

the **6:53**

**APRIL 1980**

official publication of the

issue #**34**

**OHIO ASSOCIATION OF  
RAILROAD PASSENGERS**

# CONSIST OF THIS ISSUE

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\* OARP ANNUAL MEETING &  
ELECTION OF OFFICERS

SATURDAY - MAY 10th

DAYTON, OHIO

12:00nn - 4:00pm

at ICHABOD'S (Pine St.  
nr. E. Fifth Street)

DETAILS INSIDE . . .

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\* PUSH TO REINSTATE THE  
NATIONAL LIMITED IS  
GROWING STRONGER

\* ACTION ALERT ON THE  
"EMERGING CORRIDORS"

\* DETROIT - TOLEDO AMTRAK  
SERVICE IS POSTPONED

\* TWO SETS OF "HEP"  
EQUIPMENT ALREADY IN  
SERVICE ON THE BROAD-  
WAY LIMITED

\* REPORTS ON MARCH 22nd  
OARP/NARP MEETINGS

\* OARP APPROVES RESOLU-  
TION ON ORTA HIGH-  
SPEED SYSTEM PLAN

\* OARP MEMBERSHIP IS AP-  
PROACHING SIX HUNDRED!

ALL THIS AND MORE . . .

*"THE ERA OF THE  
AUTO, AS WE HAVE  
KNOWN IT . . . HAS  
ENDED. WE ARE NOT  
GOING TO DO AWAY  
WITH THE AUTOMOBILE;  
WE ARE GOING TO  
CONTROL IT, AND THE  
ENERGY SITUATION IS  
DRIVING THIS CHANGE."*

Remarks of  
Alan S. Boyd, President,  
National Railroad  
Passenger Corporation,  
(Amtrak)  
Before the Transportation Club,  
Wharton School of Finance,  
University of Pennsylvania,  
Philadelphia, PA

February 6, 1980



**OHIO ASSOCIATION OF RAILROAD  
PASSENGERS**

Post Office Box 653 • Xenia, Ohio 45385

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

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

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 David S. Marshall, 2435 Ridgeway Road, Oakwood 45419  
 William Snorteland, 2122 Overbrook Avenue, Lakewood 44107

PLEASE BE CONSIDERATE!

MAKE PHONE CALLS TO OTHERS AT REASONABLE HOURS!

Corrected to  
 APRIL 1, 1980

## AMTRAK AND U.S. DOT OUTLINE POTENTIAL FOR RAIL CORRIDORS

Amtrak and the U.S. DOT have given Congress a study that could provide a blueprint to develop as many as 13 major new rail corridors across the country with the potential for carrying large numbers of intercity travelers and of achieving significant fuel savings.

The 13 corridors

studied were: CHICAGO-INDIANAPOLIS-CINCINNATI  
 CHICAGO-CLEVELAND  
 Chicago-Detroit  
 Chicago-Milwaukee-Twin Cities  
 Chicago-St. Louis  
 Miami-Jacksonville  
 Los Angeles-Las Vegas  
 Los Angeles-San Diego  
 New York-Buffalo  
 San Jose-Oakland-Sacramento  
 Seattle-Portland  
 Washington-Richmond  
 Texas Triangle (Fort Worth-Dallas-Houston-San Antonio-Fort Worth)

EMERGING  
 CORRIDORS

Five other corridors under study will be covered in separate reports. They are: Harrisburg-Philadelphia  
 Boston-Springfield-New Haven  
 Atlanta-Nashville  
 Atlanta-Savannah  
 CLEVELAND-COLUMBUS-CINCINNATI

EMERGING  
 CORRIDORS

The relative strengths of each corridor studied varied depending on trip frequencies, fuel prices and track speeds; but every corridor was able to meet or exceed required ridership and performance levels. More importantly, every corridor showed the potential to significantly improve Amtrak's overall system performance.

The study results suggest that the strongest scenario exists when gasoline is assumed to cost \$2.50 per gallon by 1985 (in today's dollars), train speeds are projected at 79 mph, and train frequencies of at least six round trips are offered daily in each direction. Corridors that already have good trip frequency levels were evaluated with further expanded service.

Under the most favorable scenario, every corridor in the study made a favorable contribution to Amtrak's goals for both ridership and ratio of revenue to expenses. Congress has set a minimum acceptable level of 80 passenger miles per train mile as the measure of ridership density on short-distance trains and has mandated that Amtrak improve its ratio of revenues to expenses to 50% by 1985. Every corridor was able to meet these levels and significantly improve on them.

The report was prepared at the request of three members of the House Interstate and Foreign Commerce Committee -- Chairman Harley Staggers (D-WV); James Florio (D-NJ), Chairman of the Transportation Subcommittee; and Edward Madigan (R-IL), a member of that Subcommittee. The three asked Amtrak and DOT last fall to identify and study potential corridors between key cities to meet new energy and transportation needs.

"EMERGING CORRIDORS" UPDATE . . . The House on March 31st passed HR 6837 that would authorize \$55 million for "Emerging Corridors" engineering and design work plus \$50 million for rolling stock. It stakes out a claim on \$850 million of "Windfall Profits" revenues for track construction, but Congress would have to reauthorize the construction money after receiving results of engineering and design work. **IT IS IMPORTANT THAT WE TELL OUR SENATORS (GLENN & METZENBAUM) TO WORK FOR SENATE PASSAGE OF "EMERGING CORRIDORS" FUNDING AS PASSED BY THE U.S. HOUSE OF REPRESENTATIVES!!** Thus far, the Senate has been quite negative, when compared to the strong positive showing in the House. Note that long-distance Amtrak trains will run faster where they use improved corridor tracks. The Lake Shore Limited is running daily at 90-100 mph on portions of New York's Empire Corridor, for example! Better corridor service would feed more passengers to long-distance trains as well as reduce fixed costs charged against those trains at jointly used terminals. The NATIONAL LIMITED almost certainly would be running today but for the fact that it bore 100% of Indianapolis, Columbus and Dayton station costs, and 50% at Pittsburgh; all cities which should have corridor trains. If they did, the cost of superimposing a long-distance service like the NATIONAL LIMITED would be relatively small. 12 of the 13 corridors would be used by long-distance trains. HR6837 also included money for Rock Island labor protection and for the Northeast Corridor. While the RI provisions may be handled separately in the Senate, **IT IS ESSENTIAL THAT THE NEC AND THE EC FUNDING NOT BE SEPARATED! IF THE NEC PASSES ALONE, EC FUNDING WOULD PROBABLY BE DEAD!!** **BE POSITIVE-- ASK SENATORS GLENN AND METZENBAUM TO DO ALL THEY CAN TO GET THE EC PROGRAM FUNDED.**

(from Ross Capon, NARP)

FOOTNOTE: Sec. of Transportation, Neil Goldschmidt, calling it "ludicrous" to launch an EC program at budget-cutting time, has threatened to veto any bill containing EC money. CARTER'S FY-1981 BUDGET CUTS INCLUDE \$50 MILLION FROM AMTRAK'S CAPITAL BUDGET, \$50 MILLION FROM THE NEC, OUT OF A TOTAL OF \$750 MILLION IN DOT CUTS!

