

AMTRAK...

**...now serving BRYAN and LOVELAND
...returns to INDIANAPOLIS
then turns 'em away**

Amtrak's LAKE SHORE LIMITED is now making regular stops every day at BRYAN in northwestern Ohio. The westbound train stops at 11:34am and the eastbound train stops at 8:15pm.

Amtrak's SHENANDOAH is now stopping daily at a new station stop in suburban Cincinnati. The eastbound SHENANDOAH stops at LOVELAND at 7:09pm and the westbound train stops at 8:15am.

Amtrak began both new stops on Sunday, October 26th. Several OARP members were on hand at both stations as the "first trains" rolled in. OARP has supported both new station stops and we are glad they have finally come about. Both communities are supportive of their new Amtrak service.

How To Find The Station Maps for both BRYAN and LOVELAND will be found inside this issue of "the 6:53". We hope that you will help spread the word that Amtrak is now serving these Ohio localities.

With appropriate "first trip" inaugural festivities, Amtrak introduced daily operation of its new HOOSIER STATE on the 1st of October between INDIANAPOLIS and CHICAGO. Several OARP members were on the inaugural trip, including Ray Kline, Dave Marshall and Nick Noe. Complimentary champagne was served to all passengers and Amtrak public affairs representatives passed out Amtrak literature. One of the Amtrak reps was also passing out OARP brochures! [We don't miss an opportunity!] Our members reported that the inaugural round trip was a good one, with on-time operation the whole way. Tracks permit 70mph speeds much of the way and the only rough track was noted near Chicago.

Amtrak held another in its series of FAMILY DAYS with much equipment on public display on October 4 & 5 at the Indianapolis Union Station. Though not as large as the August exhibit in Detroit, (continued on page three....)



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OARP DIRECTORY

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<u>DAYTON AREA</u>	Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409	513-294-7110
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	James A. "Jake" Kroger, 5250 Charloe St., Cincinnati 45227	513-731-8062
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PLEASE BE CONSIDERATE! MAKE PHONE CALLS TO OTHERS AT REASONABLE HOURS! THANK YOU!

HOOSIER STATE

the Indianapolis display was reportedly very well attended, with long lines of people extending even out of the station onto the sidewalks and streets! Several OARP members attended this FAMILY DAYS event and thanks to Nick Noe and Al Wolf, OARP and NARP brochures were made available both days.

Now it appears that the new HOOSIER STATE may be too much of a good thing! It has come to OARP's attention that on several days in October the train has been SRO (standing room only) out of Indianapolis! On the 18th of October one OARP member reported that quite a few people were left at Union Station at Indianapolis as the train was jammed with passengers! This member reported that everything edible in the Amcafe was gone before 10:00am, including all the booze!

Normal consist for the HOOSIER STATE is an Amcafe and two Amcoaches. We understand that Amtrak officials are scurrying around to locate much needed additional equipment for this train especially for the weekend crowds. This is

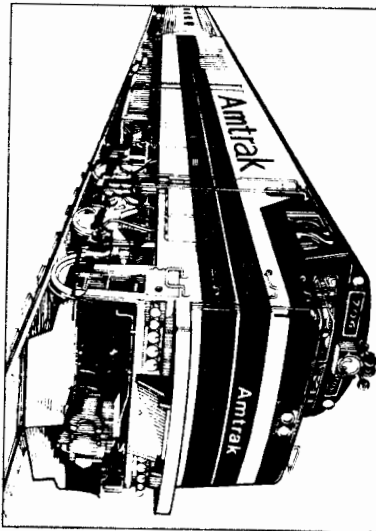
what rail passenger advocates have been trying to tell Amtrak for years and years -- run a good train on an attractive schedule and it will be a thorough success. Thank Birch Bayh for the HOOSIER STATE.

Senator Bayh rode the inaugural trip and our OARP members on that run got to chat briefly with him. The HOOSIER STATE also stops in Crawfordsville and Dyer and provides an excellent "day train" round trip service between Indianapolis - Lafayette - Chicago.



