



# THE 6:53

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

Thomas R. Pulsifer, President and Editor

ISSUE 22 ✦ ✦ JAN. 1978

### A MESSAGE TO OUR MEMBERS:

You'll notice right away a new format for "the 6:53". And we'd like your reaction to it.

Because of the amount of news and material we feel that you expect us to get out to you in each issue, quite frankly we have been forced to adopt (at least experimentally) this new format.

If my figures are correct, we now have an additional 663 square inches of space to work within, thanks to a photoreduction of the typed copy to about 20% of the original size. And we can send it out for a 13¢ stamp.

OARP still has a rather tight financial situation, despite encouraging signs of increased support from our membership. If you are in a position to upgrade your membership, or to make an extra donation to support and further our efforts to bring better passenger trains for Ohio and increase awareness of rail in transportation planning; then OARP would greatly appreciate hearing from you. There are many opportunities coming up for OARP this year. And with your continuing support, we will forge ahead!

— OARP Pres. Tom Pulsifer

**OARP - NARP - MARP**  
**SAT., FEB. 4<sup>TH</sup> — — —**  
**IN TOLEDO!**

## DAYTON SERVICE IS SAVED WITH ONLY HOURS TO SPARE - OARP HELPS

We went right down to the wire this time, but thanks to OARP and NARP involvement, WE SAVED THE TRAIN! The scenario of Nov. 29th and 30th is mind-boggling, though. This report, thanks to Dave Marshall, summarizes what led up to the events of "The Day That Dayton Almost Lost The National Limited."

In 1971 Amtrak included Dayton in its basic system, but tried unsuccessfully to axe the National Limited in 1973. In 1974-5 Dayton was aware of the Dayton-Indianapolis Penn Central line problem and at first believed that Indiana would take care of it, then assumed it was surely a bureaucratic error when the line was again listed for discontinuance.

In April 1977 thru service was to end, but due to Conrail trackwork on the Union City "Beeline" route, D-Day was extended to September. In May OARP helped the Dayton Chamber of Commerce organize the well-publicized Amtrak Appreciation

(continued, next page)

Dayton Service Saved (continued)

Day to draw public attention to the Dayton-Indianapolis line problem. ORTA held a well-attended public meeting on the situation August 1, 1977 in Dayton and the Dayton C of C began exploring alternatives to keep the Amtrak service in Dayton. OARP and the C of C offered an alternative plan in a well-publicized Oct. 7th press conference. Amtrak agreed the plan was valid, but not politically feasible as it would end service to Indianapolis. D-Day was extended to the end of November.

Meanwhile, our own Dean Denlinger had the OARP/C of C proposal adopted by NARP at its fall meeting and it made the national news wires. Dean, a Dayton attorney, also looked into legal action to prevent rerouting the train. Dean suggested contacting Jim Ullman, Connecticut attorney and fellow NARP director, who had experience in filing suits against railroads. Dean also suggested that Attorney Charles Horn, Mayor of Kettering, OH, be the source of legal assistance as Denlinger's law firm already represented Conrail.

Many conferences between the parties involved so far, including at times, Anthony Haswell, NARP's attorney Andy Goldstein, Dayton City Manager James Alloway and Law Dept. Director Don Hawkins, led to the point where the City of Dayton said they'd need an attorney experienced in railroads. Jacob Billig, of Billig, Sher & Jones of Washington, DC, was retained as he was already representing the City of Richmond, IN, and the Richmond Power & Light Co. regarding the same rail line shutdown problem.

On TUESDAY, NOVEMBER 29th, Dayton City Commissioner Michael Schierloh, Jack Jensen of the TCC, and our own Dave Marshall met with Jacob Billig to prepare Schierloh's testimony and review legal papers. Billig said that Dayton had no standing to sue Amtrak, only the Federal Government could do that, and that intervention by the Justice Dept. would be necessary. The group met with John Broadlee of the Justice Dept. at 3pm that day. Amtrak counsels Bob Patterson and Dan Brunner declared that Amtrak wanted to continue service to Dayton but felt (continued on pg. 10)

SOME THOUGHTS ON RESTRUCTURING AMTRAK

— by Bill Snorteland  
OARP Cleveland Area Coordinator ----

Amtrak has been in the news quite a bit lately with its budgetary problems, service cuts, five-year plan and supplemental appropriations package. Out of all the news generated, the most interesting, in my opinion, were the statements that a thorough re-examination of Amtrak's route structure is planned, and the listing of six promising new routes along with three present routes that might see additional service.

The only negative aspect of these plans, in my opinion, is choosing the route through Lima for additional Chicago - Pittsburgh service when the route via Youngstown and Cleveland is almost five times the population. Fully logic and reason will rear their noble heads!

With this criticism out of the way, I will give my capsule analysis of the Amtrak route structure and suggestions for its improvement.

Amtrak should build around the present Broadway, National, and Lake Shore Limiteds with additional corridor services. This should include a New York - Pittsburgh - Cleveland day train in addition to a Pittsburgh - Cleveland - Chicago daylight run having mid-morning departures and mid-evening arrivals. This would also give a big boost to the much-discussed "Steel Cities" Corridor between Pittsburgh and Cleveland.

During the peak travel periods (May 15 - Sept. 15, Nov. 15 - Jan. 15, and/or on a Thurs-Fri-Sat-Sun basis, Amtrak should run a New York to Chicago train via Pittsburgh and Cleveland on the old Broadway schedule (Lv NY 2:30pm, Ar Chi 8:30am -- Leave Chi 7:30pm, Ar NY 4:30pm).

The National Limited should be extended to Denver via Topeka and LaJunta. The Cardinal should be rerouted between Cincinnati and Richmond via Hamilton and Oxford. Both the Shenandoah and the Hilltop should be dropped. The Lakeshore could carry through New York - Detroit cars in lieu of running the Detroit - Buffalo section of the Niagara Rainbow across southern Ontario.

(continued...)

Some Thoughts on F

The much-talked-at Floridian through should be implemented. In addition, Amtrak should next experimental Orleans with through a restructured Florida

Chicago-Detroit extended to Toronto. And the number of Chicago should be the sometimes made Chicago's Union Station Rainbow should be New York train via New York - Detroit on the Lakeshore. Once the Morning the Night Owl should Inland Route which Boston - Montreal at Springfield. peak travel period Amtrak should consider New York - Montreal run and popular Montreal

Paul Reistrup has one daily train on and on this point with him. However, there must be at least trains on any route while is flawed by Amtrak routes experience increases where two be justified, but

The idea of "trade" vigorously pursued they involve the listed in Amtrak's. For example, further (NY-Springfield-Buffalo) than compensate for ton section of the development of the Philadelphia - Pittsburgh-Cleveland - Cincinnati, Cleveland Columbus-Indianapolis corridors would be a the National Limited

recently mentioned was the number-on-

Some Thoughts on Restructuring Amtrak  
(continued)

The much-talked-about rerouting of the Floridian through Atlanta and Savannah should be implemented immediately. In addition, Amtrak should name as its next experimental route Detroit - New Orleans with thru cars to Florida via a restructured Floridian.

One of the Chicago-Detroit trains should be extended to Toronto, or even to Montreal. And the number of access routes into Chicago should be reduced to speed up the sometimes maddening crawl into Chicago's Union Station. The Niagara Rainbow should become a Toronto - New York train via Niagara Falls, with New York - Detroit cars being handled on the Lakeshore Limited via Toledo. Once the Montrealer is Amfleeted, the Night Owl should be run via the Inland Route which would allow through Boston - Montreal cars via a connection at Springfield. Once again, during peak travel periods and on weekends, Amtrak should consider a daylight New York - Montreal run over the very scenic and popular Montrealer route.

Paul Reistrup has said that less than one daily train on any route is crazy, and on this point I generally agree with him. However, his position that there must be at least two daily trains on any route to make it worthwhile is flawed because numerous Amtrak routes experience seasonal increases where two or more trains may be justified, but not for a full year.

The idea of "trade-offs" should be vigorously pursued, especially when they involve the "emerging corridors" listed in Amtrak's Five-Year Plan. For example, further (and long overdue) development of the Inland Route (NY-Springfield-Boston) would more than compensate for dropping the Boston section of the Lake Shore. Development of the Philadelphia-Pittsburgh, Pittsburgh-Cleveland, Pittsburgh-Cincinnati, Cleveland-Cincinnati, and Columbus-Indianapolis-Chicago corridors would be a fair exchange for the National Limited.

Time Magazine recently mentioned that Disney World was the number-one tourist attraction

in the world. With this in mind, I think a separate Midwest-Orlando train, possibly seasonal, would be justified. Some type of Miami/St. Pete.-Orlando corridor service would seem practical here too, but strangely enough this service isn't mentioned anywhere in Amtrak's Five-Year Plan.

Another weakness in Amtrak's Five-Year Plan is in its method of analyzing profitability of new or extended routes. For instance, in examining the Grand Forks-Winnipeg route, Amtrak states that this would link Winnipeg with Chicago, Milwaukee and Minneapolis which makes a huge addition to the market population column. On the other hand, when listing the Cleveland-Cincinnati and Detroit-Cincinnati routes, no mention is made of the fact that these two corridors could connect the large Ohio cities and Detroit with Florida, Atlanta and New Orleans! This must be an example of the "new math"!

Finally, during this period of restructuring, Amtrak and the bus companies should make peace and set up coordinating and connecting schedules.

The September issue of Passenger Train Journal editorializes that Amtrak can live within its budget by concentrating service during the peak travel periods (May-Sept, Nov-Jan, weekends) while maintaining a basic skeletal system as justified during the remaining periods. Certainly the time has come to drop the obvious non-performers. A balanced or "something-for-everyone" system is not a viable one and as soon as Amtrak realizes this the better off they will be.

