

the **6:53**

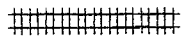
JAN.-FEB. 1980

official publication of the

issue **#33**

**OHIO ASSOCIATION OF
RAILROAD PASSENGERS**

CONSIST OF THIS ISSUE



* MARCH 22nd IS THE DATE FOR OARP / NARP / MARP JOINT MEETINGS AT HILL-CREST HOTEL IN TOLEDO!

RESERVATIONS NECESSARY
FORMS AND DETAILS IN-
SIDE THIS ISSUE.....

* NORTHWEST OHIO TO GET NEW AMTRAK TURBOLINER SERVICE!

* LOOKS LIKE LOVELAND WILL BE SITE OF NEW SHENANDOAH STOP FOR SUBURBAN CINCINNATI!

* PASSENGERS RAVING OVER IMPROVED LAKE SHORE LIMITED SERVICE!

* BROADWAY LIMITED PERFORMANCE GREATLY IMPROVED RECENTLY!

* OARP ACTIVELY WORKING TO SAVE DAYTON TO INDIANAPOLIS TRACK FOR FUTURE RAIL SERVICE.

* A RETURN OF THE NATIONAL LIMITED?

* AMTRAK SELLS A MOST INTERESTING TICKET!

* PROPOSED CARDINAL RE-SCHEDULING POSTPONED!

ALL THIS and MORE . . .

TOLEDO TO GET AMTRAK TURBOLINER!

Possibly by April 27th, Amtrak will be extending trains #352 and #353 from a Chicago-Detroit routing to a Chicago-Detroit-Toledo routing. The train is known as the St. Clair and is normally assigned Turboliner equipment and it does handle checked baggage. Based on pro-

jections of Amtrak's marketing personnel, the added 114 train miles per day will generate an additional 53,655 passengers per year. Amtrak projects that the adjustments to be made to the existing operations will, in fact, make a profit. No state operating or capital funds will be required for implementation and operation of this service.

The new Toledo - Detroit service will be scheduled to connect at Toledo with Amtrak's Lake Shore Limited although there will be no through car service. MichiganDOT is still intent on improving Detroit - East Coast rail passenger service of which this "Toledo Rail Connection" is a positive start!



**OHIO ASSOCIATION OF RAILROAD
PASSENGERS**

Post Office Box 653 • Xenia, Ohio 45385

Tom Pulsifer, Pres. & Editor
Mike Fugate, Secy. & Asst. Editor

OARP DIRECTORY

corrected to:
FEB. 15, 1980

THE OHIO ASSOCIATION OF RAILROAD PASSENGERS - P.O. Box 653, Xenia, OH 45385 - 513-372-9868

PRESIDENT Thomas R. Pulsifer, 1751 Wilshire, P.O. Box 371, Xenia 45385 513-372-9868
VICE-PRES Rodger J. Sillars, 2521 Euclid Hts. Blvd., Cleveland Hts. 44106 216-932-2781
SECRETARY Lt. Michael C. Fugate, P.O. Box 131, Fairborn 45324 513-879-5519
TREASURER David S. Marshall, 2435 Ridgeway Road, Oakwood (Dayton) 45419 513-296-0227

MEMBERSHIP SERVICES John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870 419-625-5556
INFORMATION SERVICES Gary D. Amatore, 3081 Shasta Drive, Columbus 43229 614-891-3162

REGIONAL COORDINATORS are your local contact persons who represent OARP:

NORTHEASTERN OHIO REGION

CLEVELAND AREA James Stevenson, 192 Franklin Drive, Berea 44017 216-234-5885
AKRON-CANTON AREA J. Howard Harding, 489 Overwood Road, Akron 44313 216-867-5507
YOUNGSTOWN-WARREN G. Douglas Hudson, 3981 Greenmont Dr., SE, Warren 44484 216-856-2557
ASHTABULA-CONNEAUT Bill Hutchison, Jr., 5851 S. Ridge W., Ashtabula 44004 216-969-1634
ELYRIA-LORAIN AREA Joseph F. Brove, 3902 Valley View Dr., Lorain 44053 216-282-2130

NORTHWESTERN OHIO REGION

SANDUSKY AREA John L. Kempton, 1954 E. Oldgate Road, Sandusky 44870 419-625-5556
TOLEDO AREA Willard B. Edson, 1008 Eton Road, Toledo 43615 419-536-0643
LIMA AREA John H. Keller, 721 Woodward Avenue, Lima 45805 419-224-9936

CENTRAL OHIO REGION

COLUMBUS AREA Karl J. Gelfer, 67 W. 10th Avenue #6, Columbus 43201 614-421-7080
COLS. & SO. OHIO David J. Lebold, 2650 Neil Avenue, #4, Columbus 43202 614-261-1549
MANSFIELD AREA Richard A. Fry, P.O. Box 381, Bellville 44813 419-886-2875

SOUTHWESTERN OHIO REGION

CINCINNATI AREA Robert D. Goldstein, 3315 Jefferson #22, Cincinnati 45220 513-861-2864
CINTI. & OHIO VALLEY Ronald D. Garner, 1884 Kress Road, Mt. Orab 45154 513-444-3098

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS - John R. (Jack) Martin, President

417 New Jersey Ave., SE, Washington, DC 20003 202-546-1550

Ross Capon, Exec. Dir., Barry Williams, Asst. Dir.

NARP REGIONAL DIRECTORS (REGION VI) FROM OHIO:

Dean E. Denlinger, 3307 Morrison Ave., Cincinnati 45220 513-861-8256
 J. Howard Harding, 489 Overwood Road, Akron 44313 216-867-5507
 Rev. Robt. G. Wickens, 170 Villanova Cir., Elyria 44035 216-365-8231

PLEASE BE CONSIDERATE!

MAKE PHONE CALLS TO OTHERS AT REASONABLE HOURS!

THANK YOU!

CONRAIL MOVES TO REMOVE ALL SIGNALS, RIP UP TRACKS ON THREE SEGMENTS OF DAYTON-TO-INDIANAPOLIS MAINLINE - ROUTE OF THE NATIONAL LIMITED AND IDEAL FUTURE INTERCITY RAIL ROUTE

East of the switch at Dodson, Ohio, the Conrail mainline's rails are relatively shiny; being used by the weekday B&O local freight in reaching its own branch up to Greenville. West of the switch the mainline rails are completely rust-covered.

Not only did the Amtrak National Limited make its final run west over these tracks on October 1, 1979, but the last National Limited was also the last train to run on this line between Dodson, Ohio, and Glen, at the east end of the yard at Richmond, Indiana.

Conrail, in its mysterious wisdom, has purposely diverted all through freight traffic off the former PRR Pittsburgh - St. Louis mainline between Dayton and Indianapolis. Richmond industries are now reached by a CR local working east out of Indianapolis. A few shippers at West Manchester and Eldorado are served by a local off the "Cincinnati Northern" branch through the connecting track at West Manchester.

Conrail applied to the Federal Railroad Administration for approval of proposed discontinuance of signalling systems between Miami City Junction at Dayton and "IU" Tower at Indianapolis. If Conrail succeeds it will mean an end to this former high-speed mainline as a future intercity rail passenger service route between Columbus - Dayton - Indianapolis.

Your Association has been very actively involved in protesting this application. We submitted our own statement to the FRA. We successfully urged several of our members in the greater Dayton area to do likewise. We have shared information relative to this case with area legislators, including Congressmen Hall and Kindness, Senators Glenn and Metzenbaum. We also sent information to NARP which entered a protest of their own to the FRA. We also urged Amtrak's president Boyd to move to retain and maintain this route and, as we go to press, we have been verbally advised that Amtrak is moving to seek retention and maintenance of this line for future passenger service! This is a good sign.