Amtrak Introduces

"THE HOOSIER STATE"



Daily Service Between Indianapolis-Lafayette-Chicago
With Connections in Chicago

to Many Cities in the Amtrak System

Amtrak is proud to announce a new daily service aboard The Hoosier State that provides the people of Indiana with a conveniently scheduled train serving the traveling public between Indianapolis and Chicago... with a stop in Lafayette (Purdue University).

Passengers aboard The Hoosier State will ride in rail comfort the energy-efficient way. In addition to comfortable coach seating, a cafe/snack car offers a wide selection of snacks, light meals and beverages to be enjoyed back of your seat.

Any way you look at it... whether you're coming or going between Indianapolis and Chicago, The Hoosier State will get you into training the Amtrak way. Call your local Travel Agent or Amtrak for information on Family and Senior Citizen fares.

Thank Birch Bayh for the HOOSIER STATE. Senator Bayh rode the inaugural trip and our OARP members on that run got to chat briefly with him. The HOOSIER STATE also stops in Crawfordsville and Dyer and provides an excellent "day train" round trip service between Indianapolis - Lafayette - Chicago.

1980 / T: CANDIDATES & THE ISSUES -- Below is a comparison of President Carter's, Governor Reagan's and Representative Anderson's stands on TRANSPORTATION issues. This comparison was prepared by Carl Pope, Assistant Conservation Director of the Sierra Club and Executive Director of the California League of Conservation Voters. It is reprinted here from SIERRA, the Sierra Club Bulletin, September/October 1980:

TRANSPORTATION

CARTER approved early on a number of bad freeway projects, but under new Transportation Secretary Goldschmidt, the administration rejected freeways in Oklahoma and Ohio and advocated dramatically expanded funding of mass transit. Goldschmidt also reversed early administration opposition to Amtrak.

REAGAN refused to cut back on state highway construction in California and fought against state or federal funding for mass transit. Opposes expansion of Amtrak. In 1976 proposed eliminating the entire federal program of support for mass transit as part of his budget cutting strategy.

ANDERSON has supported using the Highway Trust Fund for mass transit but has also voted to make it more difficult for cities to use interstate highway funds for mass transit; he supports use of windfall profits tax revenues for transit. □

POINT TO PONDER -- from the book "The Biggest Con: How The Government is Fleecing You" by Irwin Schiff:

"It is pointless to argue that Americans prefer to ride in their automobiles than ride on trains, since they were never permitted to make a fair choice. Those using the railroads were taxed to help support three levels of government while those who rode the highways were not similarly taxed. Had the railroads been able to operate without this burden of taxation (as are the nationalized railroads of other countries) and had they not been compelled to hire unnecessary employees, they would have been able to provide rail service at far lower costs, in far more comfort, and with far better service and so would have had far greater appeal than the dilapidated and bankrupted system that confronts the public today. The public is unaware that it was the efforts of irresponsible government and irresponsible unionism that led to our rail system's moribund state. It has been the government's lavish subsidy to a public highway system at the expense of our private rail system that has now made the United States far more dependent on oil than it ever needed to be."

OARP BROCHURES ---- We've had many requests for the COMPLETELY NEW OARP BROCHURES and we're already getting some of them back with NEW MEMBERS signing up! We'll be most happy to send you a single copy or a large quantity. USE THEM TO REACH NEW MEMBERS!!!

OARP FALL MEETING

Fifty OARP members and guests attended our FALL MEETING in Columbus at the Holiday Inn/Center City on Saturday the 27th of September. The days events began with an impressive and delicious buffet featuring Seafood Newburg, Beef Stroganoff, Sliced Ham, Buttered Carrots, Whipped Potatoes, Rice, Mixed Greens, Three-Bean Salad, Relish Tray, Fruit Cocktail, Chocolate Mousse, Rolls and Beverage. Our guest speaker was ORTA's Executive Director Robert J. Casey who brought us up-to-date on the ORTA High-Speed Rail Passenger Plan. Craig Jensen's dynamic film, "Transportation For Tomorrow -- The Challenge From Overseas" which was produced for ORTA, was enthusiastically received. Copies of ORTA's "Phase II" Executive Summary Report and related materials were available. A question-and-answer session followed the film and Casey's presentation. Assisting in the presentation was Greg Scarnecchia of the ORTA staff. Bob Casey's wife, Phyllis, also attended as a guest of OARP.