Flexibility, realism, and some innovative thinking will go a long way in insuring a future for Amtrak. It's now up to us rail passenger supporters to convey this message to President Carter, to our U.S. Congressmen, to U.S.D.O.T. Secretary Brock Adams, to let them know we're standing behind a move to improve and strengthen Amtrak.

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HOW CAN YOU HELP? Read the message from OARP's President on the following pages and crank up your Royal or your Smith-Corona! We've got a chance to be heard!

YOU CAN HELP FUND LOBBYING EFFORT

The City of Dayton has organized an effort to maintain the present, original route of Amtrak's National Limited not just for the purpose of maintaining current service to Dayton and Richmond, but also for the purpose of maintaining a viable corridor route from Columbus to Indianapolis and Chicago.

CONTRIBUTIONS TO THIS LOBBYING EFFORT CAN BE MADE OUT TO THE RAIL FOUNDATION OR TO THE DAYTON FOUNDATION, BOTH OF WHICH ARE TAX-DEDUCTIBLE.

Officers of The Rail Foundation in Washington are key supporters of NARP. These contributions may be mailed directly to OARP for forwarding to The Rail Foundation.

Those who prefer to send their contribution to The Dayton Foundation may mail it to them directly in care of the Dayton Chamber of Commerce, 111 West First Street, Dayton, OH 45402.

The maximum possible expenditure will not exceed \$10,000, toward which the City of Dayton has pledged up to \$5,000. It was the intention of Dayton city officials to provide 50% of the total. Even though it is unlikely that the maximum of \$10,000 will be obligated, it would be most responsible to have that total available should it be necessary. ALL CONTRIBUTIONS ARE REFUNDABLE, BASED ON THE PROPORTION OF THE CONTRIBUTION IN RATIO TO THE UNUSED AMOUNT!

OARP wishes to cite the key role played by City of Dayton Law Director Don Hawkins in explaining the railroad problem to the City Commission and helping gain their support. This kind of foresight should be supported by our members. OARP and NARP involvement have helped the City of Dayton take a stand FOR maintaining present service and FOR improved future rail service. OARP requests your monetary support of this effort!

THANK YOU, SENATOR GLENN!

OARP wants to take this opportunity to thank Senator JOHN GLENN and his aide TOM DOUGHERTY who worked very hard on Capitol Hill to help save the Amtrak rail passenger service to Dayton.

Those of us who were involved with the hour-by-hour developments during the last few days of November, and who know how very close we came to losing the train (if the train had gone to the Union City route Dec. 1st the passage of the \$18 million Supplemental Appropriations on the 2nd could have frozen the National Limited on that route), can appreciate all the more the persistence of the Senator and of Mr. Dougherty.

It would be a nice thing if our OARP members, especially those from the greater Dayton area, would write a short note of appreciation to Senator Glenn at 204 Russell Senate Office Building, Washington, DC 20510.

OARP MIDWINTER MEETING IS SAT., FEB. 4, IN TOLEDO!

Important Message

"It appears now that rail passenger system, intercity rail passenger long-distance linking these corridors. Ohio could take shape than we

good at this time as the USDOT is a zero-based restructuring some input to this it is important to

get your message two-page, letter. Handwrite it, be with data if possible

Cite the advantages comfort, convenience transportation, if you believe that passenger system.

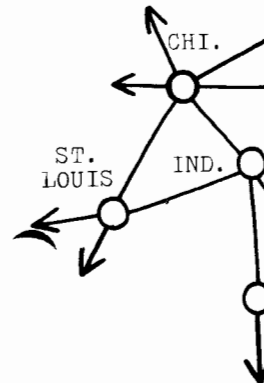
"Letters especially if you initials in your local to stir up an awareness even though you may big help in the local may be quite open a nationwide passenger Now that we've got do it!

"As far as we should be pushing routes as a minimum

IMPORTANT MESSAGE FROM YOUR OARP PRESIDENT: "I am asking for your help.

I want our OARP members to write letters to Pres. Jimmy Carter (The White House, Washington, DC 20501) briefly outlining your suggestions for restructuring the national rail passenger system, specifically involving Ohio and possible interstate rail corridors into neighboring states. President Carter will not only undoubtedly forward these letters over to Transportation Secretary Brock Adams (USDOT, Washington, DC 20590) but they will show the President that there are people that want a reasonable and reliable national passenger rail system. I suggest also that if you have the time and resources, that you should also write, or send copies of your letter to Pres. Carter, to your Congressman (U.S. House of Representatives, Washington, DC 20515) and to Senator Glenn and Senator Metzenbaum (U.S. Senate, Washington, DC 20510).

(continued...)



Important Message From Your OARP President (continued)

"It appears now that any restructuring of the national rail passenger system will concentrate on developing intercity rail passenger service corridors and providing long-distance and transcontinental service both by linking these corridors and with selected long-distance trains. Ohio could very well come out in somewhat better shape than we are at present.

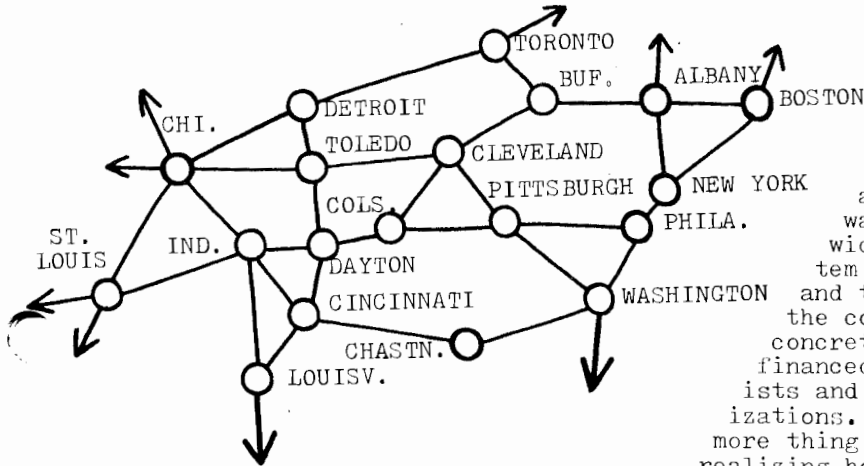
"It will do little good at this time to convey your suggestions to Amtrak, as the USDOT is the agency officially in charge of the zero-based restructuring study. But we do need to have some input to this. We need to speak out! That is why it is important that you take time to write.

"Try to get your message across in a one-page, or at most a two-page, letter. Typewrite if possible. If you must handwrite it, be legible. Support your suggestions with data if possible.

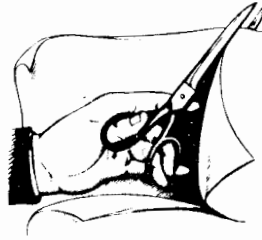
"It would be good to briefly cite the advantages of passenger rail service (safety, comfort, convenience, economy, dependable, all-weather transportation, fuel-efficient, etc.) and to state why you believe that America needs an adequate rail passenger system.

"Letters to the editor are also in order, especially if you can respond to articles and editorials in your local and area papers. The main thing is to stir up an awareness, an interest. Every effort, even though you may think it insignificant, will be a big help in the long run. I believe that the USDOT may be quite open to suggestions on just what kind of a nationwide passenger rail system America should have. Now that we've got the chance to provide input, let's do it!

"As far as Ohio and Vicinity stands, I believe we should be pushing for the following intercity rail routes as a minimum acceptable system for this area:



**CLIP  
NEWSPAPER  
ITEMS**



WE STILL DEPEND ON YOU — our fine OARP members who clip rail news articles of local and regional interest and send them in to us! WE THANK YOU for this!

Our volume of incoming mail seems to grow all the time. We can't always respond to every letter; but be assured that ALL are carefully read and filed for reference.

"True; it's much more than we've got at the present time, but we can hardly call the present service adequate.

"Remember, too; there are forces around that want to see the nationwide rail passenger system destroyed! The bus and the highway people, the construction and the concrete people have well-financed professional lobbyists and strong support organizations. That is just one more thing to think about when realizing how VERY IMPORTANT it is for US to be heard. And NOW!"

AMTRAK SUSPENDS PROCESSING CRITERIA PROCEDURES

On December 2nd Amtrak suspended processing route and service criteria procedures for five of its trains which were being considered for restructuring or discontinuance and ordered notices asking for public comment to be removed from the trains and from the stations along the affected routes.

Amtrak also announced that no trains in its nationwide system will be discontinued pending Congressional review of a comprehensive re-examination of the nationwide route structure by the U.S. Department of Transportation and by Amtrak.

The five trains which were being evaluated were the North Coast Hiawatha, Empire Builder, Lone Star, Inter-American and the San Joaquin.

AMTRAK SERVICE RESTORATIONS:

- Palmetto - Restored to daily operation shortly before Thanksgiving.
- Champion - To be restored between New York and Florida, via Raleigh and Columbia, as soon as practicable, possibly as late as March 1.
- New Haven - Springfield - Restored on Jan. 8th to pre-October frequency levels.
- Clamdigger - Restored Jan. 8th between Providence and New Haven on improved and more attractive schedule.
- Chicago - Milwaukee - One Turboliner restored on Jan. 8th.
- San Joaquin - Operating daily. Amtrak resumes full funding of operation at a date agreeable to Amtrak and the State of California.
- Inter-American - Still tri-weekly south of St. Louis. Daily service will resume around Memorial Day, on an experimental basis.
- Chicago - Seattle - Remaining on changed schedule as Amtrak no longer has sufficient conventional steam-heated equipment that is reliable enough to operate daily frequencies in the severe winter conditions along these northern routes. Daily operation may be a possibility by summer.

Service through Butte, MT, and Dayton, OH, is in effect at least until completion of the USDOT study on the nationwide Amtrak system.

WILL AMTRAK BE ABLE TO COPE WITH THE WINTER OF 1977-78?

OARP had hoped so.