TO ASSIST YOU: Senator John Glenn (D)  
U.S. Senate  
204 Russell Senate Office Building  
Washington, DC 20510  
202-224-3353  
  
Senator Howard M. Metzenbaum (D)  
U.S. Senate  
347 Russell Senate Office Building  
Washington, DC 20510  
202-224-2315

WRITE... OR MAKE CONTACT... TODAY!

DRAFT RESOLUTION APPROVED AT OARP TOLEDO MEETING MARCH 22nd  
The following resolution was approved unanimously by the OARP members in attendance at our OARP Meeting in Toledo on March 22nd. The vote and discussion on the resolution was handled by OARP Vice-President Rodge Sillars. The resolution was drafted by Howard Harding.

#### OHIO RAIL TRANSPORTATION AUTHORITY PLANS

WHEREAS automobile ownership and costs are rapidly escalating;  
WHEREAS automobiles are the largest single users of gasoline;  
WHEREAS petroleum imports are rising in both volume and in unit cost;  
WHEREAS modern rail transportation is both less costly and more energy-efficient than current highway transportation;  
WHEREAS current Amtrak routes now provide only limited Ohio service;  
WHEREAS several of Ohio's neighboring states already support Amtrak-operated trains;  
WHEREAS current-technology 150 mile an hour trains consume twice as much energy per mile as otherwise similar trains at speeds under 120 mph;  
WHEREAS any 150 mph system begun now will become obsolete before completion because faster, more energy-efficient designs are already under development;

NOW THEREFORE BE IT RESOLVED THAT the Ohio Association of Railroad Passengers conclude:

- A. That the appropriate objectives for the Ohio Rail Transportation Authority are -
1. the adoption of a long-term goal for Ohio of a comprehensive statewide network of 110-120 mph electrified rail routes;
  2. the prompt cooperative implementation of conventional rail passenger services in the corridors already under study at optimum achievable frequencies and speeds;
  3. the expansion of this basic corridor system to include -
    - a. all Ohio urbanized areas with a population of \_\_\_\_\_,000; and (figure to be determined)
    - b. major urbanized area in all adjacent states;
  4. the progressive improvement and upgrading of this network to the highest standards consistent with the public need for economical, efficient, convenient and reliable passenger and freight service;
- B. That the Ohio Rail Transportation Authority should concentrate its efforts on the development of the data necessary to implement these objectives promptly as steps toward the long-term goal of high-speed rail transportation services;
- C. That ORTA should carefully examine the work of the New York and Michigan Departments of Transportation which

(continued...)

# NEWS FROM AMTRAK

has produced the successful state-supported services which their citizens enjoy.

- BE IT FURTHER RESOLVED THAT the Ohio Association of Railroad Passengers urge the Ohio Rail Transportation Authority to promptly negotiate a "Purchase of Service" agreement with Amtrak and such other agreements as are necessary with adjacent states to permit and promote —
1. restoration of operation of the NATIONAL LIMITED, serving Dennison, Columbus, Springfield and Dayton enroute between New York City and Kansas City;
  2. implementation of passenger trains serving the corridors already under study by the Authority;
  3. implementation of passenger trains serving the Detroit, Toledo, Lima, Dayton, Cincinnati corridors with connections to points south, east and west at appropriate points enroute;
  4. the split of Amtrak's SHENANDOAH to serve Columbus, Marion, Fostoria, Toledo and Detroit and its extension beyond Washington, DC, to points south and southeast, in addition to points now served;

IT IS FURTHER RESOLVED THAT

1. The Secretary of OARP shall forward copies of this resolution to the following persons and organizations:
  - a. each member of the ORTA Board of Directors.
  - b. the governor of the state of Ohio.
  - c. the leadership of each house of the Ohio General Assembly.
  - d. the Executive Director of NARP.
  - e. all officers and regional coordinators of OARP.
  - f. appropriate officials of Amtrak.
2. Recipients of these copies shall be informed that this resolution was debated and adopted by the membership of OARP without the participation of their president, Thomas Pulsifer, who is also Chairman of the ORTA Board of Directors.

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EFFICIENCY??? -- An OARP member's membership renewal was recently mailed from Columbus, OH, to Xenia, addressed properly and clearly to our address. On the back of the envelope there appeared another postal cancellation mark -- NEWARK, NJ!!!

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THANKS TO OUR PARTICIPATION in an October program at the MaryLou Johnson - Hardin County District Library in Kenton, OH, your OARP president was sent a travel and honoraria check in the amount of \$74.14. He turned over the entire amount to our OARP treasury. We thank Judy Wilson for inviting OARP to participate! Judy is the director of the Library.

AMTRAK HAS ANNOUNCED A SEVEN PERCENT FARE INCREASE for most trains effective April 27th, with some 10% increases planned on selected segments of routes. The proposed fare increases are a result of inflationary pressures, including rising fuel costs. The increase follows a policy approved by Amtrak's Board of Directors and responds to guidelines recommended by the U.S. DOT and legislated by Congress in recent bills that direct Amtrak to increase its ratio of revenues to expenses over the next several years. Amtrak's excursion fares that were scheduled to expire this May will be extended through October 25th.

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TICKETS FOR AMTRAK UNRESERVED TRAINS OPERATING IN THE NORTHEAST CORRIDOR between Washington, New York and Boston are being sold at 175 "Tiketron" outlets in the area, as a one-year pilot project which began March 17th. A 75¢ service fee will be collected directly from the passenger for each ticket issued at the "Tiketron" outlets.

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AMTRAK HAS SIGNED CONTRACTS with Morrison-Knudsen, Inc., and with Railway Services Corporation to refurbish and overhaul up to 175 Amtrak railroad passenger cars. Under one contract, M-K will overhaul 50 cars with an option on up to 75 others at its shops in Boise, Idaho. If M-K completes work on all 125, the cost will be approximately \$10 million. In another agreement, Amtrak has contracted with Railway Services Corp., a subsidiary of Auto-Train Corp., to refurbish 25 cars with an option of up to 25 additional cars. If RS completes work on all 50 cars, the contract will be for about \$4 million. This work is to be done at Sanford, Florida. Amtrak is discussing with other companies the possibility of similar overhauls of additional cars. Those to be refurbished include sleeping cars, coaches, baggage, baggage-dorms, diners and lounges. Amtrak's major heavy maintenance facility at Beech Grove, Indiana, is already working at full capacity on converting the best cars in its conventional fleet to all-electric heating and air-conditioning.

#####

AMTRAK HAS SIGNED A LETTER OF INTENT to the Budd Company ordering 150 new stainless steel rail passenger cars for about \$150 million. The new cars will use body shells similar to the Amfleet cars, also built by Budd. However, the interiors and mechanical systems will be designed for long-distance service. The first new car is due for delivery in 17 months, with the entire order to be completed 10 months later. It is reported the windows on these 150 new "Amshells" will be 4" larger (vertically) and that all seats will be the reclining, leg-rest type.

AMTRAK WILL PURCHASE 17 ADDITIONAL HIGH-SPEED, LIGHTWEIGHT ELECTRIC LOCOMOTIVES for use in the Northeast Corridor. These new locomotives will be similar to 30 AEM7 units currently under construction by EMD, which are based on a design by ASEA of Sweden. On February 26th, at 1:30pm, a new AEM7, an instrumented test car and three standard Amfleet passenger cars achieved a speed of 125 mph on a 13.3 mile section of the NEC between New Brunswick and Trenton, NJ.

