portland Place, Boulder, CO 80302. Potpourri of news, fiction, photos, departments, hobby news. Accents the past but news in the various departments is usually quite up to date. General railfan appeal. Something for all tastes.

TRAINS, monthly, \$12/yr, \$23/2 yr, \$33/3 yr, Kalmbach Publishing Co., 1027 N. Seventh St., Milwaukee, WI 53233. General railfan appeal, but has something for everyone. News, feature articles, some dealing with the past but many interesting features on contemporary railroading. Quality photography.

FROM THE OBSERVATION CAR - commentary from your OARP President

new	JWR	NAT'L	BDWAY	new		BDWAY	BDWAY	NAT'L	new	JWR	new
8:45a			4:55p	10:30p	LV	NEW YORK	AR	9:30a		2:00p	6:15p
↓	5:20p	5:05p	↓	↓	LV	WASHNGTN	AR	↑	8:45a	↑	↑
Amfleet	via C&O	9:10p	1:25a	7:00a	AR	CMBRLAND		8:45a	4:40a	5:00a	9:30a
Local		1:15a	1:55a	7:15a	LV	PITTSBGH	LV	12:45a	12:50a	4:35a	↑
		1:50a	3:30a	9:15a	LV	PITTSBGH	AR	12:15a		4:30a	Amfleet
		↓	9:30a	3:15p	AR	CANTON		10:15p		↑	Local
		6:25a			AR	CHICAGO	LV	3:00p		12:00m	
		8:10a				COLUMBUS				10:10p	
		7:15a			AR	DAYTON				8:45p	
		9:40a			AR	CIN'TI	LV			8:45p	11:32p
		12:40p				INDNAPLS				6:45p	via C&O
		5:00p				ST.LOUIS				12:45p	
		10:45p			AR	KAN.CITY	LV			6:45a	

This is Amtrak Marketing Department's proposal regarding East-Midwest service via Pittsburgh. For some time now we've been hearing about plans for expanding and rescheduling Amtrak trains through Ohio. From present indications, I understand that we'll learn more-or-less definitely what Amtrak plans to do sometime in February (following Amtrak's February Board Meeting). We do know that Amtrak does plan to start up the long-awaited Chicago-Cleveland daytime train by this Summer, include a stop at Sandusky, and possibly run this train on through to Pittsburgh. Regarding the above proposal; I'd still prefer the National Limited to arrive in New York before noon, and prefer to have the Riley arrive in Washington before noon. But careful study of the above will reveal why Amtrak proposes it the way it is. I'd also like to see the new New York-Pittsburgh local run through to Cleveland. But they'll probably tell us we can't have everything, even if it does seem to make sense. We'll see!

I've heard or read nothing but good words about President Carter's selection of Brock Adams as Transportation Secretary. It appears clear that railroads will be high on the list of transportation improvements, including improved mass transit systems and commuter rail. Amtrak will surely rise in stature under the Carter administration since Brock Adams assisted with the creation of Amtrak back in 1970-71 and is supportive of passenger rail. We're seeing a new day dawning for passenger rail in the U.S.A. and an end of the negativism and outright harassment tolerated under the Coleman-Barnum regime. Better days are close at hand, people. Just keep hangin' in there!

Members who are willing to do more than just pay dues: have you returned the pink form we sent with the last "6:53"? Need another? Send a stamped, self-addressed envelope (legal) and we'll send you another. Also... if you need a fresh supply of OARP Rail Trip Report Forms, send us a SASE and we'll send some along to you. By the way, after several Trip Reports accumulate here, we photocopy them and pass them along to Amtrak. Our How-To-Find-The-Station maps are in good supply (except for Canton-Crestline). And we do have a few 1977 OARP 8½x11 calendars left. Send a 24¢ stamp for a calendar, please.

Looking ahead: Keep April 3rd or 17th open for our OARP Annual Meeting and Election of Officers. This will be held in the Columbus area. Details later.