However, the moderately severe cold spell, ice and snow of December 8-10, 1977 brought with it news reminiscent of last January and February

The eastbound Broadway Limited of December 9th got as far as Ft. Wayne when its steam lines froze up. OARP member Russ Heine reported it wasn't until 5:00am the next day that the Lima station was told the train was officially annulled. Passengers were put up in Ft. Wayne hotels/motels for the night. The next day a replacement train made up of Amfleet equipment was sent out of Chicago. Russ says it left Lima around 6:30pm, two hours before the Broadway of the 10th was due!

The westbound Broadway of the 9th, three hours late at Lima, followed a Conrail freight from Crestline to Ft. Wayne. The freight was having troubles, but word had it that CR would not sidetrack the freight or run Amtrak around it, because "we'd have to go out and unfreeze some switches!"

The eastbound National Limited froze up at Indianapolis on the 9th and 10th! On the 10th, an OARP member reported they sat on the train (already 3 hours late) in the Indianapolis station for four hours. "Then at 2:30am they took us off the train and put us on buses to ride back to Dayton. I don't know why it takes them so long to make contingency arrangements for the passengers."

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WILL AMTRAK BE AB

The annullments p of conventional e the National, and froze up on the 1 bound). OARP Pre westbound Nationa through Beavercr running only 20 m only four revenue coaches).

Another railroader, wonder crews know they'r the train steam h so the condensate aging fleet of Am seemingly do not provide sufficien nger trains in have an unconfirm National MLW "Gee end on the eastbo in mid-December. a number of CNR d current power sho

pathize with the ger; who must som up with seemingly and conditions wh of transportation ments.

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OARP plans, at th ate in the nation tion Railway Show 18 & 19) and in S with a display ta presentation. Vo needed, and sched OARP Regional Coo land and Harding.

GOOD NEWS! Amtra new r 6 - Oct. '77) bo or the fiscal ye 19,207,000 passen senger gain was a same period last was reported to b outside the North

WILL AMTRAK BE ABLE TO COPE? (continued)

The annullments produced a severe shortage of conventional equipment for the Broadway, the National, and even the Lake Shore (it froze up on the 10th in Syracuse, west-bound). OARP Pres. Pulsifer observed the westbound National of the 10th passing through Beaver Creek Twp. east of Dayton, running only 20 minutes late, but with only four revenue cars (sleeper, diner, 2 coaches).

Another OARP member, a retired railroader, wondered out loud if Amtrak crews know they're supposed to blow out the train steam heat lines every so often so the condensate won't freeze up. The aging fleet of Amtrak E-8 and E-9 diesels seemingly do not have the capacity to provide sufficient steam heat to long passenger trains in the cold of winter. We have an unconfirmed report that a Canadian National MLW "Geep" was seen on the head end on the eastbound National one night in mid-December. Conrail is again leasing a number of CNR diesels to alleviate its current power shortage.

Meanwhile, we sympathize with the wintertime rail passenger; who must sometimes be asked to put up with seemingly impossible situations and conditions when the "all-weather mode of transportation" succumbs to the elements.

We thought the lessons of The Winter of 1976-77 had been learned.

Be prepared; in case . . .

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OARP plans, at this writing, to participate in the nationally-known "Freight Station Railway Shows" in COLUMBUS (February 18 & 19) and in STRONGSVILLE (April 1 & 2) with a display table and continuous slide presentation. Volunteer workers will be needed, and scheduling will be handled by OARP Regional Coordinators Gelfer, Snorteland and Harding.

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GOOD NEWS! Amtrak gained over 1 million new riders in one year (Oct. 6 - Oct. '77) boosting total ridership for the fiscal year just completed to 19,207,000 passengers. The million passenger gain was a 5.8% increase over the same period last year. Strongest growth was reported to be on short distance runs outside the Northeast Corridor.

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SHORT LINES #####

Senate confirmation of Amtrak Board nominees has been bogged down by Sen. Griffin of Michigan, who is upset because Frank Neel, a political independent, campaigned hard for President Carter in Georgia. According to Griffin, Neel would constitute the 6th Democrat on the Amtrak Board (no more than 5th are to be of the same political party). And, it came out in Senate hearings that Neel hadn't even been on a train since 1964, even though Amtrak's Floridian stops in Neel's hometown of Thomasville, GA.

Amtrak is tightening up on its commissary operations after the Washington, DC, commissary was cited by FDA inspectors in November, then ordered closed by Amtrak. Apparently a pile of unrefrigerated sandwiches had sat on an outdoor loading dock for several days. Yum! Yum! The Washington Commissary stocks such trains as the Cardinal, the Montrealer, and the Washington section of the Broadway.

Proposal of Auto-Train Corp. to carry passengers' autos while they fly Eastern Airlines to and from Florida has received ICC approval. A-T Pres. Eugene Garfield reports the corporation posted a net loss for the fiscal quarter ending in October, the 2nd loss quarter in a row. Temporary suspension of the Louisville route is said to have contributed to losses.

Unconfirmed reports out of Cincinnati have it that converting Cincinnati Union Terminal into "The Land of Oz" will begin in February, with opening planned for late fall of this year. The architectural and artistic integrity of the Terminal will be preserved. Plans apparently do not include any provision for future rail passenger service. Masterminding the revamp job is 28-year old Steve Skilken, a 1972 O.S.U. graduate.

MIDWINTER OARP MEETING & ANNUAL NARP REGION SIX (OH-MI) MEMBERSHIP MEETING & ELECTION OF REGIONAL DIRECTORS

SATURDAY, FEBRUARY 4th

at the COMMODORE PERRY MOTOR INN in downtown TOLEDO, OHIO; at 505 Jefferson Avenue at Superior Street. Parking garage adjacent. Easy access to and from I-75 or public transportation. Make plans NOW to attend!

SCHEDULE FOR THE DAY:

10:00am - Registration opens. We are asking a \$2 donation when you register at the door, to help defray meeting room rental expenses. Receipts will be provided if you need one.

10:30am - 12:00nn - OARP MEETING in the Toledo Room.

- Tentative Agenda:
1. Dues increase for OARP; discussion.
  2. OARP publications (should "the 6:53" go monthly, future of station maps, "special" brochures, etc.)
  3. State High-Speed Rail Passenger Plan.
  4. Participation in "exhibits", "shows".
  5. ??

**PLAN NOW  
TO  
ATTEND!**

A dues change will not be voted on at this meeting, as a Constitutional change would be required. After publication of a proposal in the March "6:53", this would be voted on at the OARP Annual Meeting on April 15th. Bring your ideas to this meeting. If you can't attend, and still want to submit your suggestions, write OARP Pres. Tom Pulsifer.

10:30am - 12:00nn - MARP MEETING in the 1812 Room. This is the regular monthly meeting for members of the Michigan Association.

12:00nn - 1:30pm - Lunch on your own. We suggest you patronize the fine dining room or coffee shop at the Commodore Perry.

1:30pm - 4:00pm - NARP REGION SIX MEMBERSHIP MEETING in the Toledo Room.

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**SURPRISE KEYNOTE SPEAKER:** We are attempting to get a certain, prominent, nationally-known figure (and a friend of rail passengers) to be our Guest Speaker. You will be sorry if you miss this one!

**ELECTION OF NARP REGION SIX DIRECTORS:** You must be a paid-up NARP member to be eligible to vote. NARP members should consult their NARP NEWS for details.

There will be display materials available. OARP plans to have its 1978 COLOR CALENDARS, new COFFEE MUGS, and OARP Badges for sale at special prices.

ALL MEETINGS ARE OPEN TO THE PUBLIC!

SEE YOU IN TOLEDO!

**RIDE AMTRAK TO TOLEDO ON FEBRUARY 4th!** ##### Again, plans are being made for NARP and OARP members and their guests to travel from CLEVELAND (or ELYRIA) to TOLEDO and back for OARP's Mid-winter Meeting and NARP's Annual Region Six Meeting on February 4th. Two years in a row the Lake Shore Limited was late. Does anyone want to bet that it will be ON TIME this year?

Amtrak group travel plans to save members 25% off the regular fare can be had from "Amtrak A1" (our own Al Mladineo) of Tower Travel. The round-trip discount fare is just \$12.50 (reg. \$16.50). Make your check payable to: TOWER TRAVEL SERVICE, Terminal Tower Lobby, Cleveland, OH 44113; and please mark both your check and your envelope with: NARP/OARP TOLEDO MEETING (so the bookkeeper won't go wild)! Act today; don't wait! You can phone "Amtrak A1" at Tower Travel by calling: 216-241-5534.

**SCHEDULE:** Lv. CLEVELAND 7:50am, ELYRIA 8:20am. Ar. TOLEDO 10:15am.

Lv. TOLEDO 9:04pm. Ar. ELYRIA 10:49pm, CLEVELAND 11:21pm.

HIGH-SPEED RAIL PAS

As "the 6:53" went the Ohio Rail Trans that the long-awaited Rail Passenger Plan leased to both the public on January 1 standing that a ser will be held on the ing on January 25th weeks. It is expected evening sessions,

Persons wishing to these hearings, sh Tom Pulsifer (513- for details.

We hope to be able rastate Passenge ruary 4th Meeti will be devoted to ition on the Plan meeting that day.

Individuals who wo Passenger Plan as should write direc State Office Tower umbus, OH 43215.

Briefly, the Plan v rail passenger ser within Ohio; Cincin land, Toledo - Cleve Toledo - Columbus - 6 daily round-trip 3 daily round-trip Top recommended run mph, where possible also will urge int the three routes, and to Louisville.

Am. H.B. 300 has p iature and became nor's signature. to the ORTA Board. Rep. Arthur Wilkow brese will be the

OR MILL! - Some the in Wooster, Ohio, v fall by a derailing Can one of our Woos

next plans to try t Pennsylvania Railro



HIGH-SPEED RAIL PASSENGER PLAN IS RELEASED

As "the 6:53" went to press, the word from the Ohio Rail Transportation Authority was that the long-awaited Intercity High-Speed Rail Passenger Plan would be officially released to both the Legislature and to the public on January 13th. It is our understanding that a series of public hearings will be held on the Passenger Plan, starting on January 25th and running for 10-12 weeks. It is expected that these will be evening sessions, held in the State House.