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"AMERICA IS GETTING INTO TRAINING" is the timely theme for Amtrak's new and exciting advertising campaign for 1980. The new campaign began January 14th over radio in Amtrak's top 38 markets across the country. A newspaper phase of the campaign will include over 300 separate markets. TV commercials will start to appear in late April and early May. Also planned is an eight-page insert for the June issue of Reader's Digest, reaching some 47 million readers.

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A MAJOR STEP IN ORGANIZING THE NEW PASSENGER SERVICES DEPARTMENT was taken recently when John V. Lombardi, VP/Passenger Services, announced the appointment of thirteen passenger service managers who will be stationed at key terminal points on the Amtrak System. Our own Joseph R. Lewis, who had been serving as district supervisor at Cincinnati, has been assigned as passenger service manager at St. Louis.

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DON'T FOOL AROUND NEAR HIGH-SPEED TRACKS! While working at Holmesburg (PA) station, Don Rossett, Amtrak Bridge & Building Dept. foreman, noticed a woman with a baby carriage standing at the edge of the platform waiting for a commuter train. Rossett knew that a Metroliner, traveling at 100 mph, was about to pass the station. He shouted a warning to the woman who grabbed the baby from the carriage just before the train sped by. Pieces of the carriage, picked up by the vacuum created by the passing train, were scattered for one-half mile along the right-of-way. The mother and the baby, neither the worse for wear, returned home.

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#### AL WOLF IS NAMED OARP REGIONAL COORDINATOR FOR DAYTON AREA!

OARP Pres. Tom Pulsifer has appointed AL WOLF of Dayton as Regional Coordinator for the Greater Dayton area. Al has been an active OARP member, along with his wife Malinda, since the organization was started. Al is also very active in Dayton area transportation matters. Your president was to have announced Al's appointment at our Toledo Meeting, but with the usual 3001 things on his mind at our morning meeting, it slipped his mind. Sorry, Al! We'll give you proper recognition at our May 10th meeting. Al will help with the arrangements for this meeting and will serve as contact person to receive the mailed in registrations.

#### SEVENTY-SIX REGISTER FOR TOLEDO MEETINGS ON MARCH 22nd!

If you missed the March 22nd OARP/NARP Meetings, you missed out on a GREAT DAY! The weather cooperated. Amtrak's Lake Shore Limited cooperated! And the staff of the Hillcrest Hotel cooperated, all helping to make this year's joint meeting the best to date. Ohio and Michigan held informal state Association meets in the morning. At noon a delicious buffet luncheon was enjoyed. The Region VI NARP Meeting with guest speaker John R. Martin took place in the afternoon. Martin is president of NARP and reported to us on the meeting NARP had arranged the previous day with Amtrak's new Marketing VP Bill Norman and other Amtrak officials. Martin also spent considerable time answering questions from the members. Two Toledo TV stations covered the NARP Meeting and we also had good coverage by the Toledo Blade. OARP handled the financial arrangements for the day, and after all the expenses were taken care of, we found we had a surplus of \$42.00 which, by prior agreement, was sent to NARP in Washington as a donation from Region VI. Following the NARP Meeting, the Hillcrest allowed those waiting around for the return trip on Amtrak's Lake Shore to meet in the Lower Terrace dining area and join in a "Dutch Treat" dinner. This was the first year that Indiana had been included in NARP Region VI. Two persons from Indiana had pre-registered, but neither one was able to attend on the 22nd. Indiana's only candidate for NARP Regional Director, Nick Noe from Indianapolis, did get elected thus giving the Hoosier State due representation in our Region. Among several items and concerns discussed in the morning OARP Meeting, Tom Pulsifer reported that our Treasury balance as of the 21st of March stood at \$2,497.34. On November 7th it was down to \$257.04. Tom stated that there will be some hefty expenses coming up soon, including complete revision and printing of our membership brochure and related materials. There was an informational presentation on the status of ORTA's High-Speed Plan and on the proposed high-speed test track and research facility in the Mahoning Valley. Some proposed changes to OARP's Constitution were presented for initial consideration. An update on the "Reinstate the National Limited" plans was made. Howard Harding presented a draft resolution on the ORTA High-Speed Plan and also reported on his experiences at the High Speed Symposium held in Albany in early December which he attended at his own expense as a representative of OARP.

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**E** WE ARE HAPPY TO PROVIDE ASSISTANCE TO OTHER ARPs; and since the last issue of "the 6:53" we have graciously provided copies of our Constitution and other printed materials to the RHODE ISLAND ARP and to the NEW YORK ARP. Your OARP president met for several hours with Jim Feeny of NYARP prior to our Toledo Meeting March 22nd and will meet this week in Dayton with Dr. Ron Sheck of New Mexico, active in the Rail Passenger Association of the Southwest.

NARP REGION VI DIRECTORS ELECTED

Here are the results of the annual election of REGIONAL DIRECTORS for NARP REGION VI representing OHIO/MICHIGAN/INDIANA:

- JOHN DeLORA 35 votes  
14273 Jane  
Detroit, MI 48205
- J. HOWARD HARDING 36 votes  
489 Overwood Road  
Akron, OH 44313
- LT. MICHAEL C. FUGATE 32 votes  
P.O. Box 131  
Fairborn, OH 45324
- DAVID S. MARSHALL 34 votes  
2435 Ridgeway Road  
Oakwood, OH 45419
- NICHOLAS W. NOE 31 votes  
4460 Aristocrat Circle  
Indianapolis, IN 46236
- GEORGE L. SCHLAEPPER 27 votes  
14232 Brentwood Drive  
Livonia, MI 48154
- WILLIAM SNORTELAND 30 votes  
2122 Overbrook Avenue  
Lakewood, OH 44107

The eighth candidate, Rev. Bob Wickens of Elyria, OH, garnered 23 votes. Our region is entitled to seven regional directors.

THREE ARP ACTIVISTS FROM THE NORTHEAST ATTEND OUR MEETING

We were pleased that three gentlemen of note could be with us at our Toledo NARP/OARP meetings. In attendance were:

PETE ROEHM, of Rockport, MA, and Chairman of the Massachusetts Association of Railroad Passengers(MassARP);

KEVIN J. GREGOIRE, from Pittsfield, MA, and Berkshire Area Regional Coordinator for Mass ARP; and

JAMES FEENEY, of E. Northport, NY. Jim is in charge of NARP's Rail Travel Guide project and is active in getting NYARP off and running.

THANKS ARE DUE

to ALL who helped make MARCH 22nd in TOLEDO a most positive and successful NARP/OARP meeting day; and special thanks go to:

HOWARD HARDING and to WILLARD EDSON for doing all the leg work and handling all the arrangements;

JOE & FRAN MINNICH who provided the bus (held "hostage" for awhile by a group of angry taxi drivers summoned to the Amtrak station by a well-intentioned OARP member who had not been told a bus would be at the station to take them to the OARP/NARP meeting) for our people who rode in on the LAKE SHORE LIMITED;

BILL GLASSER for assisting Howard with the meeting arrangements and for typing up all the NARP candidate information;

RICH SHERWOOD for collecting and donating most of the Door Prizes;

PATTY HARDING for assisting with arrangements and ably staffing the registration table for the day;

and to AMTRAK and to CONRAIL for running the Lake Shore Limited ON TIME this year, thus enabling a good one-third of those who attended this year to enjoy a FINE TRAIN TRIP to and from Toledo!