ORTA has indicated that, as State rail planning proceeds, input will be sought from OARP, metropolitan planning organizations and others. We need to hear from interested OARP members who can provide significant data input, by mail or phone or in person, to OARP's new standing committee investigating, discussing and reporting on train operations and service recommendations and submitting findings or recommendations to OARP for official action or adoption. The committee would also consider implications of new routes, new services and provide coordinated input to ORTA, Amtrak and others. I plan to schedule a first meeting of this new committee the same day as OARP's Annual Meeting in April. Committee co-chairmen are Dean Denlinger and Jim Lewis. Following the organizational meeting we anticipate that most activity can take place by mail or by phone. We need information and data to back up opinions.

JACKSON LEAVES ODOT AS RESULT OF RHODES' CABINET SHUFFLE

Ohio Department of Transportation Director Richard D. Jackson will become director of the Department of Administrative Services at the end of January following the resignation of Administrative Services Director Richard L. Krabach. Jackson will also be relinquishing his seat on the board of the Ohio Rail Transportation Authority to his successor, David L. Weir, who is presently the assistant transportation director at ODOT.

Jackson, 42, became transportation director when Gov. Rhodes started his current term. Previously, Jackson was the service director for the city of Columbus. New ODOT chief David Weir was Ashtabula County engineer from 1965 until he joined ODOT in 1974. In 1974 Weir ran unsuccessfully for the 97th Ohio House district which includes Ashtabula County.

ORTA REQUESTS FUNDING FOR PASSENGER RAIL STUDY

The Ohio Rail Transportation Authority Board has asked the State Controlling Board to release \$281,117 for the Ohio high-speed passenger rail transportation plan. ORTA awarded the study contract to the Cleveland consulting firm of Howard, Needles, Tammen and Bergendoff on the condition that the funds are approved by the controlling board. HNTB's Director of Transportation Systems Planning, Herb Crawford told the ORTA Board the plan would take five months to complete once approval is given to go ahead with the work.

HNTB will study the marketability of passenger rail service between Cleveland, greater Akron, Columbus, greater Dayton, and Cincinnati and also between Toledo, Cleveland and Youngstown. The study will also probably include a possible Toledo-Dayton-Cincinnati corridor. Speed, costs, and convenience of passenger rail service will be primary areas of study. The study will be able to give the state legislature the information it needs to decide whether or not to pursue the high-speed passenger rail concept. The findings and recommendations may be accepted, modified, or rejected by the state legislature.

ORTA Board member Tom Pulsifer asked that the study consider the desirability of intermodal transportation in urban centers. ODOT head Richard Jackson said the study should examine the impact of rail transport on the intercity bus system which is already complaining about unfair competition from federally subsidized Amtrak service.

COLUMBUS' HIGH ST. VIADUCT has been closed to auto traffic following a Conrail derailment in mid-December which damaged the structure. Access to the Amtrak station is maintained, but may cause some confusion. Keep alert.

RULE "G" VIOLATION IS BEING INVESTIGATED

The FRA and the PUCO are presently investigating a December 13 Conrail collision near Hilliard on the possibility that the train crewmen had been drinking prior to the accident.

The crash involved three diesel units and a caboose which passed a stop signal and plowed into the side of a 103-car grain unit train during broad daylight just north of Buckeye Yard and west of the Outerbelt highway.

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Feb. 19

TEMPORARY COLUMBUS STATION CONSTRUCTION CONTRACT AWARDED

At the end of November Columbus Service Director Robert Parkinson awarded a \$530,000 contract to the J. P. O'Connor Co. Inc. for construction of the temporary Amtrak rail passenger station at Columbus. The metal building will house Amtrak's station and Conrail offices for up to five years while the new convention center is being built on the site of old Union Station. The temporary station will be movable and usable for another purpose when it is through as a railroad depot.

We are told that Amtrak and Conrail are to be out of the old Union Station by the end of February. The new station will be east of 4th Street, north of the railroad and southwest of the Innerbelt. Entrance will be off Swan Street. Ample parking will be provided. The facility will include fueling provision for Amtrak trains. The high cost of the new station is necessitated by the tight time-frame and required wintertime construction.

STATISTICS OF INTEREST FROM AMTRAK: Ticket sales at Dayton increased 24% over the previous December. The Shenandoah carried 5,673 passengers in its first month of operation. Ridership on the National Limited is up 27% over 1975 figures, Broadway down 10%, Riley up 4%, Mountaineer down 8%, Lake Shore up 1%.