Persons wishing to attend, or to testify at these hearings, should contact OARP's Pres. Tom Pulsifer (513-372-9868 between 4pm-9pm) for details.

We hope to be able to have copies of the Interstate Passenger Plan available at our January 4th Meeting in Toledo. Some time will be devoted to discussing OARP's position on the Plan during the morning OARP meeting that day.

Individuals who would like a copy of the Passenger Plan as soon as it is available should write directly to ORTA, Suite 3414, State Office Tower, 30 E. Broad St., Columbus, OH 43215.

Briefly, the Plan will call for intercity rail passenger service on three "corridors" within Ohio; Cincinnati - Columbus - Cleveland, Toledo - Cleveland - Youngstown, and Toledo - Columbus - Cincinnati. It calls for 5 daily round-trips on the "3-C" line, and 3 daily round-trips on the other two lines. Top recommended running speed will be 110 mph, where possible to do so. The Plan also will urge interstate extensions of the three routes, to Pittsburgh, Detroit, and to Louisville.

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Am. H.B. 300 has passed in the Ohio Legislature and became law without the Governor's signature. It adds two legislators to the ORTA Board. It is expected that Rep. Arthur Wilkowski and Sen. Tony Calabrese will be the legislative appointees.

OR MILL! — Someone informed OARP that the old PRR passenger depot in Wooster, Ohio, was destroyed late this fall by a derailling Conrail freight train. Can one of our Wooster members confirm this?

CONRAIL FOLLOWS THROUGH ON OARP PREDICTION AFFECTING AMTRAK'S NATIONAL LIMITED ROUTE -----

Bit by bit, the former PRR main line between Pittsburgh and St. Louis is being decimated by Conrail. First it was the infamous Charlottesville - Cambridge City segment between Indianapolis and Richmond.

Now, Conrail has served official notice that it may abandon or discontinue service over the 54 miles of that same line between Cambridge City, IN, and Stillwater, OH, which is on the west side of the City of Dayton.

OARP would like to see this line designated as a future intercity corridor route linking COLUMBUS-DAYTON-INDIANAPOLIS-LAFAYETTE-CHICAGO. We believe that it is a line that must be saved.

Conrail has designated the Cambridge City - Stillwater line as "Category 2", meaning "railroad lines or portions thereof which Conrail has under study and believes may be subject to future abandonment applications". It is OARP's understanding that an abandonment application could be filed as early as July 1, 1978.

18 major industries rely on that line for rail service totalling close to 17,000 cars a year. The City of Richmond is extremely upset about this latest Conrail move. Some plant executives fear that Conrail has already passed judgement and is merely going through the steps. Annual revenues for this line are estimated at \$3.5 million, and Conrail says its costs are \$3.85 million, leaving a deficit of \$350,000 annually. The only trains using this line are Amtrak's National Limited and a local freight originating in Columbus, OH, and working west to Richmond one day and east the following day.

Also, we have heard that Conrail next plans to try to axe the Dayton - London via Xenia segment of the former Pennsylvania Railroad mainline between Pittsburgh and St. Louis.

Dayton Service Saved (continued)

that the maintenance costs were impossible to meet (Conrail wanted \$50,000 a month, Penn Central Trustees were charging a \$30,000/mo. rental fee for use of the Cambridge City to Charlottesville segment!). Amtrak counsel stated they were also aware Dayton had no standing to sue Amtrak, and that as they considered the detour over the "Beeline" a temporary one, they were exempt from route criteria procedures.

Broadlee said the Justice Dept. plainly disagreed! They questioned the CR and PC "charges"; that they should be negotiable figures; that route criteria procedures were plainly applicable, and that Amtrak had to follow those procedures and had not done so! Broadlee asked John Moreman and Dan Linhardt (also in attendance) of the ICC to help arrive at good figures.

The Amtrak attorney said it would take 120 days for criteria procedures to be implemented and it was noted that he was visibly upset by the tirade from the Justice Dept. attorney.

Tom Dougherty, from Sen. Glenn's office, stated that right then, in the House of Representatives, language was being written into a motion to restore \$10 million to the Amtrak bill, that Amtrak had to leave all routes intact. The vote to recommit would be taken Wednesday morning, the 30th.

Amtrak counsel Patterson said this now threw new light on the situation and he would go back to Amtrak to see what to do next. The House vote proved to be Amtrak's immediate "out". The Dayton contingent went back to Billig's office. Patterson called at 6:15pm and said Amtrak would keep the train through Dayton until January 1. Billig said that was insufficient time and that he would see Patterson in Court the next morning!

WEDNESDAY, NOVEMBER 30th. Court was set for 9:30am in the Federal District Court of Judge Gezzel. Apparently what happened at Amtrak headquarters Tuesday evening involved lengthy legal discussions, mainly over preventing a

CONGRESS APPROVES \$18 MILLION SUPPLEMENTAL APPROPRIATION FOR AMTRAK!!!!!!

Faced with a growing list of Amtrak service cutbacks and train suspensions, Congress voted additional operating monies to Amtrak. The vote in the U.S. House was 258 to 138 on an amendment to an omnibus appropriation bill for the added funds. The original amount appropriated was \$8 million. Congressman Albert Gore of Tennessee was the sponsor of the Amtrak amendment.

Several Congressmen spoke up strongly in favor of increased attention to rail as a desirable, energy-efficient transport mode.

The measure told Amtrak to restore all service that had recently been cut and it also provides that an in-depth study be done by the USDOT on Amtrak's nationwide system, and be done by March 1, 1978.

A list of Ohio's Congressional delegation and how each voted on this appropriation appears elsewhere in this issue of "the 6:53".

legal precedent which could require Amtrak to submit ALL service changes to route criteria procedures. If that came to pass, Amtrak's hands would be almost completely tied.

So, in Federal Court, Amtrak asked the Judge to dismiss the case based on the fact that Amtrak was announcing that very morning that the Dayton service would be extended to January 10th, and that they still felt the City of Dayton didn't have any legal standing to sue. Amtrak suspected the Justice Dept. WAS ready to sue! In fact, Broadlee stated to reporters in the Court that this was true and that he had the papers in his pocket!

Meanwhile, the first trains to operate via the "Beeline" detour were then leaving New York and Kansas City!

After leaving the Court, Mark Fink of Billig's office accompanied (concluded on page 20)

CHICAGO - T  
ST. PETERSBURG

For complete local service within  
Local Time

The Floridian

Operations De

ST	← Train No	← Type of S
←	←	←
11 0K	0	Op CHICAGO, IL (Un
185	115	Logansport, IN (Va
E 3 03a	190	118 Lafayette (Lah
320	199	INDIANA
E 5 39a	356	221 Bloomington
9 19a	521	330 Ar LOUISVILLE
9 34a	531	330 Op (727 Nation
10 51a	705	438 Bowling Gree
12 35p	822	511 Ar NASHVILLE
12 45p	822	511 Op
29p	1012	679 Decatur
37p	1147	713 Ar BIRMINGHAM
5 47p	1147	713 Op (Amtrak
8 48p	1303	810 Ar MONTGOMERY
9 03p	1303	810 Op
11 35p	1493	928 Dothan, A
2 45a	1641	1020 Thomasville
3 45a	1709	1062 Valdosta
E 5 05a	1806	1122 Waycross, GA (O
6 40a	1920	1193 Ar JACKSONVILLE
6 50a	1920	1193 Op (Clarks L
8 45a	2097	1303 Deland (Day
9 25a	2123	1315 Ar Seale
9 35a	2123	1319 Op
9 55a	2150	1336 Winter
10 15a	2158	1341 ORLANDO (Fla)
E 10 35a	2187	1359 Kissimmee (Fla)
11 25a	2256	1402 Lakeland
12 25p	2306	1433 TAMPA
1 30p	2359	1466 Clearw
2 33p	2362	1480 Ar ST. PETERSBURG
3 46p	0	0 Op St. Petersburg (G
8 06p	88	55 Ar Sarasota
7 18p	178	177 Fort Myers
8 46p	830	145 Ar Naples
No. 93		
7 05a	1920	1193 Op JACKSONVILLE
8 10a	2013	1251 Wabbe (Gen
8 52a	2087	1297 Ocala (Sun
9 20a	2129	1323 Ar Wildwa
9 30a	2129	1323 Op
10 29a	2234	1388 Winter Haven (Cyp
11 08a	2300	1429 Wall Draney
12 37a	2464	1531 Sebr
12 59p	2493	1549 West Palm Beach
1 10p	2511	1560 Delray
1 35p	2533	1574 Deerfield Beach
1 50p	2544	1581 FORT LAUDERDALE
2 40p	2576	1601 Ar MIAMI, FL (M
4 46p	0	0 Op Miami (Gey
8 18p	843	147 Ar Key West (G

Amtrak's Floridian station facilities Train terminal, so south of downtown at 7727 National T

**CHICAGO - TAMPA -  
ST. PETERSBURG/MIAMI**

For complete local service within Florida, see Page 28  
(Local Time)