JOIN & SUPPORT OARP

JOIN & SUPPORT NARP

SEVEN SENATORS WANT NATIONAL LIMITED REINSTATEMENT Update:

At the end of January, seven U.S. Senators (Glenn, Metzbaum, Stevenson, Percy, Bayh, Heinz and Eagleton) cosigned a letter to the governor of each state served by Amtrak's National Limited (discontinued 10-1-79) asking cooperation in getting this train back on track. OARP received a copy of the letter sent to Governor Rhodes just after our last issue of "the 6:53" went to the printer. Though we have not yet seen a copy of Gov. Rhodes' response, we do have an indication that the response would be positive, but that it would stop short of committing any Ohio monies to reinstate the train under a 403-b agreement.

We do have definite indication that Gov. Bowen of Indiana will cooperate with the other states to reinstate the National and we have learned that legislation was introduced in the Indiana legislature to require the Governor to move to implement 403-b service. Indiana has no constitutional problem, as Ohio does - blocking state aid or credit to for-profit rail corporations.

We are awaiting word right now on a meeting held in Washington on Tuesday, April 8th, between Amtrak officials and representatives of the states involved and Congressional representatives. At this meeting Amtrak was to "lay the cards out on the table" as to exactly what it would do and what it would require to get the National Limited rolling again. In February we were told that Ohio's share under 403-b for the first year of operation would be around \$40,000! We thought; heck, OARP could probably raise that! Then, it seems a zero was left off the figure and that the real cost was closer to \$400,000. That, we can't handle! Will a long-distance 403-b train succeed? It would certainly set a precedent.

Our most recent inspection trip along the Dayton to Indianapolis line in early March revealed that Conrail has not done anything we can find to further downgrade or destroy the line or the signals. Tracks are still in place. The signal systems are working. Dunreith Tower is still in service! A daily Indianapolis to Richmond and return local freight is using that portion of the line, at speeds up to 45 mph. The New Paris to Dodson segment is out of service but intact. We find evidence each time that a Hyrailer has been over the line, inspecting it.

We are in the process of checking up a rumor that has been recently circulating among Conrail personnel in the Columbus area; that a written memo has been seen out at Buckeye Yard, issued from CR's Philadelphia HQ, to the effect that the Columbus-Dayton-Richmond-Indianapolis line is to be kept in readiness for "an Oct. 1st startup of the National Limited plus a Pittsburgh to Indianapolis (and Chicago?) train! We'll believe it when we see it. Stations at Dayton and Columbus can be put back in service without too much trouble. The Columbus Amtrak depot now serves (with the Amtrak logo still in place!) as a police/security sub-station for the new Convention Center complex. OARP members should write Glenn and Metzbaum to thank them for their support for reinstating the National!

We'll ( ) turn "the 6:53" into a "picture book" but since we did receive several positive comments on the centerfold photo in the last issue we'll try to include one good photo in the centerfold of each issue from now on.

We will consider 8x10 b&w glossy prints submitted by OARP members. We'll keep any prints submitted unless you specify you want them returned and include some postage stamps to help the cause.

We will strongly favor, but will not be limited to, photos relative to rail passenger transportation in Ohio or trains that serve Ohio.

Remember, too, we can use 8x10 prints for display purposes as well. And we can use slides for consideration for use in our Slide Show (still in the process of being revised).

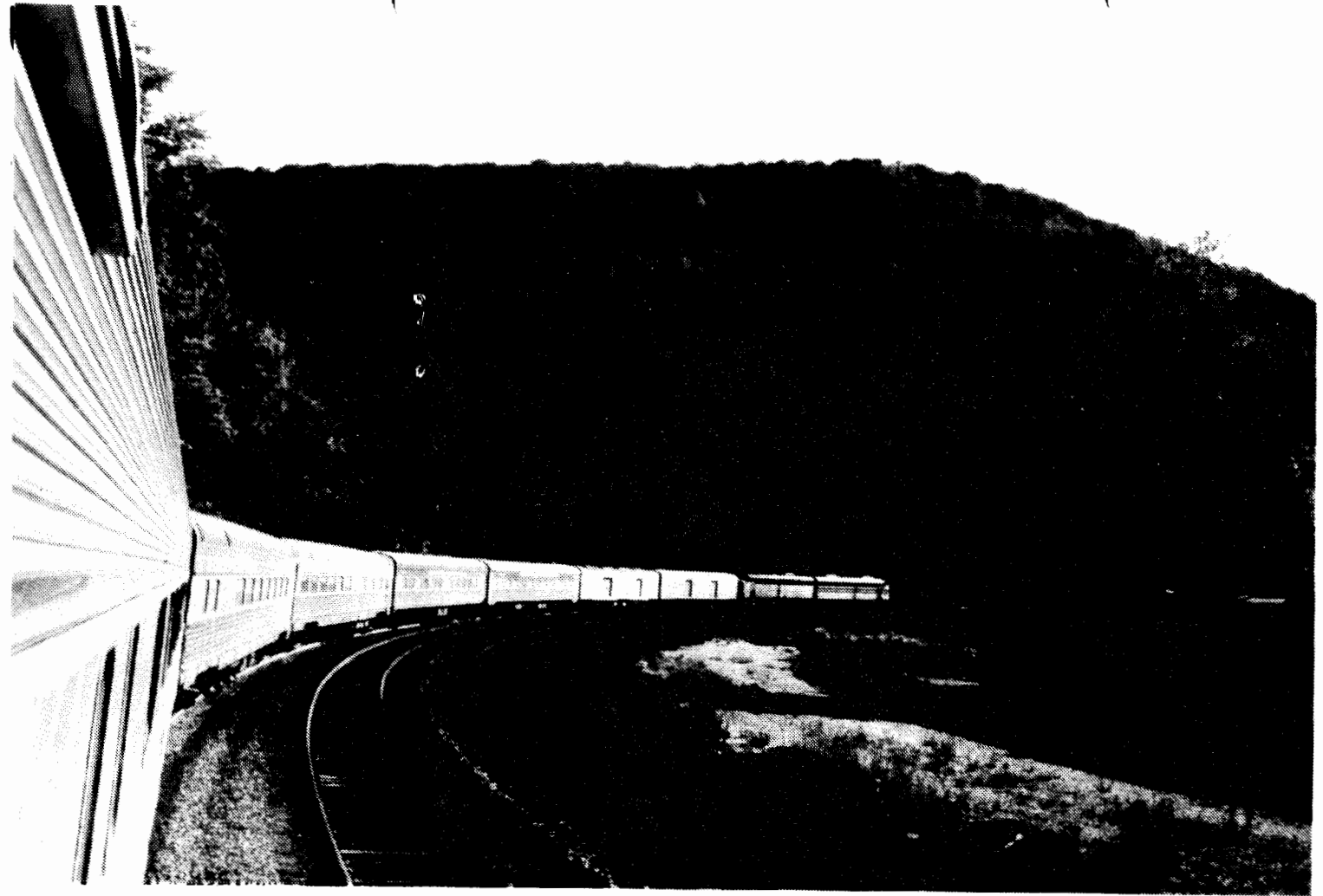
Contact your OARP president regarding photos and slides.