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PORTSMOUTH AND ITS AMTRAK STATION TO BE SEPARATED BY 46 - MILE DETOUR

When the US 23 suspension bridge over the Ohio River is closed down for repairs sometime later in 1977, Amtrak passengers will have to drive some 46 miles to get from Portsmouth to the Amtrak station in South Portsmouth, on the Kentucky side of the River. The closest bridge is at Ironton, 23 miles upriver from Portsmouth. Amtrak passengers might then be better off going to the Tri-State Station at Catlettsburg, only a few miles further upriver from the Ironton - Ashland Bridge.

OARP does not know when the Portsmouth bridge will be closed to auto traffic, nor how long the closing is to be in effect. We do know that this closing will have a severe effect upon Amtrak ridership to and from the station at South Portsmouth.

HARRY SOVA NOW ACTIVE IN CALIFORNIA

OARP's first public relations chairman, Harry Sova, now a Professor of Communications at California State University at Fullerton, has become very active as a director of Citizens for Rail California and is seeking a seat on NARP's Region XII Board of Directors. Harry writes that he regrets leaving Athens, Ohio, before Amtrak service finally came in there.

TLE & W PURCHASES ABANDONED N & W LINE

The purchase of 10 miles of abandoned N&W track between Waterville and Grand Rapids, Ohio, by the Toledo, Lake Erie & Western Railway, Inc. was announced by TLE&W President Arthur Regenold III on November 23rd. The purchase will serve as the foundation for a permanent tourist historical rail operation in northwestern Ohio. At one time the track was the main line of the famed "Cloverleaf Division" of the Nickel Plate Road. Our Toledo area regional coordinator, Willard Edson, is active with the TLE&W, which operates steam and diesel passenger trains on weekends and holidays during the summer months. The TLE&W possesses several vintage pieces of railroad equipment.

OARP extends sympathy to our membership co-chairman Gary Amatore whose mother passed away suddenly early this month.

Many who attended OARP's Fall meeting in Columbus may remember Dr. George Ruppel who was a guest at our meeting that day. For 21 years a history professor at the University of Dayton and a well-known and respected proponent of rail transport, Dr. Ruppel died suddenly on December 2nd.

OARP'S BROCHURES APPROVED FOR DISPLAY

We have received official permission from Amtrak for our OARP brochures to be displayed at Amtrak Ticket Offices and stations. This permission was granted in a letter from Amtrak's Detroit District Superintendent, Richard L. Tower, Jr. to OARP President Tom Pulsifer. Tower also expressed appreciation for the various maps we have been supplying to Amtrak's agencies.

NAT SIMONS IS APPOINTED ORTA DIRECTOR

At a special ORTA Board Meeting on November 22nd, Nat Simons, Jr. was appointed as the new executive director of the rail agency.

Simons, who holds a doctorate from Ohio State, was previously chief policy analyst for the Ohio Department of Transportation. In 1964 he left Oakland University as an assistant professor to work in research and development at the Federal Highway Administration in Washington, and in 1969 he left Washington for private consulting at CONSAD Research Corp. in Pittsburgh and with Battelle Institute Columbus Labs. He joined ODOT in 1972 as chief planner.

Carl Freshour, who resigned from his post as vice chairman of the ORTA Board to serve as acting director when the former executive director (Graeme MacKeown) resigned in May 1976, has been appointed assistant executive director of ORTA.

OARP extends congratulations to Nat Simons and pledges continued cooperation with ORTA as we all pull together for more and better rail passenger services in and through Ohio.

SHENANDOAH SUBURBAN CINCINNATI STOP?

OARP has formally contacted Amtrak in regards to a possible station stop on the new Shenandoah route in suburban Cincinnati. Oakley has been mentioned as a possible stopping place, partly due to its traditional role as a suburban station stop in pre-Amtrak days.

Amtrak's Marketing Research people are also interested in such a stop, but point out that because of the vast urban sprawl, they believe a site much closer to I-275 would be more feasible. Loveland has been mentioned as a possibility. Although adequate safe parking and ease of highway access is predominant in the site location, we also feel that access to public transportation (city/suburban bus, taxi) is a factor to be considered.