Adding to the complexity of the situation is another recent move by Conrail to abandon about 22 miles of its Cincinnati - Indianapolis mainline (via Shelbyville) between Lawrenceburg Junction and Sunman. This would render this mainline useless for future direct intercity rail passenger service.

We have a few OARP members in the Dayton area who, about once a month, conduct "spot checks" of the unused portions of the Dayton - Indianapolis line to see if any track or switches have been removed or crossings paved over, or signals removed. Thus far we have found no irregularities; but we have learned to be very wary when dealing with Conrail.

We can provide a copy of OARP's statement of protest to anyone who requests one, and it will expedite matters if you'll send a business letter size SASE with your request.

On the following two pages we have detailed Conrail's application to the FRA in this case:

Mile Post	Station
15.8	DAYTON DEPOT
16.6	MIAMI CITY JCT.
17.7	(a) WOLF CREEK (k)
20.6	(a) STILLWATER (k)
28.1	(a) E. BROOKVILLE (k)
28.9	(a) BROOKVILLE (k)
31.3	DODSON
40.7	(b) E. MANCHESTER (k)
41.7	WEST MANCHESTER
44.3	ELDORADO
51.7	NEW PARIS (k)
113.8	NEW PARIS (k)
117.2	GLEN (d)
119.6	(e) RICHMOND DEPOT
119.8	NEWMAN
126.9	(f) JAX (k)
134.9	(f) CAMBRIDGE CITY
136.6	M.P. 136.6
137.0	(g) E. DUBLIN (k)
137.3	(g) DUBLIN (k)
138.4	(g) DUBLIN JCT. (k)
138.7	(g) W. DUBLIN (k)
148.9	DUNREITH (*)
158.0	M.P. 158.0
158.7	(h) CHARLOTTESVILLE
164.8	(h) RILEY (k)
166.3	(h) W. RILEY (k)
180.8	THORNE (l)
185.3	PINE
186.7	(j) CRUSE STREET (k)
186.8	"IU" INTERLOCKING
186.9	INDIANAPOLIS UN. STA.

this track to a secondary track operated under Manual Block Rules. (h) Retire the automatic block and cab signal systems on tracks 1 & 2 between MP 158.0 and Thorne and convert the remaining track to a secondary track operated under Manual Block Rules. (i) Retire track, traffic control and cab signal systems between Thorne and Pine. (j) Retire the traffic control and cab signal systems from Pine to "IU"

(a) Retire traffic control and cab signal systems and all interlockings between Miami City Jct. and Dodson and convert this track to a secondary track operated under Manual Block Rules.

(b) Retire track, traffic control and cab signal systems Dodson to New Paris, retaining portions of track between MP 41.7 and 44.3 as an industrial track.

(c) Retire track, automatic block and cab signal systems between New Paris and Glen.

(d) Remotely control Glen Interlocking from Newman.

(e) Retire cab signal system on Trks. 1 & 2 between Glen and Newman.

(f) Retire the automatic block and cab signal systems on Trks. 1 & 2 from Newman to MP 136.6 and convert remaining track to a secondary track operated under Manual Block Rules.

(g) Retire the automatic block and cab signal systems on the single track from MP 136.6 to MP 158.0 and convert

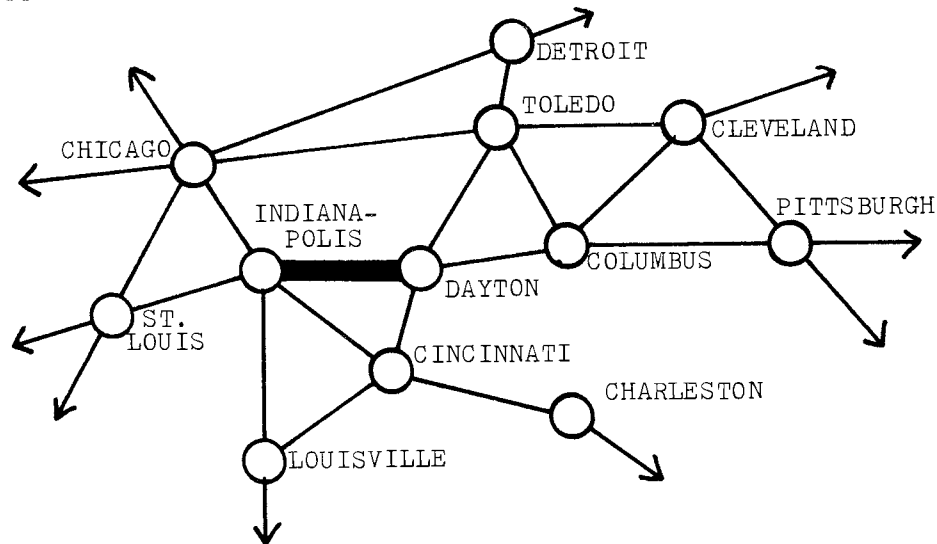
(continued...)

and convert this track to a secondary track operated under Manual Block Rules. (k) Retire all existing remotely controlled interlockings and convert remaining interlocked switches to hand operation. (l) Retire Thorne Interlocking.

(*) Separate application to retire "Dunreith" Interlocking and install stop boards will be filed jointly with the N&W Railway.

Conrail states in its application that "the proposed changes are to retire facilities which will no longer be required for present operation". This is true. Conrail has intentionally diverted all through freight traffic off this line. We assume that Conrail wants Amtrak to acquire the line; or that the states of Ohio and Indiana acquire the line. ONCE THE PORTIONS OF TRACK ARE RIPPED UP AND THE SIGNALS TAKEN OUT, THIS INTERCITY LINE WILL BE DESTROYED AS A FUTURE INTERCITY PASSENGER SERVICE ROUTE! This is exactly what Conrail and the Penn Central Trustees want! And we feel they will use every trick in their book to get what they want.

LOOK AT HOW THIS LINE FITS IN TO AN INTERCITY NETWORK:



AND... if that's not enough to worry passenger rail advocates; now it appears that BOTH key Conrail routes between Dayton and Columbus are in danger! Conrail's recently announced plans to "rationalize" (we think they really mean "abandon") various parts of their system list both the former NYCRR mainline between Springfield and London and the former "National Limited" route between South Charleston and London for "rationalization" (abandonment). This move would force through trains between Dayton and Columbus to run via the bypass west of Springfield, up the old Erie to Urbana, then into Columbus over the ex-PRR "Union City" line. The City of Springfield wants the CR tracks relocated out of the central business district and that may well end any through service through Springfield.

NOT FOR PASSAGE RECEIPT
 TRAILER NO. 1
 FROM TO INDICRF 6
 UNRESERVED
 DEPARTURE DATE
 TOTAL FARE \$7.25
 12 JAN 80 CA
 TO CONTINUE ON REVERSE SIDE

OARP HAS A LARGE SUPPLY of the new Feb. 3rd AMTRAK NATIONWIDE TIMETABLE and we'll mail you one if you'll send us a business letter size SASE with 41¢ in postage (15¢+13¢+13¢). Look on page 17 and find out about Metroliners in Kingston, RI!

BUSINESS CAR BRIEFINGS

We've finally computerized our OARP mailing lists, thanks to member Ed Reiling of Dayton. As with any massive changeover such as this, there are "bugs" to be worked out. We are already aware of some mistakes and misspellings and we'll get them straightened out soon. This would be a good time to let us know of any corrections that do need to be made in your mailing label to assure you of uninterrupted (we hope) receipt of "the 6:53" and other mailings from OARP.

IS AMTRAK TAKING US FOR A RIDE?