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#### OARP RAIL TRIP REPORT FORM

Through this ongoing project, OARP hopes to better serve the train-riding public by being better prepared in documenting needs for service improvements (as well as to pay compliments for outstanding services rendered) to Amtrak and other carriers.

We ask you to fill out a RAIL TRIP REPORT after each rail trip you take, in and out of Ohio. Send us a self-addressed and stamped business-letter size envelope for four RAIL TRIP REPORT forms.



Amtrak's Broadway Limited rounds Horseshoe Curve enroute to New York and Washington, D.C. from Chicago. The train serves several cities in Indiana, Ohio, Pennsylvania and New Jersey on its 906-mile run between America's two largest cities. The train splits at Harrisburg so a separate section can serve Washington, D.C. (Amtrak Photo)

#### CARDINAL SCHEDULE TO REMAIN

OARP has learned that the proposed "flip-flop" of the Cardinal's schedule will not take place anytime in the near future, according to an Amtrak source, who also indicated that some minor adjustments in the timetable might be made.

#### OARP RAIL TRAVEL GUIDES ARE REPRINTED AND AVAILABLE TO YOU!

We've recently updated and reprinted our handy RAIL TRAVEL GUIDE folders. These contain our handy "how-to-find-the-station" maps for the Amtrak routes serving Ohio and our neighboring states. RAIL TRAVEL GUIDE #1 is for the Lake Shore route and the Broadway route. RAIL TRAVEL GUIDE #2 is for the Cardinal and Shenandoah routes. A self-addressed stamped business-letter-size envelope will bring you one GUIDE of your choice. Add a 13¢ stamp for BOTH GUIDES.

## BROADWAY LIMITED GETS HEP EQUIPMENT

On Monday evening, March 17th, the first set of all-electrified HEP equipment assigned to the Broadway Limited left Chicago. The second set was put in service the first week in April; and by the time you read this, the third set should be close at hand. As with the Lake Shore Limited's conversion, due to a shortage of all-electric lounge cars, an Amdinette has been working as the food service car for the Washington section. The Broadway is expected to begin an operational change effective with the timetable change on April 27th. The New York and Washington sections will be split (or combined, westbound) at Philadelphia/30th Street instead of at Harrisburg. This means the New York cars would run "backwards" between Philadelphia and New York.

We've only received a couple of reports from members who have ridden the new HEP equipment on the Broadway, but they say it's great! And the on-time performance of the train has been outstanding of late! Even with the consists of "steam" equipment, on-time performance in late February and through most of March was noteworthy. There were days when the Broadway (both eastbound and westbound) would pull into Lima EARLY! Word is that there will be a major advertising campaign along the Broadway route once the final set of HEP cars goes in service.

## PROPOSED SCHEDULE of "The St. Clair"

Lv. CHICAGO - 11:50am CT  
Ar. DETROIT - 6:15pm ET  
Lv. DETROIT - 6:35pm  
Ar. TOLEDO - 8:45pm  
  
Lv. TOLEDO - 11:00am  
Ar. DETROIT - 12:55pm  
Lv. DETROIT - 1:15pm ET  
Ar. CHICAGO - 6:00pm CT

The above schedule is tentative only.

## LAKE SHORE EVACUATED

Amtrak's westbound Lake Shore Limited was halted and evacuated in LaCarne, Ohio, on February 20, while Ottawa County officials checked in response to a bomb threat. Passengers, including OARP member Tom Maher, were bussed to the fire station in LaCarne. The train was delayed two hours. The eastbound Lake Shore was also stopped and searched at Hudson, NY. The bomb threat was received by Amtrak's Bensalem reservations office in Pennsylvania.

## DETROIT - TOLEDO AMTRAK STARTUP IS POSTPONED UNTIL SUMMER

We've been advised that the Toledo extension of Amtrak's SAINT CLAIR Turbo-liner has been postponed and very likely will startup in June. The reason, negotiations with Conrail and with 5 municipalities along the route over "unrealistically low" maximum speed restrictions. Rockwood has a 35mph limit. Wyandotte, Trenton, Ecorse and Monroe all have 25 mph restrictions.

A bill has been introduced in the Michigan legislature to take away from municipalities the right to set train speeds.

## SIX RESOLUTIONS PASSED AT MARCH 22nd NARP MEETING IN TOLEDO

The following resolutions were passed by vote of the membership at the Region VI NARP Meeting in Toledo on March 22nd:

1. Urge Amtrak to convert to HEP (head end power) every coach, diner, sleeper, lounge, and observation car in its possession which is structurally sound, even if every interior component must be replaced.
2. Urge closer cooperation between midwestern states and southeastern states to get joint 403(b) applications for restoration of service between Chicago/Detroit/Cleveland and Atlanta/Florida, as a series of corridors (Chicago - Louisville, Louisville - Atlanta, Atlanta - Florida, Cleveland - Cincinnati, Cincinnati - Atlanta, etc.).
3. Urge Congress to pass pending legislation for planning, capital purchases, and implementation of the thirteen emerging rail corridors.
4. Urge immediate extension of the SAINT CLAIR from Detroit to Toledo, Ohio.
5. Strongly recommend extending the HOOSIER (planned train between Chicago and Indianapolis) from Indianapolis to Pittsburgh.
6. Support Amtrak's legislative efforts to require railroad company compliance with additional service and engineering improvement needs.

RAILS DIVERSIFIED OF OHIO (P.O. Box 1567, Stow, OH 44224) is sponsoring FOUR diesel-powered passenger train excursions in May between Kent, Ohio, and Pittsburgh, PA via the B&O mainline. The trips will run on May 4th, May 10th, May 11th, and May 18th. Open window and modern reclining seat coaches will be in the 16-car consist and each trip will include a photo run-by. Train departs Kent at 8:30am EDT and return at approximately 9:25pm the same day. Adult tickets are \$34.00. Children 15 and under are \$28.00 each. Under 5 free unless occupying a seat. Senior citizens' tickets are \$32.00 each.

For more information, call 216-928-8984 or 216-673-9855 or write the above address for a flyer. Tickets may be purchased in person at The Whistle Stop, 2146 Front St. in Cuyahoga Falls, and at Home Savings & Loan, 142 N. Water St. in Kent.

Trip includes a 2½ hour stopover close to downtown Pittsburgh.

THE CUYAHOGA VALLEY LINE (P.O. Box 49, Peninsula, OH 44264) will operate its steam-powered passenger train between CLEVELAND and AKRON (55 mile R.T.) on Saturdays and Sundays, June through October. Trip allows 3½ hour stopover at Hale Farm or 2½ hour stopover at Quaker Square. Train leaves Cleveland (Independence) 11:00am and returns there at 5:00pm. Write the above address for more information or call 216-468-0797 or 216-657-2474.



NOVICE G. ( FAWCETT APPOINTED TO ORTA BOARD

On April 9th Governor Rhodes appointed a new member to the Board of the Ohio Rail Transportation Authority. The new Board Member is Novice G. Fawcett of Columbus. Fawcett, now retired, served as president of The Ohio State University. A longtime educator, Fawcett served as superintendent of schools in Gambier, Defiance, Bexley, Akron and in Columbus. Fawcett will fill the vacancy on the ORTA Board left by the death of former Board Chairman Paul T. Zellers of Youngstown.