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TREASURER'S REPORT -----

Balance as of 5/10/80	\$1,997.82
Deposits	\$2,823.47
	<u>\$4,821.29</u>
Disbursements	\$3,033.93
Balance as of 9/27/80	<u>\$1,787.36</u>

JOHN DeLORA SPEAKS TO US

OARP extends sincere thanks to John DeLora who attended our Fall Meeting and spoke to us about the experiences of the Michigan ARP in securing services of lobbyists at the state level. DeLora attended at the invitation of Howard Harding who is coordinating OARP's own investigation of a lobbyist in OARP's future.

1981 CALENDAR AUTHORIZED

Members voted in favor of OARP producing a 1981 calendar with a color photo and listing of useful information.

OARP HAS A NEW SECRETARY -----

OARP Pres. Tom Pulsifer has appointed WILLIAM C. GLASSER of 3815 Ashwood Drive N.W., Canton 44708 to fill the unexpired term of Mike Fugate who submitted his resignation as our OARP Secretary due to his transfer by the U.S. Air Force to a base in Phoenix, AZ. We all thank Mike for his years of service to OARP; and we are glad to know that Mike has promised to continue to help OARP in any way possible in the future, despite his relocation to the Southwest.

FRED FRAYER INTRODUCES OHIO'S TOP AMTRAK SALES AGENCY AMONG AUTHORIZED TRAVEL AGENCIES ----

Michelle Jones of the Miami Valley Auto Club (Dayton) Tours Division was introduced at our meeting representing Ohio's top Amtrak sales agency with sales last year of \$119,641.00! This includes both tours and regular tickets. Fred Frayer, who is Amtrak Sales Manager for the southern Ohio area, also announced new Amtrak services.

DOOR PRIZES AWARDED: As has become a popular custom at our OARP meetings, a "pile" of door prizes was awarded at the conclusion of our meeting. All the items were donated to the cause by various individuals.

Amtrak Superliner Luggage Tags (Mark Adamcik, Dave Dawson)
Amtrak Superliner Badges (Howard Harding, Joe Brove, Jody Knauf, Bernie Wissman, Manfred Orlow)
Amtrak Sheaffer Marker Pens (Bob Boyce, Fran Planner, John Kempton)
BofLE Pocket Protectors (Jeff Honovich, Gary Dillon)
Amtrak Poly Carrying Bag (Al Wolf)
DT&IRR Folder (Bill Glasser)
Conrail Freight Service Schedules (Chuck Young)
Alaska Railroad Timetables (Rodg Sillars, Mike Fugate)
"Schlepta" Game (Dave Lebold)
Conrail Reading Terminal Timetable (Gordon Greenlee)
Amtrak Northwest Poster (Janet Rapose)
Amtrak Sr. Citizen Poster (John Edminson)
Packet of Conrail Commuter Timetables (Bob Casey)
Dayton Union Railway Rulebook and Special Instructions plus a PRR Baggage Tag (Dave Carlson, Doug Hudson)

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CONSTITUTIONAL CHANGES APPROVED WITH MINOR ALTERATIONS ----

The proposed OARP Constitutional changes outlined in the last issue of "the 6:53" were unanimously APPROVED with the following minor alterations noted:

ARTICLE IV - Section 5 / QUORUM. (should now read) A quorum for purposes of transacting business shall consist of the members present, provided that at least one member from each telephone area code quadrant of the state is participating.

ARTICLE VII - Section 2 / REGIONAL OFFICERS. (second sentence should now read) There shall be at least one such officer from each telephone area code quadrant of the state, and there may be one such officer from each area served by an intercity passenger rail station.

Our revised and updated Constitution will be retyped into a convenient format and will be made available upon request to any member or interested person.

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CINCINNATI REGIONAL COORDINATOR CHANGE ANNOUNCED -----

Pres. Tom Pulsifer announced he had received a letter of resignation from Bob Goldstein as our Cincinnati Area Regional Coordinator as he had moved to Illinois and new employment. Tom announced his intention of appointing MIKE WEBER (14 Joywood Drive, Cincinnati 45218) and JAKE KROGER (5250 Charloe Street, Cincinnati 45227) who have offered to jointly handle the Cincinnati Coordinator duties. These appointments will be ratified at our next membership meeting. We appreciate the years of service that Bob Goldstein has given OARP and we wish him well in his new ventures.