Reproduced at the left is an Amtrak ticket. Our purchaser paid cash for it over the counter at an Amtrak ticket office in the city of Philadelphia, PA. This was purchased January 12th, 1980 and it is good for six months from the date of purchase.

Notice anything unusual about it? Why this ticket is for an Amtrak service that does not yet exist! And probably will not start running until October 1980 at the earliest -- between Indianapolis and Chicago.

But Amtrak will sell you a ticket for it! And this ticket will expire before the service starts. Our purchaser will probably turn it in for a refund. But, then, in a sense it is a "collector's item".

And how is Amtrak accounting for the \$7.25? Did the \$7.25 go into a general fund? Or do they already have an account established for the Chicago - Indianapolis train? If so, then the \$7.25 ought to show up on the January accounts credited to this train that has yet to turn a wheel.

Why is Amtrak selling tickets for a train that does not yet exist?

Makes us wonder if Amtrak is taking us for a ride after all.

REGULAR SERVICE ONE UNRES COACH
 ONE FULL FARE
 UNRESERVED INDIANAPOLIS IND.
 CRAWFORDSVILLE IN
 CA \$7.25 \$5.00 \$7.25
 AMTRAK PHLD



ACCESS TO OARP PRESIDENT SOMEWHAT IMPROVED

Your OARP president has changed employment and, thus, can now be reached a bit more easily by phone during the daytime.

Tom left the challenges of public school teaching to face different challenges as president and general manager of a new advertising and sales promotion firm in Dayton. The new firm is Sales Pro, Inc.

He can be reached at 513-253-5390 or at 461-6605 (9am-5pm) on weekdays.

OARP - NARP - MARP
 SATURDAY,
 MARCH 22, 1980
 10:30a — 5:00p
 HILLCREST HOTEL
 TOLEDO, OHIO

REMEMBER OUR NEW OARP MEMBERSHIP RENEWAL SCHEDULE:

Effective January 1, 1980, OARP membership renewal notices are being sent out on an alphabetized/staggered basis that will even out our "cash flow". So far there have been no complaints about this new system even though it would mean that if Arnold Abraham joined OARP as a new member in December (\$5) he would receive his renewal notice during the 1st quarter of the following year (\$10) but then would count on renewing his membership each year during that 1st quarter.

Last Name A thru F	- renewal notice sent during 1st quarter
G thru L	2nd quarter
M thru R	3rd quarter
S thru Z	4th quarter

In the last issue we gave thanks to members of the crew of "the 6:53" for 1979. Ray Kline, Jr. should have appeared on that list. Sorry about that oversight, Ray!

OARP's SLIDE SHOW is presently NOT AVAILABLE as it is in the process of being revised and updated. We'll let you know when it will be available for showings or free rental.

We'll soon start the job of rewriting and redesigning our OARP brochure and related literature. A couple of members have offered to help. We could use more input so if you'd like to assist, contact your OARP president very soon.

JOIN OARP TODAY! ---- USE THIS COUPON.....

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

My remittance for a year's dues is enclosed for the class of membership checked:
 Regular \$5 Contributing \$10
 Participating \$25 Sponsor \$50
 Sustaining \$100

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

Name _____
 Address _____
 City _____
 State _____ Zip _____

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

Mail to:

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

CAPITAL DISTRICT BULLETIN BOARD

BACK ON THE TRACK

The following letter by KARL GELFER appeared in the FEBRUARY 1980 issue of OHIO MAGAZINE.

We reprint it in its entirety as Karl's column for this issue.

"Brian Usher's article, "He's Been Working on a Railroad" in your November issue demands a response. "I won't argue the point with Rep. (Arthur) Wilkowski that Ohio needs modern, effective rail service. The point I would argue with him on is the type of technology. "If Ohioans consistently vote down school bond levies, how in the name of God does he think that Ohioans will vote a 1-cent increase in the sales tax to build a "Buck Rogers" rail transportation system? What has Rep. Wilkowski done so far for Ohio's railroads? Nothing. Let the dreamers dream on in their dream worlds. "Rep. Wilkowski must get off his pedestal, and come down to reality. A system that incorporates upgrading the present railroad tracks on the corridors identified is more reasonable cost-wise. If the present railroad were upgraded to Federal Railroad Administration Class 6 standards, this would permit a top speed of 110 miles per hour. "Some of Ohio's neighboring states -- Michigan, Pennsylvania and New York -- are already acting to support increased and improved conventional Amtrak rail passenger service. State assistance on track improvements in New York has recently resulted in vast improvements in scheduled performance of Amtrak intercity trains. "It will be the realistic people who will get things done in Ohio. Reasonable, rational solutions are needed to help solve Ohio's intercity transportation problems. We cannot afford to wait until 1985 or 1990 for the Ohio Plan to turn a wheel. Alternatives to the automobile are needed now."

MATERIALS AVAILABLE FROM YOUR OARP "OFFICE":

- ___ Amtrak Feb. 3rd NATIONWIDE TIMETABLES (send SASE with 41¢ postage for each copy via First Class Mail)
- ___ OARP Membership Brochures - FREE!
- ___ NARP Membership Brochures - FREE!
- ___ 1980 OARP Calendar listing all local Amtrak phone numbers for Ohio and neighboring states (one copy FREE if you send us a business letter size SASE - for a quantity just send us some postage to help out)
- ___ OARP COFFEE MUG (\$3.00 donation includes postage)
- ___ OARP RAIL TRIP REPORT FORMS - FREE! (4 copies sent if you send us a business letter size SASE)

NEWS FROM AMTRAK

A record 21.5 million people rode Amtrak trains in 1979 without a single passenger fatality. Reviewing 1979's record, Amtrak President Alan S. Boyd noted that not only did Amtrak post a zero fatality record among its passengers, but also improved the safety record of its employees. "Rail travel has and continues to be the safest mode of travel," said Boyd. There has not been an accident related passenger fatality aboard Amtrak's trains since December 1976. The rate of injuries among Amtrak's employees, per 200,000 man-hours, dropped from 15.1 in 1978 to 10.4 in 1979. Beech Grove Maintenance Facility in Indiana won for the third time the Best Mechanical Facility Award. Best Division Award for 1979 went to the St. Louis Division.

#####

Amtrak is modifying five of its Amfleet passenger cars in order to expand and improve lounge and dining services on its Chicago - Texas train, the Inter-American. \$101,940 will be spent to convert five Amdinette cars into combined Lounge/Dinette cars with existing coach seats and luggage racks being removed from the coach section of the car and replaced with lounge seating. Special handicapped seating will remain unchanged in each car. Work is expected to be completed by November.

#####

Amtrak's Board has approved spending \$2.1 million to complete the tie replacement program and to upgrade the signal system on the Amtrak-owned Michigan district track between Kalamazoo and Michigan City. This is part of a multi-phase program to upgrade 83 miles of track to permit reliable 79mph operations. An investment of approximately \$8.5 million has been made so far with the State of Michigan contributing \$2.3 million.

#####

Amtrak has moved into the next-to-last phase of a \$23 million modernization program for its Beech Grove Maintenance Facility. \$2.3 million was recently allocated for continuing rehabilitation of wheel, trim, forge and maintenance shops; the construction of an administration building; upgrading the power plant; plus road and parking lot improvements. Also funded will be purchase and installation of production machinery, shop equipment and tools.

#####

E Amtrak's Board recently approved \$11.8 million in funding to overhaul tracks between Chicago and Indianapolis, clearing the way for an October 1st start-up of 4½ hour train service between those cities. This action raises to \$13 million the total investment Amtrak will make in track,
(continued.....)

signal and grade crossing improvements on the line to begin a demonstration "short-haul" train between Chicago and Indianapolis as called for in Congressional legislation passed last fall. Trains will operate over the L&NRR between Chicago and Crawfordsville, thence over the CR (ex-P&E) line between Crawfordsville and Indianapolis.