Again, we ask Queen City area members who can provide significant input on this to write directly to Mr. Robert E. Gall, Director of Marketing Research, Amtrak, 955 L'Enfant Plaza North, S.W., Washington, DC 20024.

QUESTION - OF - THE - YEAR !!!

IF TRAINS ARE SUCH UNBEATABLE COMPETITION FOR THE BUS COMPANIES, THEN WHY DID GREYHOUND PETITION TO DISCONTINUE A YOUNGSTOWN - CLEVELAND BUS AT THE SAME TIME THAT CONRAIL WILL DISCONTINUE ITS PASSENGER TRAIN BETWEEN THE SAME POINTS AT ROUGHLY THE SAME TIME?

On November 15th the PUCO ordered Greyhound to continue the runs in question. But, following the bus companies logic, we would think that they'd be adding buses at a time like this. We should point out that Greyhound, and other bus lines, have been almost quietly discontinuing runs all over the country. In Georgia, over a dozen bus routes were discontinued last year -- routes that had no competition from passenger trains!

THE WHEELS ARE STARTING TO ROLL . . .

OARP has received word (Jan. 11) that funds for the Howard, Needles, Tammen and Bergendoff study on Ohio's high-speed rail passenger service corridors have been released by the State Controlling Board. The study should be completed by June 1977.

RTN AWARDS TRAIN-OF-THE-YEAR STATUS TO THE LAKE SHORE LIMITED, CITES OARP

The editors of Rail Travel News have selected Amtrak's Lake Shore Limited as recipient of RTN's first annual Train-Of-The-Year award. In the opinion of the editors the Lake Shore has contributed most to advancing the cause of rail travel in the past year.

RTN says; "In the little more than a year since the train began running, the Lake Shore Limited has achieved a ranking among the three top long-distance trains in the nation in ridership. While the train has had some problems during its short life, such as crowded unreliable equipment and bad track that caused delays, all those concerned with its operation seem to have been cognizant of the difficulties and have worked steadily on them, with the result that the train has shown regular improvement. But the single deciding factor that led RTN to select this train for its first award is the evident interest and enthusiasm that continues to surround the train. RTN receives a very large amount of mail concerning this train, and its supporters are vocal in their involvement with this rail service. In particular, we single out the Ohio Association of Railroad Passengers as an organization that has been both persistent and effective in its efforts to achieve better rail service for its area. The kind of interest generated by a service such as this serves well the cause of rail travel for the nation as a whole, and bodes well for the future of our country as it stumblingly moves toward a better, more balanced transportation system. Lake Shore people, the editors of Rail Travel News salute you!"

HOW'S THAT?



You'll be able to buy OARP BADGES at the TOLEDO MEETING on FEBRUARY 19th. But... if you're in a real hurry to get one, just write our BADGE MAN! That's Joe Schwieterman, Rolfes Road, Box 13, Maria Stein, OH 45860. 55¢ each or 2 for \$1 plus 13¢ postage per badge.

INTREPID AMTRAKERS NAB TRAIN-RIDING PURSE-SNATCHER

As the National Limited pulled into Dayton one morning early in January, a young man about to detrain grabbed the purse of a lady enroute to St. Louis then jumped off and ran down into the waiting room and hid in the men's restroom. Pursued by the Amtrak conductor, brakeman and ticket agent, the purse-snatcher pushed past the three and headed out the door, running several blocks through downtown Dayton with the train crewmen in hot pursuit! A passing Journal-Herald deliveryman joined in the chase, cornered the man and deposited him in the back of his newspaper truck. All involved returned to the station where police were waiting, having been summoned by the ticket agent. The lady got her purse back, safe and sound, and interrupted her train trip long enough to file charges with the Dayton police. Thanks to the alert Amtrak personnel and to the newspaper deliveryman, all of whom cared enough to get involved, an unfortunate incident was brought to a quick halt.

NEWS NOTE: AMTRAK BAGGAGE CARS ARE IN SHORT SUPPLY.

HERE WE GO AGAIN . . .