Read Down		Read Up	
<b>The Floridian</b>			
Operates Daily			
67	Train Number		68
mi	Type of Service		mi
11 00a	0	0	7 00a
	Dp CHICAGO, IL (Union Sta) (CT) Ar		
185	115		185
	Logansport, IN (Van Sta) (ET) Ar		
E 3 03a	190	118	E 4 28a
	Lafayette (Lahr Hotel) Ar		
320	199		320
	INDIANAPOLIS Ar		
E 5 39a	356	221	E 1 51a
	Bloomington, IN Ar		
9 19a	531	330	10 13p
	LOUISVILLE, KY (ET) Dp		
9 34a	531	230	9 59p
	(727 National Tpke) Ar		
10 51a	705	438	6 43p
	Bowling Green, KY (CT) Ar		
12 35p	822	511	5 00p
	NASHVILLE, TN Dp		
12 45p	822	511	4 50p
	Decatur, AL Ar		
2 29p	1012	629	2 07p
	BIRMINGHAM (Amtrak Sta) Dp		
3 7p	1147	713	11 57a
	MONTGOMERY Ar		
5 47p	1147	713	11 47a
	Dothan, AL (CT) Dp		
8 48p	1303	810	9 15a
	Thomasville, GA (ET) Ar		
9 03p	1303	810	9 00a
	Valdosta, GA Ar		
11 35p	1493	928	5 20a
	Waycross, GA (Oklahoma Ave) Dp		
2 45a	1641	1020	4 20a
	JACKSONVILLE, FL (Chford Lane Sta) Dp		
3 45a	1709	1062	3 04a
	Deland (Daytona Beach) Ar		
E 5 05a	1806	1122	E 2 00a
	Sanford, FL Dp		
6 40a	1920	1193	12 55a
	Winter Park, FL Ar		
6 50a	1920	1193	12 40a
	ORLANDO (West Disney World) Dp		
8 45a	2097	1303	10 20p
	Kissimmee (Fall Disney World) Ar		
9 25a	2123	1315	10 00p
	Lakeland, FL Dp		
9 35a	2123	1319	9 50p
	TAMPA, FL Ar		
9 55a	2150	1336	9 10p
	Clearwater, FL Dp		
10 15a	2158	1341	8 55p
	ST. PETERSBURG, FL Ar		
E 10 35a	2187	1359	E 8 30p
	Clearwater, FL Dp		
11 25a	2256	1402	7 45p
	TAMPA, FL Ar		
12 25p	2306	1433	7 05p
	Clearwater, FL Dp		
1 30p	2359	1466	5 50p
	ST. PETERSBURG, FL Ar		
2 30p	2382	1480	5 30p
	St. Petersburg (Greyhound Ter.) Ar		
3 46p	0	0	4 47p
	Baraboo, WI Dp		
8 06p	68	55	3 86p
	Port Myers, FL Dp		
7 16p	178	177	1 18p
	Naples, FL Ar		
8 46p	830	145	11 40a
	Naples, FL Ar		
No. 93			No. 94
7 05a	1920	1193	12 30a
	JACKSONVILLE, FL Ar		
8 10a	2013	1251	11 05p
	Waldo (Gainesville) Ar		
8 52a	2087	1297	10 23p
	Ocala (Silver Springs) Ar		
9 20a	2129	1323	9 55p
	Wildwood, FL Dp		
9 30a	2129	1323	9 45p
	Winter Haven (Cypress Gardens and Walt Disney World) Ar		
10 29a	2234	1388	8 41p
	Sebring, FL Ar		
11 08a	2300	1429	8 02p
	West Palm Beach (Palm Beach) Ar		
12 37p	2464	1531	6 35p
	Delray Beach, FL Ar		
12 59p	2493	1549	6 08p
	Deerfield Beach (Boas Raton) Ar		
1 11p	2511	1560	5 55p
	FORT LAUDERDALE (Port Everglades) Ar		
1 35p	2533	1574	5 42p
	Hollywood, FL Ar		
1 50p	2544	1581	5 30p
	MIAMI, FL (Miami Beach) (ET) Dp		
2 40p	2576	1601	5 00p
	Miami (Greyhound Ter.) Ar		
4 46p	0	0	8 60p
	Key West (Greyhound) Ar		
8 18p	863	167	8 48a

Amtrak's Floridian is still using station facilities at the Auto-Train terminal, some 12 miles south of downtown Louisville, KY, at 7727 National Turnpike.

THE FLORIDIAN IS SAVED — SCHEDULE HAS BEEN REVERSED TO A TWO-NIGHT - ONE-DAY OPERATION!

OARP members and many others were disgusted to learn back in November that Amtrak's Floridian would be suspended January 19th; especially when we had learned that a great majority of all those who testified at the Floridian hearings, wrote letters, or made calls to the special toll-free Amtrak line receiving public comments on the future of the Floridian overwhelmingly favored continued service routed via Atlanta and Savannah.

It was at that point we wondered if Amtrak cared at all for public input from rail passengers and others concerned with sane and sensible transportation. It appeared that the fate of the Floridian had been decided a long, long time ago; and that Amtrak was just going through the motions to appease the public.

Now, thanks to the Supplemental Appropriation voted by Congress early in December, the Floridian is saved. On January 8th, the schedule of the Floridian was reversed, giving those passengers going the full distance a two-night, one-day trip instead of a two-day one-night journey.

Important benefits of the new schedule include availability of train connections at Chicago; more attractive midday hours at Tampa, St. Petersburg and Miami; and daytime service at Birmingham and Montgomery, AL. Amtrak says this schedule change is partially the result of the public commentary gathered by Amtrak on ways to improve the train.

Amtrak has also stated that the train will be ready for occupancy in Chicago at 10:00pm. The Floridian does not depart Chicago until 11:00pm.

The Floridian will continue to operate on its present route pending completion of a USDOT study of Amtrak's nationwide route system. The study is slated to be completed by March first and submitted to Congress for its review.

Amtrak's Board had previously decided the Floridian would be rerouted via Atlanta and Savannah if and when sufficient operating and capital funds were available.

OARP understands that Amtrak is now proceeding with the planning necessary to effect this rerouting. Maybe the "public's commentary" is having some beneficial effect after all! We sincerely hope so.

**LAKE SHORE LIMITED NOW ON FASTER SCHEDULE, GETS MORE CONNECTIONS IN CHICAGO -----**

Better connections at Chicago and shorter travel times have resulted from a January 8th schedule change for Amtrak's Lake Shore Limited. Because of Conrail track improvements in Massachusetts, the speed-up has occurred on the Boston section, where up to 20 minutes has been removed from the schedule. The Chicago-Boston train is now 1½ hours faster than when it began operating two years ago.

In Chicago, the Lake Shore Limited will now have connections in both directions with the San Francisco Zephyr which also serves Reno and Denver.

Revised train times at OHIO stations:

Westbound #49		Eastbound #48
6:30pm Lv NEW YORK	Ar	12:40pm
3:40pm Lv BOSTON	Ar	3:35pm
7:42am Ar CLEVELAND	Lv	11:29pm
7:50am Lv CLEVELAND	Ar	11:21pm
8:20am ELYRIA		10:49pm
10:15am Ar TOLEDO	Lv	9:04pm
10:35am Lv TOLEDO	Ar	8:54pm
2:55pm Ar CHICAGO	Lv	3:00pm

**OTHER AMTRAK TRAINS BENEFIT FROM SCHEDULE IMPROVEMENTS, FASTER RUNNING SPEEDS -----**

**Empire Service:** Amtrak's Turboliner trains will operate as much as 30 minutes faster between New York and Buffalo as a result of track improvements by Conrail (partly paid for by the State of New York) which will raise operating speeds to 79mph on many segments.

**Sunset Limited:** In addition to speeding up the schedule of the Sunset, a new connection has been created in New Orleans to allow passengers from the Panama Limited to transfer to the westbound Sunset. This train is still tri-weekly.

**San Francisco Zephyr:** Nearly an hour was cut from the schedule of the SFZ on January 8th. Westbound, the train leaves Chicago at 6:10pm, and the eastbound SFZ arrives in Chicago at 2:15pm. Improved connections at Chicago are now made possible, thanks to the revised schedule.

**DON'T FORGET!** OARP's ANNUAL MEETING will be held at the HOLIDAY INN/DOWNTOWN in COLUMBUS on SATURDAY, APRIL 15, including a BANQUET! RESERVE THAT DATE NOW!

**NATIONAL LIMITED'S SCHEDULE IS NOW ONE FULL HOUR FASTER -----**

Amtrak, on January 8th, placed the National Limited on a one-hour faster schedule as a result of Conrail track improvements and continued operation over the more direct Dayton route. The tri-weekly Harrisburg-Baltimore-Washington through section of the National Limited has also been speeded up.

Westbound		Eastbound
#31		#30
4:55pm Lv NEW YORK	Ar	1:35pm
2:09am Lv PITTSBGH	Ar	3:57am
6:40am Ar COLUMBUS	Lv	11:25pm
6:50am Lv COLUMBUS	Ar	11:15pm
8:40am DAYTON		9:30p
10:10am RICHMOND		8:25pm
11:40am Ar INDPLS	Lv	7:10pm
11:55am Lv INDPLS	Ar	6:55pm
4:00pm Ar ST LOUIS	Lv	1:15pm
10:05pm Ar KANS. CY	Lv	7:10am

**AMTRAK'S HILLTOPPER NOW RUNNING THROUGH TO BOSTON -----**

Amtrak made a substantial change on January 8th in the operating schedule of the Hilltopper. The train now provides better train times for the Virginias, and also operates as a through train all the way to Boston. Sleeping car service is available between Washington and Boston.

The connection between the Hilltopper and the Cardinal at Tri-State Station (Catlettsburg), KY, has been downgraded. Westbound passengers now have a 7 hour wait and eastbound a 7½ hour wait, all during the middle of the night. Amtrak has retained the Norfolk-Suffolk-Petersburg bus connection with the Hilltopper.

It is expected that the new schedule for the Hilltopper will attract patronage within the Virginias, however, it has discouraged rail travel between Chicago or Cincinnati and the Virginia Tidewater points due to the abominable layover time required at Tri-State Station.