#####

Three United Aircraft TurboTrains used by Amtrak in the early and mid 1970's are being retired and will be sold. The three trainsets include six power dome coaches and eight coach cars. The trainsets have been out of service for three years due to excessive maintenance and operational problems and costs. They have been stored at the 30th Street coachyards in Philadelphia.

#####

Amtrak will develop, test and evaluate an automatic ticketing system for possible use in the future at Amtrak's busiest stations. Amtrak will work with suppliers to develop a prototype system consisting of a self-service, passenger operated ticketing machine and an employee operated ticketing machine. Prototype units will be installed and tested at Washington Union Station and Philadelphia's 30th Street Station in July 1980.

#####

Amtrak geared up for heavy holiday ridership, expecting an 8.5% increase in patronage over the Christmas - New Years period. Between December 15th and January 5th the Broadway Limited ran in two sections daily; with eight cars on the Washington section and twelve on the New York section. Extra cars were added to the Lake Shore Limited. Twenty runs of the Silver Meteor were made with two sections operating; one with 18 cars, the other with 8 cars. The Empire Builder ran daily with conventional HEP-equipped sleepers filling out the extra consists required.

#####

Amtrak has announced new 25% discounts for senior citizens and handicapped travelers with no holiday restrictions, no round trip requirements and no limits on length of stay. The new discounts took effect January 1st and apply to any trip at any time and on any train when the regular one-way coach fare is \$40 or more. Federal law defines senior citizens as being 65 or older for the purposes of the discount and sets the basis for eligibility for the handicap discount. A driver's license, birth certificate or other official document showing age will be accepted to qualify for the senior citizen discount. Cards certifying a person as handicapped, such as those issued by government agencies or organizations representing handicapped persons or a letter from a physician may be used to receive the handicap discount. With the introduction of the new special fares Amtrak will no longer discount fares for attendants traveling with handicapped persons.

TABLE I - RIDERSHIP BY ROUTE:

	SEPT 1978	SEPT 1979	chg.
Broadway Ltd	15,752	17,961	14.0
Lake Shore	21,007	22,605	7.6
Cardinal	6,503	8,650	33.0
Shenandoah	3,817	6,334	65.9
National Ltd	11,019	17,970	63.1
System Total	1,392,861	1,628,911	16.9

RIDERSHIP &
SCHEDULE
PERFORMANCE
STATISTICS
for AMTRAK's
OHIO TRAINS

	OCT. 1978	OCT. 1979	chg.
Broadway Ltd	14,185	17,745	25.10
Lake Shore	21,636	18,638	(13.86)
Cardinal	7,757	8,506	9.66
Shenandoah	5,008	6,747	34.72
National Ltd			
System Total	1,514,148	1,618,495	6.89

(data from
Amtrak)

	NOV. 1978	NOV. 1979	change
Broadway Ltd	17,417	18,220	4.6
Lake Shore	24,933	21,751	(12.8)
Cardinal	9,330	10,042	7.6
Shenandoah	4,744	7,374	55.4
National Ltd			
System Total	1,675,484	1,692,704	1.0



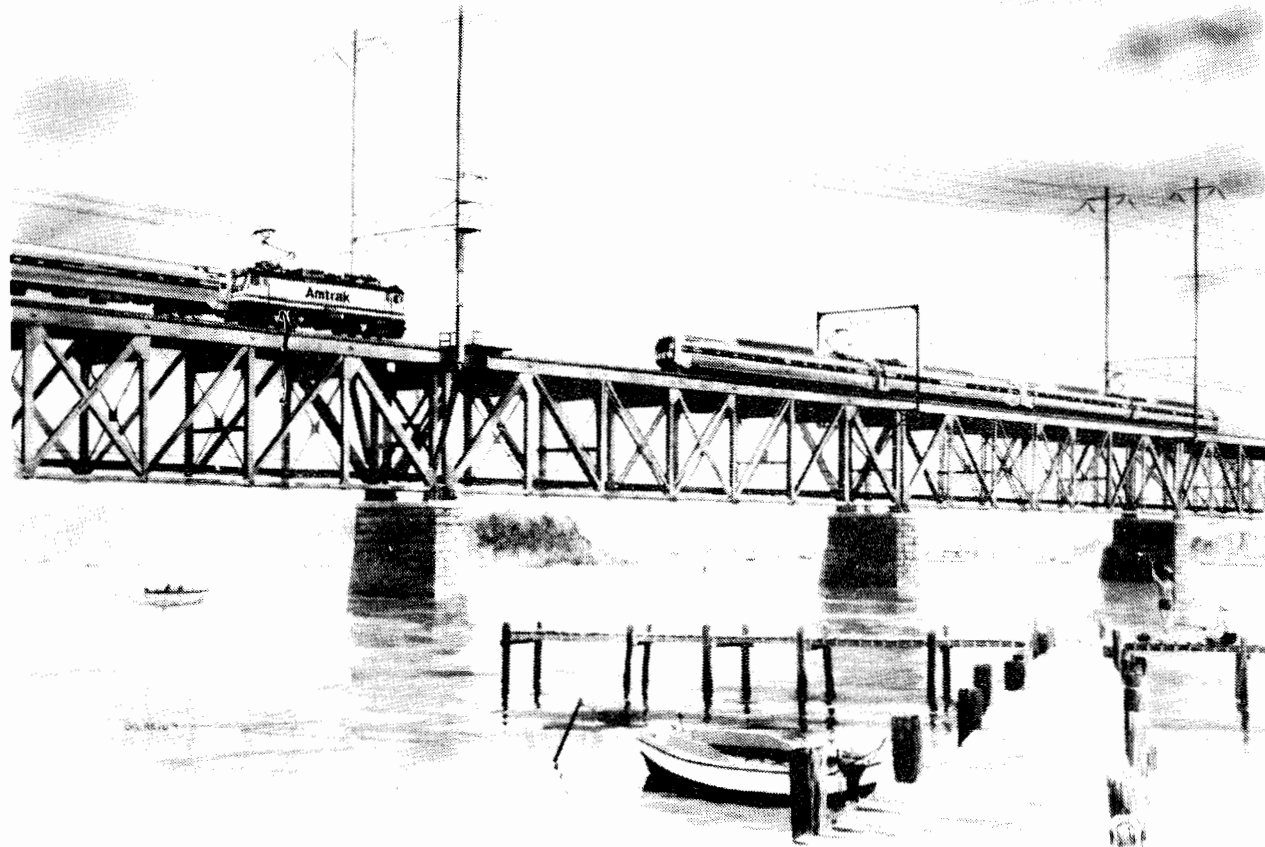
TABLE II - SCHEDULE PERFORMANCE BY ROUTE:

	Tot.Trains		% on-time.....		
	Scheduled	Late	SEP 79	AUG 79	SEP 78
SEPTEMBER 1979					
Broadway NYP-CHI	60	46	23.3	9.7	1.7
WAS-CHI	60	49	18.3	6.5	3.3
Lake Shore NYG-CHI	60	29	51.7	25.8	66.7
BOS-CHI	60	30	50.0	27.4	61.7
Cardinal	60	32	46.7	40.3	48.3
Shenandoah	60	9	85.0	45.2	53.3
National Ltd.	60	24	60.0	22.6	13.3
SYSTEM TOTALS	6378	2437	61.8	49.4	62.1
OCTOBER 1979			OCT 79	SEP 79	OCT 78
Broadway NYP-CHI	62	50	19.4	23.3	11.3
WAS-CHI	62	48	22.6	18.3	11.3
Lake Shore NYG-CHI	62	39	37.1	51.7	71.0
BOS-CHI	62	34	45.2	50.0	79.0
Cardinal	62	19	69.4	46.7	67.7
Shenandoah	62	13	79.0	85.0	87.1
SYSTEM TOTALS	6512	2601	60.1	61.8	66.8
NOVEMBER 1979			NOV 79	OCT 79	NOV 78
Broadway NYP-CHI	60	38	36.7	19.4	13.3
WAS-CHI	60	32	46.7	22.6	13.3
Lake Shore NYG-CHI	60	15	75.0	37.1	55.0
BOS-CHI	60	16	73.3	45.2	53.3
Cardinal	60	18	70.0	69.4	73.3
Shenandoah	60	9	85.0	79.0	83.3
SYSTEM TOTALS	6519	2017	69.1	60.0	64.6

EVER WONDER HOW FAST YOU'RE ROLLING? -----

Thanks to OARP member Bob Braden of Cleveland, you can use this table to figure the speed of your train. Watch out the window for mileposts and use a stopwatch or your wristwatch to find the time it takes to travel between mileposts.

<u>TIME IN SECONDS</u>	<u>TRAIN SPEED IN M.P.H.</u>	<u>TIME IN SECONDS</u>	<u>TRAIN SPEED IN M.P.H.</u>
0'30	120.00	0'57	63.16
0'32	110.00	0'58	62.09
0'35	102.86	0'59	61.02
0'36	100.00	1'00	60.00
0'37	97.30	1'01	59.02
0'38	94.74	1'02	58.06
0'39	92.31	1'03	57.14
0'40	90.00	1'04	56.25
0'41	87.80	1'05	55.38
0'42	85.72	1'06	54.54
0'43	83.72	1'07	53.73
0'44	81.82	1'08	52.94
0'45	80.00	1'09	52.17
0'46	78.26	1'10	51.43
0'47	76.60	1'12	50.00
0'48	75.00	1'15	48.00
0'49	73.45	1'20	45.00
0'50	72.00	1'30	40.00
0'51	70.59	1'40	36.00
0'52	69.23	2'00	30.00
0'53	67.92	2'24	25.00
0'54	66.67	3'00	20.00
0'55	65.45	4'00	15.00
0'56	64.29	6'00	10.00



Amtrak's 1980 calendar shows a northbound Amfleet train, powered by a new AEM-7 locomotive, meeting an upgraded Metroliner consist on the Susquehanna river bridge between Havre de Grace and Perryville, Maryland. The painting was done by Gil Reid, noted Milwaukee, Wisconsin, rail artist. (Amtrak Photo)

LOVELAND, OHIO, GETS NOD AS SUBURBAN CINCY STATION

A reliable Amtrak source has informed OARP that sometime in 1980 a new stop will be instituted on the Shenandoah route at Loveland, Ohio. Close to I-275, the new station stop will serve populous suburbs north and northeast of Cincinnati. OARP has for several years been pushing for just such a suburban stop to help boost ridership on the Shenandoah route. Passengers from a vast portion of suburban Cincinnati will no longer have to contend with downtown traffic and "backtracking" to get to and from the train station. We are now anxiously awaiting word as to when the new Loveland station stop will be initiated. There is (at this writing) still no word on possible future use of Cincinnati Union Terminal by Amtrak.

AT LAST REPORT, WE HAVE CLOSE TO 550 MEMBERS!
 HELP KEEP OARP STRONG & ON THE GROW: RENEW YOUR OWN MEMBERSHIP and BRING IN SOME NEW MEMBERS!

AMTRAK'S 1980 WALL CALENDAR IS AVAILABLE - - - - -
 to OARP members and readers of "the 6:53" and to the general public. The 1980 calendar measures 24" by 33", is vertical in format and has the entire year on display. The calendar is printed on heavy paper and the picture (ABOVE) may be cut off and framed when the year is over. Cost of the 1980 Amtrak calendar is \$4.00 which includes tax and postage. It can be ordered by mailing a check for that amount to:

AMTRAK CALENDAR
 P.O. BOX 311
 ADDISON, IL 60101

OARP PRESIDENT IS ELECTED CHAIRMAN OF THE BOARD OF OHIO RAIL TRANSPORTATION AUTHORITY

At the regular board meeting of the Ohio Rail Transportation Authority on Monday, February 11th, OARP President Tom Pulsifer was elected as new Chairman of the Board. He succeeds Youngstown attorney Paul T. Zellers. Pulsifer served this past year as vice-chairman. Ted Kauer of Columbus is the new vice-chairman and John Stough of Findlay is the new board secretary. Other board members are ODOT Director Dave Weir, Rep. Art Wilkowski and Sen. Anthony Calabrese.

AMTRAK TRAILERS' ADVISORY: OARP advises its members to be persistent in getting the accommodations you want on Amtrak trains. We have had several recent instances of members being told a certain train was "sold out" when it was actually far from being sold out; of sleeping car space being unavailable when in fact said car was empty. If you call the "800" reservations number (800-621-0317 from Ohio points) and don't get what you want, call back and see if you get a different story from a different clerk. If you get two different stories, something is wrong. Be persistent! The cases brought to our attention have dealt with only the Shenandoah and the Broadway Limited. We hope Amtrak is not deliberately misleading the traveling public so they can turn around and justify axing these trains. It's a dirty way to do it. If all else fails, you can sometimes succeed in getting sleeping car space at the last minute (late cancellation) or even sometimes on board the train itself. So don't give up. This is the best advice we can give until Amtrak decides to get the bugs out of its ARTS system.

MANY OARP MEMBERS helped in various ways to spread the word and encourage good attendance at the various ORTA public meetings held around Ohio recently on the high-speed plan.

LAST MINUTE ODDS & ENDS AS WE GO TO PRESS... Fourteen states have expressed some degree of interest in high-speed rail passenger transportation systems. Word is that Ohio's 3-C Corridor, plus five others, will be included in the soon-to-be-released FRA/Amtrak "Emerging Corridors" study. Already included are Cleveland-Chicago and Cincinnati-Chicago. The Joint Legislative Rail Oversight Committee of the Ohio Legislature has recommended construction of a high-speed test track and research facility on former PRR right-of-way between North Warren and Ashtabula. Former Conrail Freight Station, adjacent to the Amtrak depot at Elyria, may become a railroad "theme" restaurant, according to Bob Wickens.

Howard Harding of Akron officially represented OARP at the December 9-11 HIGH SPEED RAIL SYMPOSIUM sponsored by NYDOT and Amtrak in cooperation with Conrail. Held at Albany, the Symposium included a 110mph Turboliner ride between Albany and Amsterdam over upgraded CR tracks.

CLEVELAND AREA OARP/NARP MEMBERS!

Planning to ride Amtrak's LAKE SHORE LIMITED to and from the TOLEDO MEETINGS MARCH 22nd? Interested in GROUP RATES?

Contact "AMTRAK AL" MLADINEO (with Tower Travel Service) as he is in the process of putting a "group" together. Al is a good OARP/NARP member. Home phone is 831-8523.

BAGGAGE & EXPRESS

A bright-eyed OARP member noted a full-page Conrail ad in the Nov. 1, 1979 edition of the Kansas City Times. Conrail doesn't even serve Kansas City!

Many thanks to OARP member Dave Shreiner of Millersburg who verified track conditions with his camera on the B&O lines between Zanesville and Clarksburg, WV, on our suggested route for a rerouted Shenandoah. Some track looks good, some does not.