Other members of ORTA's Board are: Thomas R. Pulsifer of Xenia (Chairman); Theodore Kauer of Columbus (Vice Chairman); John M. Stough of Findlay (Secretary); David Weir of Columbus (ODOT Director); and legislative appointees Sen. Tony Calabrese and Rep. Arthur Wilkowski.

WHEN ??????

Many ask when ORTA's "Phase II" High-Speed Rail Passenger Plan will be released.

It appears now that the study will be made available to the public in May.

There has been a delay in getting the study completed. It was originally scheduled for completion in March.

# BAGGAGE & EXPRESS

Luckily it doesn't happen often, but it makes us mad anyway: A person joined OARP, sent a check for \$5, and then his check bounced twice when presented for payment by the bank. The person hasn't been heard from since -- and OARP got stuck for a \$5 service charge by our bank on the rubber check! Consequently we're out \$5 in that process! OARP member B. Tupper Upham of Ada reported an Amtrak "Extra" barreling east through Ada at 9:05pm, March 4th, with 3 HEP cars and locomotive #266.

Word is that the Indianapolis Amtrak Sales Office will soon close and that manager Tom McGinley will join Amtrak's Marketing staff in Washington. We wish Tom all the best!

An OARP member saw, from a distance, a short passenger consist moving west through downtown Dayton on March 4th. Could have been cars for the March 5th "Chattanooga Choo-Choo Special" that ran over the Southern Railway (with E. M. Frimbo and Cincinnati Mayor Ken Blackwell among the notables on board) from Cincinnati to Chattanooga.

Our good friends at the Mad River & NKP RR Society (P.O. Box 42, Bellevue, OH 44811) recently sponsored an excursion on Amtrak to Buffalo and a rail trip to Toronto is in the works. Write Bill or Ruth Fuehring at the above address for details.

The U.S. Senate passed, 69 to 16, a bill requiring many states to allow bigger trucks on their roads, also upgrade truck safety enforcement. Our two Senators voted "yea". Opponents cited quickening highway deterioration under increased truck weights.

OARP, thanks to our Lima Area Coordinator John Keller, participated in a March 29th Railroad Program sponsored by the Public Library in North Baltimore, Ohio (near Findlay).

A fine letter from Joe Vranich regarding reviving the National Limited, appeared in the New York Times, March 2nd.

Shenandoah ridership is UP! In January alone, the train's ridership figure was 12,109, a 123.7% increase over January of 1979. Heavy ridership is reported east of Martinsburg, where extra Amcoaches for the commuters are added to the normal Amcoach, Amcafe, sleeper consist out of Cincinnati.

Ridership on the Cardinal has been reported by Amtrak to be up 11% over a four month period (Oct-Jan) but actual head counts made by an OARP member on a mid-March trip from Washington to Richmond, IN, showed no more than 25 passengers at any time occupying the Amcoach. Consist of the Cardinal has been reduced to one Amcoach, the Amcafe and the sleeper. Head-end baggage and mail cars often outnumber the passenger cars.

Amtrak has been dashing cold water on requests to extend the Shenandoah over the B&O to St. Louis and possibly improve its viability. OARP Pres. Pulsifer has been in recent contact with Jim English (aide to Sen. Bayh for the Sen. Appropriations Committee)

ORTA's FIRST CHAIRMAN, PAUL T. ZELLERS OF YOUNGSTOWN IS DEAD

Following a four-month illness, Paul T. Zellers, 58, of Youngstown died in University Hospital, Cleveland, on February 14th. Zellers, a Youngstown attorney, was the first chairman of the board of ORTA and was the last of the "original" board appointed by Governor Rhodes early in 1976. In addition to his ORTA responsibilities, Zellers was a leading figure in state politics and local community affairs. Memorial services, held at Pleasant Grove United Presbyterian Church in Boardman on Sunday afternoon, February 17th, were well attended including a delegation of Mahoning County attorneys and a delegation from ORTA.

RANDALL TESTIFIES BEFORE HOUSE SUBCOMMITTEE ON CORRIDORS --

ORTA's Acting Executive Director, Mark Randall, presented testimony on February 28th before the U.S. House Subcommittee on Transportation and Commerce. The Subcommittee held the hearing to receive testimony concerning the development of U.S. intercity rail passenger corridors outside the Northeast where improved service could result in increased ridership and significant energy savings. Randall's testimony highlighted the importance of a Federal commitment to develop regional rail corridors outside the Northeast Corridor and the importance of giving to the states involved primary responsibility for management and control of the development of regional corridors. Randall stated, "...the states involved in regional rail passenger corridors must have primary responsibility for the construction, operation and maintenance of regional rail corridors with a federal agency coordinating the above activities among various corridors."

on effort to get the National Limited running again. The plucky new shortline, Spencerville & Elgin, is discussing providing rail commuter service between Spencerville and Lima for industrial workers that must commute by auto each day. Thanks to our friends in Arizona, OARP has a few copies of the Arizona DOT / Amtrak timetable for service that operated several weeks between Phoenix and Mesa after disastrous floods destroyed many highway bridges over the Salt River. OARP member Robert M. Boyce (1080 Lincoln Road, Columbus, OH 43212) is putting out a quarterly newsletter that is called "RAIL - Restore America's Interstate Links". Cost is \$2.00 a year. Boyce is a public relations specialist at Ohio State. OARP has been approached by the Ohio Historical Society in regards to their becoming the repository for OARP's noncurrent records and archives. We will investigate this thoroughly before taking any action. Many OARP members have been both astonished and somewhat amused by the ongoing press coverage of Conrail's infamous burial pits throughout the area where both used scrap as well as some brand new material and equipment has been "covered up". We expressed thanks to Cong. Clarence J. Brown (7th Dist.-Urbana) who "blew the whistle" on this latest Conrail "Caper". Our good friend and former NARP executive Bob Casey is no longer with Amtrak's Public Affairs office.

We have been receiving an increasing number of reports of electrical power breakdowns affecting the eastbound Cardinal, with passengers being bussed on to Washington from such points as Charlottesville and Clifton Forge. Train reportedly sometimes leaves Chicago with known problems, but we surmise Amtrak assumes the "handful" of passengers won't complain too loudly. Several OARP members, caught in such breakdowns, have complained.

HOW THEY VOTED: The House rejected, 84 for to 266 against, an amendment to kill a proposed outlay of up to \$1 billion for developing the "Emerging Corridors". A "nay" vote thus approved spending up to \$1 billion on the program. Voting "Nay" were Luken, Hall, Brown, Ashley, Pease, Seiberling, Regula, Applegate, Oakar, and Stokes. Voting "YEA" were Gradison, Guyer, Latta, Kindness, Harsha, Miller, Stanton, Devine, Wylie, Ashbrook and Mottl. Williams and Vanik did not vote.

A tentative schedule of the new Philadelphia-Altoona-Pittsburgh trains (to start up April 27th) has been announced. The westbound train will leave Philadelphia 9:00am and arrive Pittsburgh at 4:30pm. The equipment will then make a local run back to Altoona arriving there at 9:00pm. It will leave Altoona at 6:45am (8:45 on weekends) for Pittsburgh, then will head back to Philadelphia leaving Pittsburgh at 2:00pm and arriving in Philly around 9:30pm. A through Amcoach will run on regular NEC trains between Philly and New York, thus providing through service between Pittsburgh and New York. Our thanks to the Keystone ARP for this information.