**THE SHENANDOAH**

Amtrak's Shenandoah via Parkersburg, A an overnight sched effort to boost ri

In September, OARP andoah's schedule. anticipated. As s schedule, OARP not so they would know

In both Washington rive in the mornin should prove conve trips -- a purpose The new schedule w Cincinnati to Chic ington times will rida and major delphia, New

The Shenandoah als ter tap Washington suburban stops at tinue to be served

Westbound

7:40p	-Lv-WASH
7:52p	-Silv
8:03p	-Rock
8:11p	-Gait
8:40p	-Brun
8:50p	-Harp
9:15p	-Mart
11:02p	-Cumb
11:40p	-Keys
12:33a	-Oakl
1:15a	-Rowl
2:12a	-Graf
2:57a	-Clar
5:33a	-PARK
6:33a	-ATHE
7:53a	-CHIL
10:22a	-Ar-CINC
11:16a	-Lv-CINC
6:15p	-Ar-CHIC

**MARP SUBSIDIARY, M**

The Amtrak station 23rd. The fire, b MARP's subsidia the crew quarters heavy smoke and wa Station Supervisor temporary faciliti in operation, hous the efforts of Tow

THE SHENANDOAH HAS BEEN RESCHEDULED!

Amtrak's Shenandoah, linking Washington with Cincinnati via Parkersburg, Athens, and Chillicothe, was placed on an overnight schedule (effective January 8, 1978) in an effort to boost ridership on that route.

In September, OARP predicted a "flip-flop" of the Shenandoah's schedule. The change came earlier than we had anticipated. As soon as we received word of the new schedule, OARP notified all our regional coordinators so they would know about the change in advance of it.

In both Washington and Cincinnati, the train will arrive in the morning and depart in the evening. This should prove convenient for one-day business or shopping trips -- a purpose not suited by the previous schedule. The new schedule will allow direct Amtrak connections in Cincinnati to Chicago and Indiana points. Revised Washington times will open new connections to the Carolinas, Florida and major cities in the Northeast, including Philadelphia, New York and Boston.

The Shenandoah also now serves Gaithersburg, MD, to better tap Washington's growing suburban market. Other suburban stops at Rockville and Silver Spring will continue to be served.

Westbound	(Daily)	Eastbound
7:40p	-Lv-WASHINGTON, DC...-Ar-	10:20a
7:52p	-Silver Spring, MD-	10:00a
8:03p	-Rockville.....-	9:45a
8:11p	-Gaithersburg.....-	9:35a
8:40p	-Brunswick,MD.....-	9:05a
8:50p	-Harpers Ferry, WV-	8:55a
9:15p	-Martinsburg.....-	8:30a
11:02p	-Cumberland, MD...-	6:40a
11:40p	-Keyser, WV.....-	6:00a
12:33a	-Oakland, MD.....-	5:07a
1:15a	-Rowlesburg, WV...-	4:25a
2:12a	-Grafton.....-	3:33a
2:57a	-Clarksburg.....-	2:43a
5:33a	-PARKERSBURG, WV...-	12:10a
6:33a	-ATHENS, OH.....-	11:10p
7:53a	-CHILLICOTHE.....-	9:50p
10:22a	-Ar-CINCINNATI, OH...-Lv-	7:20p
11:16a	-Lv-CINCINNATI, OH...-Ar-	6:37p
6:15p	-Ar-CHICAGO, IL..(CT)-Lv-	9:55a

THE SHENANDOAH — Tray Meal and Beverage Service (Am-dinette), Coach Service (Amfleet) with reserved and unreserved seats, No Checked Baggage Service (Hand baggage may be carried).

OARP's DIRECTORY will appear in the MARCH issue of "the 6:53".

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Again, we apologize for the delay in production of our 1978 OARP Calendar, though it was not OARP's fault. We finally got them on December 29th and immediately mailed them by first class mail to the 29 who had, by that date, placed orders for them. Now we have them in plentiful supply, ready to send out to you as soon as we hear from you. Remember, your donation for the calendars helps our OARP treasury. See last page for complete information.

+++++

GIVE OARP A REPORT on your Amtrak rail trips, good experiences and not-so-good experiences. Send OARP a self-addressed stamped (13¢) business envelope and we'll send you four OARP Rail Trip Report Forms. We need and use this information to support the push for better services!

MARP SUBSIDIARY, MICHIGAN PASSENGER FOUNDATION HEADQUARTERS GUTTED BY FIRE —

The Amtrak station in Battle Creek was badly damaged by fire the night of Nov. 22nd. The fire, believed started by a burglar, gutted the headquarters office of MARP's subsidiary, the Michigan Passenger Foundation. Also destroyed were the crew quarters and womens' restroom. The rest of the building suffered heavy smoke and water damage. Amtrak's Detroit Dist. Supt. Rich Tower and Station Supervisor Bob Runnels were on the scene within hours, arranging for temporary facilities. By Friday, the 25th, Amtrak had a functioning station in operation, housed in a trailer. Considering this was Thanksgiving weekend, the efforts of Tower, Runnels and others involved are all the more commendable!

CRESTLINE ALERT! — We've just learned from one angry OARP member from Columbus (whose car was towed away) that the owner of the little tavern abutting the north side of the Amtrak Station parking area west of the Crestline Station objects to Amtrak patrons parking next to his tavern! OARP will investigate further. Meanwhile, be sure to check with Crestline Police (they are friendly) if you intend to "long-term-park" in that lot. The space alongside the tavern is apparently (?) reserved for bar patrons only.

SHORT LINES +++++ OARP has learned that the Milwaukee Road has recently filed a voluntary bankruptcy petition with the Federal Court, and will continue operations under a court-appointed trustee. +++++ Three U.S. Senators (Magnuson of Washington, Long of Louisiana, and Danforth of Missouri) have criticized the FRA and Transportation Secretary Brock Adams for holding up Federal monies Congress authorized to be used in assisting the rebuilding of railroads under the Rail Revitalization Act. Hearings on this matter are slated for early 1978. +++++ Conrail brakeman Gary Dutcher was recently presented the Presidential Medal of Honor in Columbus for saving the life of a three-year-old child. While Dutcher was standing on the rear platform of a locomotive backing into an industrial track, he saw the child playing. Dutcher signalled the engineer to stop, then jumped from the engine and pulled the child to safety. The engine moved about 30 feet beyond Dutcher before it came to a stop. FRA Administrator John Sullivan presented the Medal to Dutcher.

PLAN AHEAD! OARP's ANNUAL MEETING & BANQUET is scheduled for SATURDAY, APRIL 15th, 1978, at the HOLIDAY INN/DOWNTOWN in COLUMBUS!

OHIO GOVERNOR RESPONDS TO OARP's NATIONAL LIMITED PROPOSAL THROUGH ODOT CHIEF (Note: In our November issue I stated that Ohio Gov. Rhodes had yet to respond to our Oct. 7th proposal to save Dayton Amtrak service by rerouting the train via Cincinnati and bypassing Indianapolis. Right after I had taken the finished copy to the printers, the response came. Here it is. -T.R.P.)

Dear Mr. Pulsifer:

Governor Rhodes has forwarded to this Department your letter dated October 6, 1977, regarding a temporary alternate routing of the National Limited which would retain passenger service to Dayton and add service at Cincinnati but at the cost of dropping service to Indianapolis, Terre Haute and Effingham. He asked that I respond to you on his behalf.

As this Department testified at the hearing at Dayton, there is a mutual concern that passenger service to Dayton be retained and all possible solutions which would accomplish this should be investigated. The solution proposed would accomplish this objective. However, if we are to support a mutual objective of having Amtrak provide adequate interstate rail passenger service to the citizens of Ohio we need to encourage service to all reasonable out-of-state destinations. Destinations in neighboring states where rail passenger service is of a trip length so as to be highly competitive with air seems especially important. Therefore, your proposed solution has both advantages and disadvantages for Ohio's citizens.

I appreciate the efforts and concern of the Association in this matter, and recommend that all concerned continue our efforts to retain and improve rail service both in Ohio and in our neighboring states.

Very truly yours,  
/s/ David L. Weir, P.E.  
Director, Ohio D. O. T.

OUR FRIENDS, FROM

Members occasional organizations similar to other parts of the your information, a few! And OARP with all of them newsletters with

NATIONAL ASSN. OF

Citizens for Rail  
Citizens for Rail  
Colorado Assn. of  
Committee for Bett  
Delaware Valley As  
Des Plaines Valley  
Florida Assn. of F  
Georgia Assn. of F  
Hoosier Assn. of F  
Illinois Assn. of F  
Iowa-Nebraska Assn

Kentucky Assn. of  
Keystone Assn. of  
Maine Mid-Coast Ra  
Michigan Assn. of  
Minnesota Assn. of  
Mystic Valley Rail  
New Hampshire Assn  
Northeast Transpor  
Northwest Rail Imp  
Ohio Assn. (HEY!  
Oregon Assn. of R.  
Rail Passenger Ass  
Southwest (AZ, NH  
Rhode Island Assn.  
South East Transpor  
Texas Assn. of R.E  
Vermont Assn. of R  
Washington Assn. o  
Wisconsin Assn. of

Transport 2000 (Ca

Some of these orga  
quite active, some  
and some do public  
letter. On request  
provide interested  
specific addresses  
And, if we have o  
other organization

Amtrak's move from  
to 400 North  
in Washington (20  
to be completed e  
Their new headqua  
across the street

OUR FRIENDS, FROM COAST TO COAST!

Members occasionally ask about organizations similar to OARP in other parts of the country. For your information, there are quite a few! And OARP maintains contact with all of them and we exchange newsletters with many of them.