A great big THANK YOU to all of you who sent Holiday Greeting Cards to OARP! We appreciate your thoughtfulness. Also, a sincere word of THANKS to all who continue sending in clippings, articles, and notes and letters on conditions in your area. Without you sending in this type of material, we could not hope to do very much. And we note an increase in the use of our OARP RAIL TRIP REPORT forms and through these we're accumulating some good data on passenger services provided on many Amtrak trains. Keep the trip reports coming; send us a business-letter size SASE and we'll send you four copies.

On Dec. 17th a DT&I/GTW Director's Special operated between Detroit and Springfield, OH; then on the 18th it went on to Cincinnati. Consist was two GTW cars pulled by a newly painted DT&I GP40-2.

Ex-NKP Berkshire #765 (restored to operating condition by the Ft. Wayne R.R. Hist. Society) ran under steam from Ft. Wayne to Bellevue, OH, on December 1st, then on to Sandusky the following day. Reports are that the crew got #765 up to 60mph on part of the trip. Engine will be used for fan trips beginning in 1980.

S. Clark Lord, an OARP member who is active with the Cuyahoga Valley Line R.R., reports the Cleveland-Akron steam train hauled 25,000 passengers in 1979, up from 21,000 in 1978.

Representatives from the states joining with Ohio under the "Interstate Compact" (regional inter-city high-speed rail passenger service) held an all-day meeting at the Downtown Sheraton in Columbus on Feb. 1. General tone of the meeting was quite positive. A second such meeting is tentatively planned for April.

Amtrak's Lake Shore Limited is handling mail from Boston and Springfield, MA, to Chicago.

Look for major trackwork in 1980 on Conrail's mainline between Van Wert, OH, and Ft. Wayne or Amtrak's Broadway Limited route.

The Adirondack Railway is now running passenger trains between Utica (Amtrak Sta.) and Lake Placid. Write them at: Thendara Station, Box 579, Old Forge, NY 13420 for information and schedule.

Amtrak's (paraiso locals may face discontinuance again(!) when the current federal subsidy to Amtrak to operate these commuter trains runs out.

The AAR predicts railroads will make a solid comeback in the 1980's.

Conrail is expected to seek \$585 million in federal funds this year for operation purposes.

Michigan's legislature has passed a measure to study the feasibility of linking its major cities with trains from five other states which would run at speeds up to 125mph.

While Trailways and Greyhound continue to battle over various bus routes in Ohio, a Greyhound official is worried that it may have to cut back sparsely populated marginal routes, leaving many Ohio localities without any public transportation link.

URBAN TRANSIT SPENDING BOOSTED IN USDOT BUDGET PROPOSAL

U.S. DOT's proposed budget for FY 1981 of \$21.8 billion boosts spending by 37.5% for transit programs aimed directly at cutting dependence on foreign oil.

The Federal Railroad Administration is funded at \$1.8 billion of which \$975 million is for Amtrak. Focusing on the long-term health of the railroad industry, the budget asks \$353.9 million for rail service assistance, including \$85 million for grants to states for rehabilitation of rail branch lines; \$27.9 million for continued enforcement of railroad safety laws; and \$400 million for continued upgrading of the Northeast Corridor rail system between Washington and Boston. The U.S. Coast Guard gets \$1.8 billion, the Federal Aviation Administration \$3.5 billion, the Federal Highway Administration \$9.2 billion, the National Highway Traffic Safety Administration \$311.5 million, UMTA \$5 billion, Research and Special Programs Administration \$31.8 million, St. Lawrence Seaway Development Corporation \$12.1 million derived from revenues, Office of Inspector General \$21.7 million, and the Office of the Secretary \$49.8 million.

PULLMAN-STANDARD, AMTRAK AT ODDS OVER \$100 MILLION PAYMENT

Pullman-Standard, already 1½ years behind in delivering new Superliner cars to Amtrak, is demanding \$100 million in payments from Amtrak to help cover financial losses. Thus far only 72 Superliner cars, out of 284, have been delivered and there is talk of having to have another car building company complete the job. Pullman says it stands to lose \$80 to \$100 million on the contract before the last car is delivered to Amtrak.

OARP SUBMITS PROTEST STATEMENT TO MISCELLANEOUS PROPOSED REVISIONS TO FRA TRACK SAFETY STANDARDS

Last fall the Federal Railroad Administration announced several miscellaneous proposed revisions to its Track Safety Standards which would, if adopted, almost kill Amtrak by forcing passenger trains to run slower over many routes, thereby lengthening schedules unacceptably. For instance; running time between Washington and Cincinnati would increase by 1'12", Washington and Montreal by 3'37", Chicago and Seattle by 6'43", Chicago and Boston by 1'11". NARP and Amtrak testified in Washington against the proposed revisions. We understand the only party that testified in favor was the FRA. Even the Association of American Railroads objected rather strongly.

The FRA wanted maximum train speed to be based solely upon rail weight. In our statement (copies of which may be had if you send us a business letter size SASE to expedite handling) we said that train speed itself is not the problem and that reduction of maximum train speed is not the answer. We stated that track maintenance needs to be addressed as the problem! We stressed the need for regular and strict routine maintenance of existing tracks. This is something, as we well know, that several railroads in Ohio haven't done for quite a while. We cited reference to one low joint on the Conrail mainline through Xenia (National Limited route) where a slow order was in effect for over 6 months during 1979 before a track crew came by to remedy the problem!

A RETURN OF THE NATIONAL LIMITED ????????

As we go to press there are reports flying around about two Congressional attempts to get the National Limited reinstated. Senators Glenn (OH) and Bayh (IN) have lined up nine Senators from states formerly served by the National Limited and word is they plan to issue a statement asking for a return of the National Limited. Pennsylvania Congressman Allen Ertel is preparing a measure for introduction in the U.S. House of Representatives along the same line. It is said that attempts would be made to bring back the National without the help of 403-b funding. Ohio is prohibited by the State Constitution to lend aid or credit to a for-profit railroad corporation; and so far Ohio has been reluctant to investigate "purchase of service" as a way to get around the Constitutional problem.

It is no secret that in its last month of operation, the National Limited had better ridership than the Broadway! Yet the Broadway was kept and the National was dropped. It is also apparent that the dismal ridership on the Shenandoah west of Martinsburg and on the Cardinal is data that is coming back to haunt Amtrak and the politicians who insisted that "their" train must stay come what may. Both the Shenandoah and the Cardinal owe their continued existence to Congressman Harley Staggers and Sen. Robert Byrd. Actual ridership and revenues need a big boost!

DEPT. OF JUSTICE SUES SOUTHERN PACIFIC FOR DELAYING AMTRAK PASSENGER TRAINS!!

The U.S. Dept. of Justice filed suit on December 20th against the Southern Pacific Railroad alleging that the SP violated federal law by favoring its freight trains over Amtrak passenger trains. According to the complaint, Amtrak's Sunset Limited did not finish a single trip on time during July, August, September or October. During the first two weeks of December the Sunset was late every day and on four occasions the delay amounted to more than nine hours. The complaint confines itself to SP operations on a 362 mile segment between New Orleans and Houston, the segment where most of the delays allegedly occurred.

Amtrak requested the Justice Dept. to file the suit against the SP in behalf of itself and its passengers in order to protect the interest of Amtrak passengers. In a memorandum filed with the suit, the Justice Dept. asked the court for a temporary restraining order immediately directing the SP to prevent any avoidable interference of Amtrak trains by freight trains. The complaint states, "The delays experienced by passengers on the Sunset Limited discourage the public from using it and deprive it of passenger train service as an alternative means of transportation."