As we go to press we've learned that both the Chessie and the Burlington Northern have slapped stringent speed restrictions on all Amtrak SDP40 diesels operating over their lines, causing horrendous delays to Amtrak trains. All SDP's will undergo expensive truck modification to alleviate conditions which, so say the railroads, lead to derailments. Meanwhile a severe motive power shortage has hit Amtrak which could jeopardize expanded services planned for later on this year.

OARP's SLIDE SHOW HAS BEEN REVISED AND UPDATED with several new slides added (including Amtrak's Rohr Turbo "Passenger Extra" on the National Limited route at South Charleston, Ohio, last September; the infamous waiting room at Crestline, and a snowy night time-exposure of the eastbound Lake Shore Limited at Cleveland last February) and slightly revised format. We make our slide show available at no charge to OARP MEMBERS, except for postage and insurance charges. Our slide show tells about OARP, about present-day rail passenger services in and through Ohio, and outlines some concerns about passenger rail as a vital transportation mode in Ohio and the nation. Please contact your OARP president for further information or to arrange to borrow the slide show. See OARP Directory in this issue for address and phone.

SHORT LINES... Ohio is not alone with commuter rail problems. Since no offer of service continuation subsidy payment has yet been received from the State of Massachusetts' MBTA, Conrail has posted notices of discontinuance of all non-Amtrak local trains in and out of Boston's South Station effective March 13, 1977. ++++ Amtrak and the city of Canton (O.) have made an agreement to jointly share construction costs of their new Amtrak passenger station to be built on the site of the old PRR depot. This agreement to share construction costs is the first with any city in Ohio according to Amtrak officials. ++++ A diesel-powered 125mph high-speed train now in service linking London with Bristol, in southwest England, is described as the world's fastest, covering 112 miles in one hour and 13 minutes. ++++ Thirty-four University of Akron Zips fans traveled Amtrak early in December to the NCAA Division II football championship in Wichita Falls, Texas. The tour was organized and led by OARP member Jim Weyrick, tour director with the Akron AAA, and included the Lake Shore Limited, Lone Star, and Broadway Limited. ++++ Cause for further rejoicing: Woodruff M. (Woody) Price, once executive director of NARP, is incoming DOT Secretary Brock Adams' legislative assistant! Price is widely respected in the railroad field for his staff work with Adams.

THANKS to Ross Capon and others at NARP for hastily assembling data and information to assist attempts to save Conrail 28 and 29.

THANKS to Mike Curtin for the fine article on OARP and its work which appeared in the Columbus DISPATCH on Tuesday, December 7, 1976.

WE URGE YOU TO JOIN OUR NATIONAL ASSOCIATION AND YOUR STATE ASSOCIATION.....

Rail passengers' experienced voice in Washington, DC, belongs to the NATIONAL ASSOCIATION OF RAILROAD PASSENGERS. NARP opened an office on "Capitol Hill" eight years ago; helped write the bill that created Amtrak and reversed passenger trains' downhill slide toward oblivion. NARP has been constantly on hand as Congress approved expansion and improvement of Amtrak's service over the reluctance of the Administration to make enough money available. NARP needs your help. Increased membership means a stronger voice for rail passenger service nationwide.

And of course OARP (as you can see in this newsletter) is working very hard in your behalf right here in Ohio. We also welcome your support. OARP is not financially affiliated with NARP. JOIN NARP AND OARP TODAY!

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS 417 New Jersey Ave., S.E. Washington, DC 20003 \$10/year	1-77 6:53	OHIO ASSOCIATION OF RAILROAD PASSENGERS P.O. Box 653 Xenia, OH 45385 \$5/year	1-77 6:53
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ADDRESS _____		ADDRESS _____	
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_____ ZIP _____		_____ ZIP _____	
Membership includes membership card and monthly newsletter. Write directly to NARP for their brochure.		Membership includes membership card, subscription to "the 6:53", plus occasional special mailings.	
USE THIS COUPON FOR <u>NEW</u> MEMBERS ONLY		USE THIS COUPON FOR <u>NEW</u> MEMBERS ONLY	

CLEVELAND STATION - PUBLIC SQUARE LINK PUSHED
OARP member and NARP Regional Director Al Mladineo is spearheading a new push for re-establishment of an RTA bus shuttle linking the Lakefront Amtrak Station and Public Square. Service was suspended last July.