NATIONAL ASSN. OF R.R. PASSENGERS

- Citizens for Rail California/North
- Citizens for Rail California/South
- Colorado Assn. of R.R. Passengers
- Committee for Better Transit (NY)
- Delaware Valley Assn. of R.R. Psg.
- Des Plaines Valley Improv. Assn. (IL)
- Florida Assn. of R.R. Passengers
- Georgia Assn. of R.R. Passengers
- Hoosier Assn. of R.R. Passengers
- Illinois Assn. of R.R. Passengers
- Iowa-Nebraska Assn. of R.R. Psgrs.
- Kentucky Assn. of R.R. Passengers
- Keystone Assn. of R.R. Psgrs. (PA)
- Maine Mid-Coast Rail Association
- Michigan Assn. of R.R. Passengers
- Minnesota Assn. of R.R. Passengers
- Mystic Valley Railway Society
- New Hampshire Assn. of R.R. Psgrs.
- Northeast Transportation Coalition
- Northwest Rail Improv. Comm. (WA)
- Ohio Assn. (HEY! That's us!)
- Oregon Assn. of R.R. Passengers
- Rail Passenger Association of the Southwest (AZ, NM, west TX)
- Rhode Island Assn. of R.R. Psgrs.
- South East Transportation Coalition
- Texas Assn. of R.R. Passengers
- Vermont Assn. of R.R. Passengers
- Washington Assn. of R.R. Psgrs.
- Wisconsin Assn. of R.R. Passengers
- Transport 2000 (Canada)

Some of these organizations are quite active, some are brand new, and some do publish a regular newsletter. On request, we can help provide interested persons with specific addresses and contacts. And, if we have overlooked some other organization; our apologies.

Amtrak's move from 955 L'Enfant Plaza to 400 North Capitol Avenue in Washington (20001) is expected to be completed early in February. Their new headquarters is just across the street from Union Sta.

DID YOU KNOW ? -----

- ...that one of Cleveland Mayor Kucinich's first public acts was to send a telegram to Brock Adams asking for inclusion of the Lake Shore Limited in Amtrak's nationwide system.
- ...that Dayton Police complained about the National Limited "with engine 427 speeding through the west side of Dayton and we plan to use our radar unit to catch speeding trains"! (11-22-77)
- ...that when busy Cleveland Hopkins Airport was closed down three nights in a row early in December (bad weather) Amtrak was able to, and did, accomodate an average of 20 extra passengers eastbound each of those nights and an average of 30 extra passengers westbound each of the following mornings.
- ...that Carl E. Freshour has been named chief operating officer for the newest shortline in Ohio, the Spencerville - Elgin Railway, operating former Erie mainline trackage between Lima and Decatur, IN, plus the former NYCRR line between Ohio City and Rockford. S-E headquarters are in the refurbished depot at Spencerville. Our own John Keller of Lima assisted in the refurbishing of the historic station.
- ...that if your OARP dues are more than six months in arrears, your mailing stencil stands an excellent chance of getting pulled. Additionally, we are pruning our "Associates" mailing list in an ongoing effort to save money and make our operations efficient yet effective. "Associates" are those who get a free subscription to "the 6:53", such as Amtrak officials, other ARP's, transportation editors, etc.
- ...that the National Limited is SAFE on the Dayton - Richmond route at least until March 1, 1978.

DAYTON RIDERSHIP UP 135.3% IN SEPTEMBER!

	Sept 77	Sept 76	% increase
DAYTON	1,285	546	135.3%
COLUMBUS	1,542	742	107.8%
INDIANAPOLIS	1,616	1,068	51.3%

(data courtesy of Jos. Vranich, Amtrak)

AMTRAK 1978 WALL CALENDAR IS NOW AVAILABLE

Ed Wojtas, editor of Amtrak News, has informed OARP that Amtrak again will issue a dramatic and colorful calendar for 1978, and will make it available to rail buffs, friends of the railroad and the general public.

The 1978 calendar measures 24" by 33", is in vertical format and has the entire year on display. It is similar in design to last year's calendar.

The top half of the new calendar features a full-color painting of a Superliner train--the upcoming bi-level long distance cars--rolling through the mountains of the West. The original watercolor was painted by noted rail artist Gil Reid, assistant art director, Kalmbach Publishing Company, who has done the Amtrak calendar now for the past four years.

The 1978 calendar is printed on heavy paper and the picture can be cut off and framed when the year is over.

Cost of the calendar is \$3.75 and that includes tax and postage. It can be ordered by mailing a check to AMTRAK CALENDAR, c/o WESTERN FOLDER, 850 WEST FULLERTON AVENUE, ADDISON, ILLINOIS 60101.

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ELYRIA AMTRAK STATION TO BE STAFFED; CONSTRUCTION WORK PROGRESSING AT CANTON

Late in December Amtrak announced that as soon as some small details can be worked out, the Elyria Amtrak Station will be staffed, possibly within two months from now. A "split-shift" may be used, whereby the Amtrak agent would work four hours around the morning train time and then four hours around the evening train time. The Elyria Station is the former modular Cleveland Amtrak facility which was moved to Elyria and erected on-site shortly after the new Lakefront Amtrak Station was opened in Cleveland last July. The Elyria station is just off U.S. 20, east of downtown Elyria.

Over in Canton, the Towne Construction Company, under contract with Amtrak, plans to complete construction of the new Canton Amtrak Station by early Spring. The walls are now standing. The City of Canton will use federal Community Development funds to complete the lighted parking area and provide landscaping, according to Mayor Stanley A. Cmich. Meanwhile, Canton police continue to meet the Broadway Limited, twice each night, and see that all passengers arriving at Canton have a way to get to their destination.

The Canton Repository recently reported on a letter received by Canton City Council from Amtrak passenger Paul Maksay of California. Maksay, enroute to Youngstown, found himself with no place to wait for three hours until the bus station opened at 5:45am. So police officers drove him to the Police Station and provided him with a safe place to wait. Maksay wrote, "It's a little thing like this that one never forgets." Said Mayor Cmich, "We do it all the time. If we didn't, ridership would have dropped off and Amtrak would never have built the station."

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CARS SOLD! -- OARP has learned that, despite protests from NARP and others, Amtrak has sold nearly all of the 170 conventional cars it put up for sale in November. Rumor that many of the cars needed little repair work to make them serviceable aroused heated criticism from many sources. 16

HOW OHIO'S CONGRESSMEN VOTED on the House measure in favor of increasing by \$18 million the supplemental appropriation for Amtrak--an amount sufficient to delay until at least March proposed cutbacks in Amtrak services:

YEA: Guyer, Harsha, Brown, Kindness, Ashley, Miller, Stanton, Pease, Seiberling, Wylie, Regula, Ashbrook, Applegate, Carney, Oakar, Stokes and Vanik.  
NAY: Gradison, Luken, Latta, Devine and Mottl.  
NOT VOTING: Whalen.

This is the legislation which helped save the NATIONAL LIMITED through Dayton, the FLORIDIAN and other Amtrak trains.  
\*\*\*\*\*

"The Sierra Club believes that mass transit should become less in general less reliant on Transportation facilities. Transportation facilities of age desirable land should cause minimum development on the land. reduced. Under the mass transit and desirable modes."

son, Mass Transit Authority, National Transportation of the Sierra Club

AMTRAK TRAINS TANGLED IN COLORADO AND IN SOUTH

Amtrak's Southwest Chief pickup train on mainline near Del Rio, November. 18 passenger four diesel units derailed on track as a result

The Amtrak Palm Springs loaded logging train early in December. members were killed, road employees and injured.

OARP PRESIDENT, OR

On November 29th, OARP President and Mark Randa Planning, participating of a 30-minute program on future rail in Ohio at the station in Athens. This program in the Athens and may be aired in October by PBS TV stations

AN OMEN? --

a side panel from a cardboard carrying tray used by passengers of Amtrak's lounge cars.

We hope the upcoming restructuring of Amtrak will not go this far



Sierra Club believes transportation would become less energy intensive and general less resource intensive. Transportation facilities should encourage desirable land-use patterns, and would cause minimal further encroachment on the land. Air pollution must be reduced. Under these criteria, urban mass transit and railroads are the most desirable modes."

-- Jo Jones, Chairperson, Mass Transit & Highways Subcommittee, National Transportation Committee of the Sierra Club, Atlanta, GA.

**RAIL TRAINS TANGLE WITH VEHICLES IN COLORADO AND IN SOUTH CAROLINA -----**

Amtrak's Southwest Limited struck an abandoned pickup truck parked on the ATSF mainline near Delhi, Colorado, in mid-December. 18 passengers were injured as two diesel units and six cars left the track as a result of the collision.

An Amfleeted Palmetto tangled with a logging truck at Sellers, SC, early in December. Three railroad crewmembers were killed. Three other railroad employees and two passengers were injured.

**AMTRAK PRESIDENT, ORTA CHIEF ARE ON TV**

On November 29th, OARP Pres. Tom Pulsifer and Mark Randall, ORTA's Chief of Planning, participated in the videotaping of a 30-minute documentary on current and future rail passenger service in Ohio at the studios of WOUB-TV in Mansfield. This program was aired Dec. 2nd on the Athens and Columbus areas. It will be aired in other parts of the state on PBS TV stations, early in 1978.

**SHORT LINES \*\*\*\*\* Chessie System** has announced a proposed schedule for the 1978 Chessie Steam Special. While OARP does not yet have a copy of it, we understand plans call for additional excursions in Ohio, more than were offered this area in '77.

Illinois Central Gulf is having problems with the FRA and rumors are circulating that it may be the next major railroad to go broke.

OARP has learned that Amtrak's bid to permanently drop sleeping car service from the Inter-American has been blocked by the ICC. However, Amtrak has not yet added all-electric sleepers to the Amfleeted Inter-American.

Amtrak Board nominee Anthony Haswell, addressing a recent IlliniARP meeting, reported that Amtrak's new Superliner cars have been undergoing extensive testing at USDOT's Colorado facility in attempts to correct serious ride problems. The deficiencies are being dealt with, but Amtrak has not yet accepted any of the completed Superliner cars. We may expect further delays in seeing this equipment put into service.

OARP understands that the P&LE has asked the Pennsylvania PUC for permission to drop its last College to Pittsburgh weekday commuter train.

January 29th is the date set for discontinuance of Conrail's two weekday commuter trains between Chicago and Valparaiso. State of Indiana is ending the subsidy, citing needed replacement of the aged equipment as too expensive.