Amtrak President Alan S. Boyd, in a December 20th news conference, emphasized his hopes that the action against SP would send a message to other railroads providing unsatisfactory service, and that it would not be necessary to seek the support of the Justice Dept. again. He praised several railroads for providing good service: Milwaukee, Southern, Seaboard Coast Line, Union Pacific and, in recent times, Conrail.

The SP, on December 21st, agreed to give the Sunset priority over freights, but claimed it had been doing so all along. SP also agreed to an Amtrak demand that SP report in detail any delay of more than 10 minutes caused by freight train interference between Houston and New Orleans. A February 4th hearing date was set at Amtrak's request.

OARP EXTENDS BEST WISHES TO NEW ARP!

Once again OARP has been able to provide a little help to those getting a new ARP off and running. In this most recent case it is the LOUISIANA ASSOCIATION OF RAILROAD PASSENGERS. We extend best wishes to LOUISIANA ARP and its new President, Zane Katsikis.

BROADWAY IMPROVES!!

Surprise! The operating performance of the Broadway Limited is now much improved! This is really a good piece of news. The on-time performance seems to be a result of a) better Conrail cooperation with Amtrak, b) decent winter weather so far, and c) a drop in the level of CR freight traffic on the Ft. Wayne line.

The infamous "dancing diamonds" at Lima are FINALLY being replaced to improve safety at the CR-B&O-N&W crossing east of the Amtrak depot.

Our thanks to John Keller for this Broadway route news.

Unofficial word is that all-HEP equipped consists will appear on the Broadway starting in May.

JOHN DeLORA: VIEWPOINT ON NARP

(John DeLora, a Region VI NARP Director from Detroit, Michigan.)

A good deal of misinformation has been circulating about the motion of the NARP board in its vote to quit fighting for the Melcher amendment, which would have frozen the pre-October 1st route system. Since I made that motion, I'd like to explain.

First of all, the motion was not a surprise to many of the members. I discussed the issue with several directors on the train on the way to the meeting. I also tried to find out how Ross Capon felt about it. Ross refused to take a position, on continuing the fight for the Melcher amendment, but did say he wanted some clear direction from the board on that issue.

I proposed the motion for several reasons, the most important of which was the fact that the battle to freeze the route system had already been lost. Congress felt the issue had been decided, and wanted to get on to other business. It may not please NARP members, but Congress regards Amtrak as a very minor issue. To keep pestering them (and that is just how they view it) would only damage our future relations with them. I wouldn't remain in NARP if I thought it was a lunatic fringe group, but unfortunately, there are many on Capitol Hill who hold that opinion of us. By continuing to fight for a dead issue, we would only reinforce that view and lose the credibility that we have so painfully built up through the years.

The next question is: was the issue dead? Support for the Melcher amendment had already peaked with a tie vote and began declining before the NARP board met. After the NARP board meeting, it could not even get enough support to get called up for a vote.

Next, really few members of NARP really understood the full implications of the Melcher amendment. Most people understood, correctly, that it called for a one year freeze of the Amtrak route system. Few realized that it was an amendment to an appropriations bill, not an authorization bill. Instead of giving Amtrak more money as it would if it were part of an authorization bill, it would have meant that money to run the additional trains would have had to come from somewhere else in Amtrak's budget. There was only one source for the extra money: capital for new equipment.

The effect of passage of the Melcher amendment would have meant at least one more year of Amtrak management scrapping older cars (instead of putting them into storage) in order to force Congress to buy more equipment. Now, Amtrak is storing the older cars instead of scrapping them.

The NARP office only has two persons to lobby on a full-time basis. We should keep them working productively on projects that have some prospects of success.

(continued on next page)

John DeLor Viewpoint on NARP (from previous page)

Finally, the NARP board wasn't hoodwinked or outfoxed by Clark Tyler or anyone else. Any of them who had been paying attention during the two day meeting realized that, in one form or another, a motion to quit fighting for the Melcher amendment was going to be brought up. The members present knew exactly what they were voting for, and why. And in voting almost 2-1 in favor of the motion, they showed that they had the good sense to quit wasting time and to get on with building a better passenger train system.

OARP TAKES ACTIVE INTEREST IN CARDINAL RESCHEDULING -----

Amtrak has temporarily postponed a planned rescheduling of its Cardinal service between Washington - Cincinnati - Chicago due in part to pressures brought by OARP, NARP, and a new ARP group based in Beckley, WV, called Retain the Train. A new schedule was to have gone into effect February 3rd, but just before the new timetables were printed, Amtrak postponed the schedule change. OARP's main objection with the present schedule is that it gets to Chicago too late in the day to connect with other long-distance Amtrak trains; and likewise leaves Chicago too early in the day to afford connections from western and northwestern Amtrak trains. We'd be content if the Cardinal left Washington late in the afternoon, arriving Cincinnati around 7:30am and Chicago by early afternoon. We'd like to see the Cardinal leave Chicago in the late afternoon, leave Cincinnati around 11pm and arrive in Washington shortly after noon. We were able to get a copy of Amtrak's proposed schedule which would pretty much kill off existing ridership at the Indiana stations, and leave Washington too early or arrive too late to be of much use to anybody making connections to or from the NEC or the Florida trains. Here is a condensed version of what Amtrak proposed for trains #50 and #51:

51		50	Additional
10:10am - Lv.	WASHINGTON	Ar. - 9:10pm	Stations listed:
12:37pm -	CHARLOTTESVILLE	- 6:17pm	
3:43pm -	WHITE SULPHUR S	- 3:13pm	Alexandria
4:56pm -	HINTON	- 2:03pm	Manassas
7:08pm -	CHARLESTON	- 11:55am	Culpeper
8:17pm -	HUNTINGTON	- 10:46am	Staunton
8:37pm -	TRI-STATE STATION	- 10:26am	Clifton Forge
10f13pm -	MAYSVILLE	- 8f44am	Alderson
11:42pm - Ar.	CINCINNATI	Lv. - 7:21am	Prince
11:57pm - Lv.	CINCINNATI	Ar. - 7:06am	Thurmond
2f07am -	RICHMOND	- 5f00am	
3f03am -	MUNCIE	- 4f00am	Hamilton, OH
3f42am -	MARION	- 3f18am	was not listed.
4f17am -	PERU (ET)	- 2f40am	ed. (?)
6:50am - Ar.	CHICAGO(CT)	Lv. - 10:30pm	

Unofficial word is that this proposed schedule might become effective with the April 27th timetable change, however, we hope only a slight revision of the present schedule will be made.

NARP

SAT.
MARCH
22
1980
TOLEDO
OHIO

OARP

The ANNUAL REGION VI NARP MEETING, the MIDWINTER OARP MEETING and the MARCH MARP MEETING will again be held this year in the city of TOLEDO, OHIO, on SATURDAY, MARCH 22nd, at the HILLCREST HOTEL (not at the Commodore Perry as in past years).

- Agenda: 10:30a - Registration (Parlors A & B)
 11:00a - MIDWINTER OARP MEETING (Parlor A)
 MARCH MARP MEETING (Parlor B)
 12:30p - Buffet Luncheon (@\$7.50) (Lower Terrace)
 Menu: Baked Chicken or Swiss Steak, plus Parsley Buttered Potatoes, Green Beans, Salad Bar, Homemade Soup, Rolls, Butter, Coffee or Tea, Light Dessert.
 2:00p - ANNUAL REGION VI NARP MEETING (Parlors A & B)
GUEST SPEAKER: JACK MARTIN, Pres. of NARP
 Election of NARP Region VI Directors
 Reports from Michigan, Ohio & Indiana
 Resolutions & other NARP business
 5:00p - Adjournment

YOUR \$7.50 INCLUDES: Luncheon, tax, gratuity, and will help to defray expenses of rental of the additional meeting room space, plus helping cover some miscellaneous costs in connection with the day's meetings.