WEST VIRGINIANS! Join "Retain The Train"! Send \$5 to RTT at Box 572, Charleston, WV 25322. Quarterly newsletter.

RAILWAY EXPOSITION CO. SPONSORING TOURS ON "STUART KNOTT"

OARP is once again cooperating with our good friends in The Railway Exposition Company of Cincinnati which is sponsoring a summer-long series of rail tours using their private, ex-KCS, sleeping car "Stuart Knott". All trips begin and end in Cincinnati.

|                     |                         |            |
|---------------------|-------------------------|------------|
| "Circle the South"  | Aug 8-16                | Fare \$705 |
| "Great Eastern"     | Jul 13-20, Sep 6-13     | Fare \$569 |
| "Florida Sun"       | Jun 20-29, Jul 25-Aug 3 | Fare \$670 |
| "Canadian Escapade" | Aug 22-30               | Fare \$645 |
| "Washington"        | Jul 6-10                | Fare \$275 |

"Stuart Knott" is your home away from home for the entire trip, with no need to transfer to hotels. FULL DETAILS may be had by writing: THE RAILWAY EXPOSITION CO., INC., c/o AMES TRAVEL SERVICE, 356 CAREW TOWER, CINCINNATI, OH 45202 or call 513-651-1700. Last summer several OARP members joined some of the tours on "Stuart Knott" thanks to our assistance in helping publicize the trips. Several officials of The Railway Exposition Co. are OARP members.

OARP members may wish to subscribe to TRANSIT THERAPY, a quarterly newsletter devoted to rail transit. Cost is \$20 for a one year subscription. Write: TRANSIT THERAPY, Harry W. Miller, Editor, RAIL WAYS OF THE AMERICAS, INC., 894 National Press Building, Washington, DC 20045 or call 202-337-7757 for more information.

OMEN??? — A feature article by USDOT Secretary Neil Goldschmidt in the latest issue of TRANSPORTATION U.S.A. (a USDOT quarterly publication) was accompanied by line drawings of a passenger jet plane, a city transit bus, a passenger automobile, and a hopper car full of coal! Hey, Mister Secretary! You forgot the most energy-efficient transport mode for MOVING PEOPLE!

MATERIALS AVAILABLE FROM YOUR OARP "OFFICE": (coupon)

Put name & address on reverse side of this coupon.

- \_\_\_ Amtrak Apr. 27th NATIONWIDE TIMETABLE (send business letter size SASE with 41¢ postage for each copy via First Class Mail) We'll send 'em when we get 'em!
- \_\_\_ OARP COFFEE MUG (\$3.00 donation includes postage)
- \_\_\_ OARP MEMBERSHIP BROCHURES - FREE!
- \_\_\_ NARP MEMBERSHIP BROCHURES - FREE!
- \_\_\_ OARP RAIL TRIP REPORT FORMS (send us a business letter size SASE for four copies)

Please allow 4 - 6 weeks for processing of memberships and 1 - 2 weeks for filling requests for materials. Thanks!

LUNCHEON - MAY 10th OARP MEETING:

CHOPPED SIRLOIN STEAK w/mushroom sauce  
or  
BREADED FILET OF SOLE  
plus  
Tossed Salad with choice of dressing  
Peas  
Oven-Browned Potatoes  
Fruit Whip  
Beverage  
Bread & Butter

REGISTER NOW FOR  
our MAY 10th OARP  
ANNUAL MEETING in  
DAYTON!

We are now  
arranging for a  
GUEST SPEAKER plus  
a FILM which we  
know you'll enjoy.  
PLAN NOW to attend!  
See you in DAYTON!

A MESSAGE FROM YOUR PRESIDENT REGARDING THE PRODUCTION AND  
DISTRIBUTION OF "the 6:53":

Each time we publish "the 6:53"  
a fine and dedicated group of volunteers in the Dayton area  
gets together to collate, staple, address and stamp copies  
for mailing and other distribution. Our last press run was  
1500 copies! While our people haven't really complained,  
the longer work hours needed each time as our press run in-  
creases make the effort more tedious than enjoyable. There-  
fore, effective with this issue, we will begin having "the  
6:53" collated and stapled by paying a nominal sum to MONCO  
INDUSTRIES, a division of the Montgomery County Adult Ser-  
vices. We will still do the stamping and affix the "peel &  
stick" address labels. This move will add \$35 - \$40 to the  
production cost of each issue, but we can afford it. Also,  
because with the new computerized mailing lists each list  
(OARP members; "gratis" distribution) is printed out separ-  
ately, we will no longer mail out all mailed copies at the  
same time. Because we feel our dues-paying members deserve  
PRIORITY SERVICE, we will mail out "the 6:53" IMMEDIATELY  
after printing and collating to our OARP members. Those on  
the "gratis" list may experience a 7-10 day wait for their  
copies. (TRP)

JOIN OARP --- USE THIS COUPON!

YES! I want to join the OHIO ASSOCIATION OF RAILROAD PASSEN-  
GERS and support your efforts to promote travel by train and  
to work for improved and expanded rail passenger services in  
and through Ohio.

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

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

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE/ZIP \_\_\_\_\_

( ) I can work actively within OARP. Here's my phone number so you can contact me: \_\_\_\_\_

OARP, Box 653, Xenia, OH 45385

OARP MEMBERSHIP GEOGRAPHICAL BREAKDOWN AS OF JANUARY 1, 1980

|                             |                                     |
|-----------------------------|-------------------------------------|
| OHIO MEMBERSHIP by ZIPCODE: | MEMBERSHIP OUT OF THE U.S.A.:       |
| 430 (21) - Central Ohio     | APO, NY (3)                         |
| 431 (2) - Central Ohio      | IRELAND (1)                         |
| 432 (53) - COLUMBUS         | REPUBLIC OF SINGAPORE (1)           |
| 433 (7) - Central Ohio      | TOTAL OUT OF U.S.A.: 5              |
| 434 (4) - N.W. Ohio         | <del>MEMBERSHIP OUT-OF-STATE:</del> |
| 435 (4) - N.W. Ohio         | MEMBERSHIP OUT-OF-STATE:            |
| 436 (13) - TOLEDO           | NY (11)                             |
| 437 (3) - E. Cen. Ohio      | PA (10)                             |
| 439 (2) - E. Cen. Ohio      | IL (9) CA (9)                       |
| 440 (30) - N.E. Ohio        | FL (7)                              |
| 441 (47) - CLEVELAND        | IN (6) KY (6)                       |
| 442 (14) - N.E. Ohio        | TX (4) WV (4) MA (4)                |
| 443 (12) - AKRON            | MD (3)                              |
| 444 (5) - N.E. Ohio         | AZ (2) OK (2) NB (2)                |
| 446 (15) - N.E. Ohio        | MO (2) TN (2) MI (2)                |
| 447 (10) - CANTON           | MS (2)                              |
| 448 (22) - N. Cen. Ohio     | NM (1) LA (1) MT (1)                |
| 449 (1) - MANSFIELD         | SD (1) MN (1) IA (1)                |
| 450 (12) - S.W. Ohio        | RI (1) NH (1) ME (1)                |
| 451 (4) - S.W. Ohio         | CT (1) NJ (1) DC (1)                |
| 452 (44) - CINCINNATI       | SC (1) GA (1)                       |
| 453 (28) - Miami Valley     |                                     |
| 454 (49) - DAYTON           |                                     |
| 455 (12) - SPRINGFIELD      |                                     |
| 456 (4) - Southern Ohio     |                                     |
| 457 (4) - S.E. Ohio         |                                     |
| 458 (13) - W. Cen Ohio      |                                     |
| TOTAL 430 PREFIX: 109       | TOTAL OUT-OF-STATE: 101             |
| 440 PREFIX: 156             |                                     |
| 450 PREFIX: 170             | OARP MEMBERSHIP AS OF               |
| TOTAL for OHIO: 435         | JANUARY 1, 1980: <u>541</u>         |