**OMEN ? --** Are there vibes from within Amtrak that know something that the rest of us hope never comes to pass? Reproduced here is

side panel from a dashboard carrying a sign used by passengers of Amtrak's large cars.

**PLEASE DEPOSIT IN TRASH CONTAINER WHEN FINISHED**



We hope the upcoming restructuring of Amtrak will not go this far!



Amtrak and Kellogg Company have entered a joint promotional effort featuring free Amtrak ticket coupons for children. The coupons will be printed on the boxes of three of Kellogg's leading cereals.

The program is the first known cooperative effort between a national transportation corporation and a major food producer offering free transportation as a promotional item.

Beginning January 1, the "Free Kiddy Ride" coupons will begin appearing nationally on 64 million family-size cereal boxes of Kellogg's Raisin Bran, Corn Flakes, and Frosted Flakes. The coupons will be redeemable, when accompanied by three box tops from these cereals, for a free Amtrak train ticket for a child under 12 years of age traveling anywhere in the U.S. with an adult purchasing a full-fare, non-discount ticket.

Savings under the promotional program can be substantial. A family of two adults and two children under 12, for example, would save \$172 traveling round-trip between New York and Miami. Amtrak has estimated that as many as half a million additional riders will ride its trains in 1978 as a result of the special transportation offer. The "Free Kiddy Ride" coupons will be good for trips as short as Chicago - Milwaukee or as long as a cross-country trip on Amtrak's trains. The offer is good through January 1979.

Discounted Amtrak fares such as U.S.A. Rail Pass, Family Plan, Excursion or any other special fares do not qualify. Tickets are good for any Amtrak train, including premium-fare Metroliners, except during certain specified holiday and other peak travel times. Tickets may be purchased to Canadian points on Amtrak trains, but will not be sold in Canada or elsewhere outside the U.S.A. Space in sleeping cars or other premium accommodations may be reserved, but these extra accommodation charges must be paid in full for all family members. Amtrak and Kellogg will be advertising the new "Free Kiddy Ride" program nationally, showing Tony the Tiger at the controls of an Amtrak locomotive.

For your information, current charges for Amtrak's popular U.S.A. Rail Pass are: 14 day/\$185; 21 day/\$250; and 30 day/\$295.

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Five Amtrak station stops have graduated from experimental stop status to regular stop status. They are: Aberdeen, MD, Benson, AZ, Dillon and Kingstree, SC, and Palatka, FL. In each location ridership has exceeded Amtrak's minimum requirement of six passengers per day.

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Amtrak's Washington-Cincinnati-Chicago train, the Cardinal, is continuing steady ridership growth as a result of its new Amfleet equipment, new schedule, better on-time performance and added stops at Maysville, KY, and at Manassas, VA. Overall coach ridership on the Cardinal was 8,536 in October, 8.3% above the 7,879 served in the same month last year. Recent restoration of sleeping car service is expected to attract additional patronage. The train's on-time performance for October was 90.3%, up from 50% a year ago, reflecting the new Amfleet equipment's greater reliability. Amtrak's new stop in Maysville, KY, is generating short-distance travel to Cincinnati as well as long-distance trips to Chicago and to Washington, DC.

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Amtrak has awarded a contract to the General Electric Corporation to begin a \$20 million program to improve the high-speed Metroliners. The program, designed to improve reliability and ride quality, includes a complete overhaul of trucks, traction motors, air-conditioning and heating systems, couplers, brakes, signals and other systems and components. The cars will be completely rewired and interiors refurbished with new carpeting. Seats will be reupholstered and rebuilt with tables. All work will be carried out at GE's Erie, PA, plant.

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OARP MEMBERS WRIT

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WILLIAM HUTCHISON

Dr. GORDON K. MUR

JAMES H. STEVENSON  
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"You mean to say you haven't ordered one yet?"

"Then you'd better order one or more today!"

"Better quality than we'd expected!"

# 1978 OARP COLOR CALENDAR

measures 9" x 12" and printed on heavy white card stock and features a FULL-COLOR PHOTO of a modern Amtrak Turboliner passing through So. Charleston, Ohio, while on a "press run" through the Midwest in September 1976.

We've set up a suggested donation list which will help us cover our costs and yet encourage members to order quantities to distribute to friends, and perhaps some prospective members. You're getting a quality, useful item at a real bargain! And you're helping to support OARP's work at the same time.

\$1.00 - 1	\$8.75 - 10	\$13.50 - 25	\$20.00 - 40
2.00 - 2	11.25 - 15	15.00 - 30	25.00 - 50
3.00 - 3	12.50 - 20	17.50 - 35	
4.00 - 4			
5.00 - 5			

Make your check payable to O.A.R.P. and send your donation and request for our 1978 OARP Calendars to:

OHIO ASSN. OF RAILROAD PASSENGERS  
P.O. BOX 653 - XENIA, OH 45385

OARP BADGES will be available at the TOLEDO MEETING!

OR, you can order badges directly from OARP's badge-maker, JOE SCHWIETERMAN, 2038 ROLFES ROAD, MARIA STEIN, OH 45860. 55¢ each or 2 for \$1, plus a 13¢ postage stamp for each badge ordered. Wear your OARP badge proudly. Show others that you are a member of one of America's leading rail passenger associations!

AND NOW, SOMETHING NEW!

O A R P

COFFEE MUGS



Each white-glass mug features the OARP logo, organization name and address, and an accurate drawing of a diesel powered passenger train glazed in deep blue.

EVERYONE LOVES COFFEE, OR TEA, OR .....

SO DRINK YOURS FROM AN OARP COFFEE MUG and help us promote both OARP and the cause of better passenger rail services in Ohio!

BY MAIL: \$3.00 per mug

Make your check payable to O.A.R.P. and mail to us at P.O. Box 653  
XENIA, OH 45385

GET YOUR OARP COFFEE MUG AT AN OARP MEETING (like in Toledo on the 4th of February) AND WE'LL SELL 'EM FOR ONLY \$2.00 PER MUG, AND WE THEREBY AVOID POSTAGE AND INSURANCE COSTS.

Order ONE or AS MANY AS YOU WANT. OARP MUGS will not be available until February 1st, but you may send your order in anytime!

OARP MEMBERS WRITE LETTERS — Speaking Out on Issues, Concerns, Timely Topics:

We have received copies of the following members' letters recently published in various newspapers and periodicals. We'd like to recognize their efforts here:

- AL MLADINEO - letter on Amtrak in U.S. NEWS & WORLD REPORT of December 12, 1977.
- J. HOWARD HARDING - letter on Amtrak in Nov. 22nd AKRON BEACON JOURNAL.
- JAMES C. WEYRICK - letter on Amtrak in Nov. 22nd AKRON BEACON JOURNAL.
- WILLIAM HUTCHISON - guest editorial in ASHTABULA STAR-BEACON in rebuttal to a pro-highway editorial by Lakeland Freeway Assn. Secretary.
- Dr. GORDON K. MURPHY, M.D. - letter in the DAYTON DAILY NEWS of Dec. 3rd on the National Limited situation.
- JAMES H. STEVENSON, THOMAS J. HEALEY, BILL SNORTELAND - letters on Amtrak's system, all in the CLEVELAND PLAIN DEALER of December 30th.

Dayton Service Saved (conclusion)

ied Dave Marshall to Sen. Glenn's office. Tom Dougherty gave a briefing on the status of the motion to commit the appropriations bill to committee. He recommended that the staff of Cong. Whalen (Dayton) poll the entire Ohio delegation on it. William Steponkus of Whalen's office assembled his staff leadership and determined that lack of support funding would affect all of the Congressional districts in Ohio. Whalen's staff called all the Congressmen from Ohio.

The rest is now history. A two-thirds vote to recommit was needed. The vote on the entire appropriations package passed by 5 votes! Ohio's votes pushed it over! And it was the Amtrak issue that helped pass the whole package!

Word came to OARP at 11:30am that day that the Dayton service had been saved! Just hours before the service was slated to end. News was carried on all Dayton area radio and TV news programs and in the papers. The three Amtrak agents called to express thanks for helping to save the train through the busy Holiday Season, and later until March 1st.

CLEARLY, A GREAT DEAL OF CREDIT MUST GO TO THE OFFICES OF SEN. GLENN AND CONG. WHALEN, AND ESPECIALLY TO THE CITY OF DAYTON AND THE CHAMBER OF COMMERCE. BUT, IF OARP HAD NOT BEEN INVOLVED ALL ALONG, WE PROBABLY WOULD HAVE LOST THE TRAIN FOR GOOD.

"the 6:53" is the official publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, concerned citizens working on a volunteer basis to promote travel by train and to help work for improved and expanded rail passenger services in and through Ohio. Membership in OARP is open to any interested person (Regular \$5, Contributing \$10, Participating \$25, Sponsor \$50, Sustaining \$100 annually). The work of OARP is supported only through the membership dues and through donations. OARP is a not-for-profit organization.

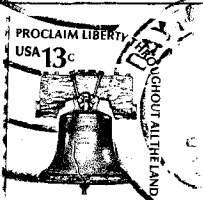
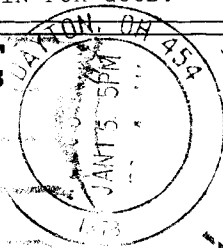
"the 6:53" is published bimonthly (JAN-MAR-MAY-JUL-SEP-NOV) for the members and friends of OARP.

Persons interested in learning more about our organization are invited to write for a copy of our promotional/membership brochure. Write to OARP at P.O. Box 653, Xenia, OH 45385.

Many of our OARP members are also members of NARP, the National Association of Railroad Passengers, serving as the voice of the railroad passenger in our Nation's Capitol. For information, write NARP at 417 New Jersey Ave., S.E., Washington, DC 20003.

**OHIO ASSOCIATION OF RAILROAD PASSENGERS**

Post Office Box 653  
Xenia, Ohio 45385



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