IF YOU DO NOT JOIN US FOR LUNCH -- you will be asked to contribute \$2.50 towards the meeting room rental cost.

PARKING AVAILABLE AT THE HILLCREST HOTEL!

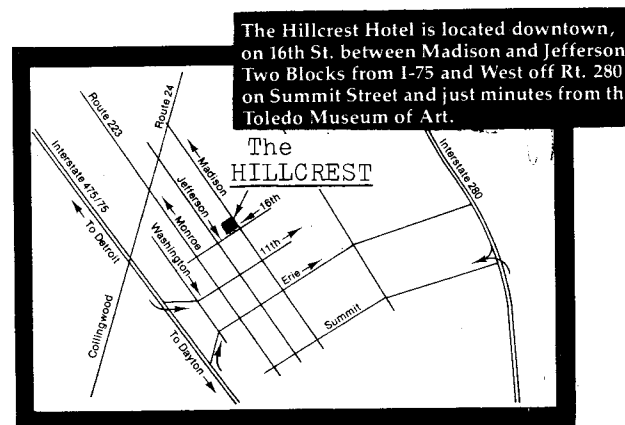
THIS MAP WILL HELP YOU FIND YOUR WAY:

OARP CARPOOLS

As always, OARP officers and regional coordinators will serve to coordinate carpooling and ride sharing on MARCH 22 to and from the TOLEDO MEETINGS.

WELCOME HOOSIERS!!!

INDIANA now joins NARP REGION VI, and we extend cordial welcome to the Indiana NARP members attending March 22.



NOTES on (upcoming TOLEDO MEETINGS / MARCH 22, 1980:

Coordinator for this year's joint meetings is HOWARD HARDING with local assistance from WILLARD EDSON. Contact Howard (Akron 216-867-5507) or Willard (Toledo 419-536-0643) if you have questions or special concerns. OARP appreciates the work these gentlemen have done in setting up the meetings this year.

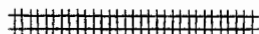
Any \$\$ surplus after all bills are paid will be donated to NARP's operating fund unless a resolution to the contrary is passed by those in attendance.

Scott Hercik of MichiganDOT will be on hand to tell us about Michigan's new passenger rail service plans!

ORTA's Phase II Report may be available at the time of the Toledo Meetings. Update information will be presented.

Any resolutions to be presented at the NARP Meeting should be in written form with copies. Tables will be available for displays, freebies, etc.

Including a luncheon this year was prompted by the difficulties many had last year in getting lunch at noon on Saturday. We MUST have a minimum of 25 reservations and have estimated for 80-100 to attend.

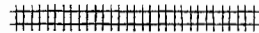


"POST-MEETING GET-TOGETHER" -- It would be helpful in planning to know how many are planning to take #48 home or otherwise "hang around" after the 5:00p adjournment. If there will be enough people we will attempt to keep one of the meeting rooms for a waiting and discussion area. See the reservation form.

"SHUTTLE SERVICE" -- Those planning to arrive by public transportation MUST notify us in advance if they want someone to meet them. Since Toledo area OARP/NARP activists are few in number, such arrangements require some advance planning. We won't promise to meet you, but will try our best to accomodate.

There is bus/van service from both Toledo Express and Detroit Metro Airports directly to and from the HILLCREST HOTEL. The HILLCREST is one block from the Trailways Bus Terminal and 6 to 8 blocks from the remodeled Greyhound Terminal. City Bus Service is available between the Amtrak Station and the Hotel; a transfer is involved. Cab service is available, but it is sometimes limited in the evening and if the weather is bad.

Several have already planned to stay overnight Friday evening (Make your own arrangements with the HILLCREST HOTEL by calling their tollfree line: 1-800-327-9157) and an informal get-together can be arranged. See reservation form.



In years past our joint meetings in Toledo have been well-attended. We're looking forward to another GREAT DAY! YOUR presence will help make it a success! We'll see you!

RESERVATION FORMS for the MARCH 22nd TOLEDO MEETINGS:

- * Reservations ARE NECESSARY and must be received by the 14th of MARCH!
- * No cancellations can be honored after MARCH 14th!

SEND ALL RESERVATIONS TO: MR. WILLARD B. EDSON
1008 ETON ROAD
TOLEDO, OH 43615

MAKE CHECKS PAYABLE TO: "O.A.R.P. (NARP Reg. VI Meeting)"
RECEIPTS will be available at the March 22nd Meeting. If you need one sooner, enclose a SASE with your reservation.

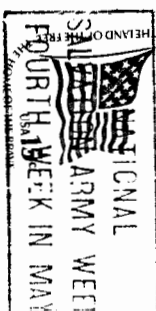
Name _____ Phone _____
 Address _____
 City/State/Zip _____
 Luncheon Entree Choice: () Baked Chicken () Swiss Steak
 (enclose \$7.50/person)
 If not attending the Luncheon, check here () and enclose \$2.50/person to help defray cost of meeting room rental.
 Check here () if attending "Post-Meeting Get-Together".
 ARRIVING BY: () Amtrak () Bus () Plane () Car
 DEPARTING BY: () Amtrak () Bus () Plane () Car
 Check here () if you need "Shuttle Service".
 Check here () if you're staying overnight at the HILL-
 CREST HOTEL (Make your own arrangements by
 calling 1-800-327-9157 between 9a-5p).
 (NARP-TOLEDO)

Name _____ Phone _____
 Address _____
 City/State/Zip _____
 Luncheon Entree Choice: () Baked Chicken () Swiss Steak
 (enclose \$7.50/person)
 If not attending the Luncheon, check here () and enclose \$2.50/person to help defray cost of meeting room rental.
 Check here () if attending "Post-Meeting Get-Together".
 ARRIVING BY: () Amtrak () Bus () Plane () Car
 DEPARTING BY: () Amtrak () Bus () Plane () Car
 Check here () if you need "Shuttle Service".
 Check here () if you're staying overnight at the HILL-
 CREST HOTEL (Make your own arrangements by
 calling 1-800-327-9157 between 9a-5p).
 (NARP-TOLEDO)

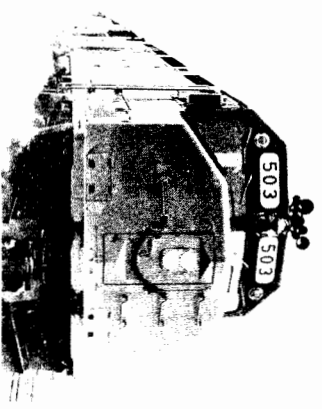
REMEMBER: Enclose payment with your reservation. Be sure WILLARD EDSON receives your reservation by MARCH 14th. No refund requests honored after MARCH 14th. Plan now to attend! Do it today, before you forget!

"the 6:53" is the official bi-monthly (Feb-Apr-Jun-Aug-Oct-Dec) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 550+ 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. The work of OARP is supported solely through membership dues and by extra donations of time, talents, and dollars by our members. JOIN US TODAY in the fight for better trains! Annual dues are \$5 (min.) for NEW members and \$10 (min.) for membership renewals. Use membership coupon appearing in this issue.

THE 6:53
 OHIO ASSOCIATION OF
 RAILROAD PASSENGERS
 P.O. BOX 653
 XENIA, OH 45385



FIRST CLASS MAIL



HUTCH W
 WILLIAM H, JR HUTCHISON
 5851 SOUTH RIDGE WEST
 ASHTABULA OH 44004