AMTRAK CLAIMS "BUM RAP" FROM THE PRESS
With six well-publicized derailments since mid-November, Amtrak thinks it has been getting a "bum rap" from the press. Amtrak says its safety record for 1976 was much better than in previous years. Amtrak had 26 derailments in 1976, compared to 28 in 1975, 38 in 1974 and 34 in 1973. It has had no fatalities since 1973.

SHORT LINES... Amtrak will revise schedules effective February 15th affecting the following services; Empire Service, Chicago-Pt.Huron, Ft. Worth-Dallas, Minneapolis-Superior, NY-Florida, NY-Newport News, Northeast Corridor. ++++ Effective April 24th, the Lone Star will be permanently deconsolidated from the Southwest Limited between Chicago and Kansas City. ++++ Amtrak gained over \$1 million in revenue in Cleveland in the 12-month period since the Lake Shore Limited began operations in October of 1975.

SHORT LINES... CBS-TV's "60 Minutes" on January 16th carried an objective report on the Washington Union Station/National Visitor's Center fiasco and included a short interview with Amtrak Pres. Reistrup. ++++ Some OARP members have asked which SDP's were destroyed in the tragic Lone Star vs. gasoline truck collision at Marland, OK. The Southwest R.R. Historical Society's "Clearance Card" reports they were units #501 and #520 and says they may be rebuilt, but it will be expensive to do so. ++++ Ohio Rep. Art Wilkowski, a prime force in creating ORTA, is unhappy with the way things are going. He intends to give up his key House committee chairmanship so he can keep a much closer watch on the rail authority and may introduce new legislation to make ORTA stronger and more effective.



Alfred A. Michaud

GUEST SPEAKER
at the NARP Meeting.

Al Michaud is Vice-
President/Marketing
of Amtrak.

PLAN NOW TO BE IN TOLEDO ON SATURDAY, FEBRUARY 19th

for the MIDWINTER MEETING of the OHIO ASSOCIATION of
RAILROAD PASSENGERS - 10:30a - 12:00n

FEBRUARY MEETING of the MICHIGAN ASSOCIATION
of RAILROAD PASSENGERS - 10:30a - 12:00n

and the ANNUAL REGION SIX (OH, MI, western PA) MEMBER-
SHIP MEETING of the NATIONAL ASSOCIATION of
RAILROAD PASSENGERS - 1:30p - 4:00p

all meetings at the COMMODORE PERRY MOTOR INN, 505
JEFFERSON AVENUE at SUPERIOR STREET, in DOWNTOWN
TOLEDO, easy access from I-75 (any downtown exit),
parking garage adjacent, public transportation.

REGISTRATION - \$1.00 (donation payable at time of reg-
istration to help defray expen-
ses of this day)

Registration receipts will be provided
if you need one.

Registration opens at 10:00a. Lunch is on your own.

REMINDER! You need not be a mem-
ber of NARP, OARP or MARP to at-
tend the February 19th meetings.
Indeed, guests and prospective
members are most welcome! Those
intending to vote on official
business in any of the meetings
must be members whose dues are
current. A reminder that an e-
lection of NARP Regional Directors
for 1977 will take place during
the NARP meeting. You can join
NARP, OARP or MARP at the Febru-
ary 19th Meetings! Additional
NARP details appear in the Oct.
edition of NARP NEWS.

RIDE AMTRAK'S LAKE SHORE LIMITED TO TOLEDO!

Lv CLEVELAND 7:20a	Lv TOLEDO 8:40p
Lv ELYRIA 7:50a	Ar ELYRIA 10:25p
Ar TOLEDO 9:45a	Ar CLEVELAND 11:05p

Last year about 25 rode the train to the
NARP-OARP-MARP Meetings. Convenient sta-
tion parking at Cleveland and Elyria. Make
travel arrangements on your own, please.

**QUESTIONS CONCERNING THE MEETINGS
SHOULD BE DIRECTED TO:**

OARP - Tom Pulsifer, Pres. (513-372-9868)

MARP - John deLora, Pres. (313-886-2032)

NARP - Dave Marshall, Reg. Dir., (513-222-1215 or 252-0481)

SEE YOU THERE!

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