NOW FOR THE GOOD NEWS! As of this writing (4-10-80) OARP has picked up an additional FIFTY-SEVEN NEW MEMBERS (57) which now makes our total just shy of SIX HUNDRED! Ten of these 57 new members are from the state of Indiana. We're on our way to ONE THOUSAND.....

AMTRAK PASSENGER COUNT AT OHIO STATIONS for 11-79 & 12-79:

|             |           |           |
|-------------|-----------|-----------|
| ATHENS      | 422(Nov)  | 384(Dec)  |
| CANTON      | 674(Nov)  | 940(Dec)  |
| CHILLICOTHE | 275(Nov)  | 309(Dec)  |
| CINCINNATI  | 4318(Nov) | 4815(Dec) |
| CLEVELAND   | 3575(Nov) | 4352(Dec) |
| CRESTLINE   | 424(Nov)  | 558(Dec)  |
| ELYRIA      | 655(Nov)  | 793(Dec)  |
| LIMA        | 811(Nov)  | 1064(Dec) |
| SANDUSKY    | 352(Nov)  | 337(Dec)  |
| TOLEDO      | 2622(Nov) | 3401(Dec) |

This data from AMTRAK through ORTA.

# OARP ANNUAL MEETING & ELECTION OF OFFICERS

## SATURDAY - MAY 10 DAYTON, OHIO 12:00-4:00

Come help kick off

**"NATIONAL TRANSPORTATION WEEK"**

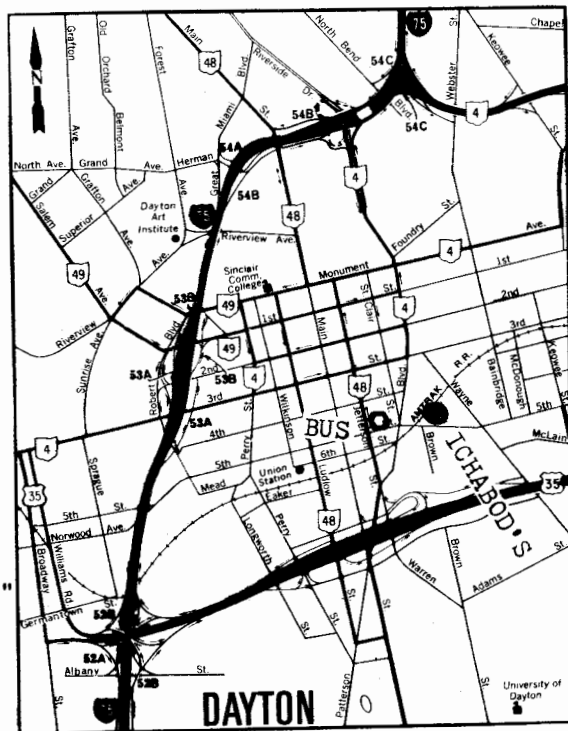
**LOCATION:** Our MEETING will be held at ICHABOD'S (formerly GRAMMER'S) which is on Pine Street just off E. FIFTH STREET. ICHABOD'S is only a short walk from the Transportation Center which houses the modern Greyhound Depot. ICHABOD'S has its own parking lot adjacent to the building which, incidentally, is situated alongside the Conrail & Chessie mainline tracks through downtown Dayton.

THIS MAP WILL HELP YOU FIND ICHABOD'S -----

ICHABOD'S is on the northern edge of the historic "Oregon Village" district. If you have time drive through the streets south of E. 5th and note the lovely restoration work being done on many of the fine old homes in this neighborhood. Note the brick pavement and the trolley car tracks (!) in E. 5th Street. There are several interesting shops (antique and otherwise) in the vicinity.

RESERVATIONS ARE A MUST and we must have your reservation by TUESDAY, MAY 6th. Also, we will be unable to honor a request for a refund after TUESDAY, MAY 6th.

SEND YOUR RESERVATION(S) TO: AL WOLF - OARP MEETING  
1497 MELROSE AVENUE  
DAYTON, OH 45409



REGISTRATION FORMS: Please use these forms (one per person) or facsimile thereof if you don't wish to cut up your "6:53".

OARP / DAYTON / MAY 10, 1980

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Luncheon Entree Choice: ( ) SIRLOIN STEAK ( ) FILET OF SOLE  
Enclose \$7.00 per person. Make checks payable to "OARP".

MAIL TO: AL WOLF - OARP MEETING Deadline: MAY 6, 1980  
1497 MELROSE AVENUE No refunds after MAY 6  
DAYTON, OH 45409

Receipts available at meeting. If you need one sooner, you MUST enclose a self-addressed stamped envelope.

OARP / DAYTON / MAY 10, 1980

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Luncheon Entree Choice: ( ) SIRLOIN STEAK ( ) FILET OF SOLE  
Enclose \$7.00 per person. Make checks payable to "OARP".

MAIL TO: AL WOLF - OARP MEETING Deadline: MAY 6, 1980  
1497 MELROSE AVENUE No refunds after MAY 6  
DAYTON, OH 45409

Receipts available at meeting. If you need one sooner, you MUST enclose a self-addressed stamped envelope.

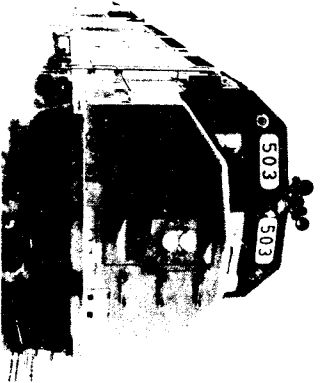
YOUR \$7.00 INCLUDES: luncheon, tax, gratuity, and will help cover some small miscellaneous costs in connection with the day's meeting.

CARPOLS — Contact your nearest OARP officer or regional coordinator if you need a ride, or can offer ride space to others. Our officers and coordinators will help coordinate carpools to and from DAYTON.

AS ALWAYS, there will be some interesting "DOOR PRIZES" that will be given away to some lucky people attending the meeting. AN AUTHENTIC TRAIN ORDER DELIVERY FORK COMPLETE WITH AN AUTHENTIC TRAIN ORDER (or "flimsy") is but one item already donated!

WE WILL SEE YOU IN DAYTON MAY TENTH!

"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

WILLIAM H. DE WITTENSON

4001 40TH STREET WEST

WILMINGTON, OH

45394