PRESIDENT MAKES OTHER APPOINTMENTS, ANNOUNCEMENTS -----

Pres. Tom Pulsifer officially appointed DAVE LEBOLD as our Columbus Area Regional Coordinator, succeeding Karl Gelfer who submitted his resignation late in August. He also officially appointed DAVE DAWSON (318 W. Main Street, McArthur 45651) as our Southeast Ohio Regional Coordinator.

JOHN McCANN (1341 Red Bluff Dr., #3, W. Carrollton 45449) offered to work with the Information Services and was appointed to chair our Information Services "Department". John will develop an improved filing and reporting system for the OARP Rail Trip Reports which are filled out by our members following rail trips they make.

Pres. Pulsifer also announced that he has had two inquiries regarding the Master Addresser which we no longer have use for now that our mailing lists are computerized, and that he expects to dispose of the machine shortly. He also announced that OARP member Fran Planner of Xenia has offered to assist with the routine clerical work of OARP. He also stated he would look into the new MCI long-distance phone service as possibly reducing our costs on long-distance phone calls (most calls on OARP business matters are long-distance calls) and would act accordingly if it could show savings to us. He also thanked those members who helped with the three-day Springfield Transportation Show on the 19th, 20th and 21st of September; Carl and Fran Planner, John and Sandy Edminson, Al and Alan Wolf, Dave Lebold and John McCann.

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TWO RESOLUTION RECOMMENDATIONS PASSED; ONE NARROWLY -----

OARP members at our Fall Meeting voted unanimously to recommend that NARP, at its upcoming meeting in Detroit, consider a resolution on high-speed passenger train development priorities. After a brief but heated debate, we passed by ONE vote (13-12) to recommend that NARP consider changing its name to improve its image and impact (Transport 2000 USA has been recommended). Both resolutions were prepared by Howard Harding who is also a NARP Regional Director from Ohio. OARP members also strongly urged that NARP investigate and take appropriate action on charges that Amtrak kept "two sets of books" on the National Limited (and possibly also the other trains that were dropped last October) so it could justify making the cuts in favor of more politically advantageous routes.

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WE THANK ALL WHO ATTENDED OUR FALL MEETING! WE HAD A GREAT DAY... AND A GREAT MEAL... AND A GREAT PROGRAM.

OUR THANKS GO TO DAVE LEBOLD AND KARL GELFER WHO MADE THE ARRANGEMENTS FOR THIS MEETING IN COLUMBUS AND FOR HANDLING THE RESERVATIONS AND LAST-MINUTE DETAILS.

FORYST OUS... AS AMTRAK PUBLIC AFFAIRS HEAD

Carole Foryst, hired less than a year ago to "shake up" Amtrak's Public Affairs department in Washington, has herself fallen victim to the "hatchet". OARP learned only a few weeks ago that Ms. Foryst was given an opportunity to resign, declined, and then was fired outright. We do not yet know who will now head Amtrak's Public Affairs department.

**NEWS
FROM
AMTRAK**

OHIOAN NOMINATED TO AMTRAK BOARD

President Carter recently nominated W. HOWARD FORT, an attorney from Akron, to fill the vacancy on the Amtrak Board of Directors created by the departure of Harry Edwards. The President also nominated William T. Cahill, former governor of New Jersey, to replace Board Member Robert G. Dunlop who resigned on September 30th. Both nominations have been sent to the Senate where confirmation proceedings will take place. The Amtrak Board consists of thirteen members, eight of whom are nominated by the President and confirmed by the Senate; three members are elected annually by the common stockholders of the Corporation; and the Secretary of Transportation and the President of Amtrak are ex officio members of the Board.

AMTRAK HIKES FARES 10%

Effective October 26th most regular fares and accommodations charges will increase by 10%.

Exceptions apply to certain routes or sections of routes where fares may increase by more or less than 10%. In some instances the fares will not be increased at all. But on the SHENANDOAH route, a 14% hike is slated! Amtrak's excursion fare discounts that were scheduled to expire October 25th will be extended thru May 22nd of 1981, allowing discounts of 15 to 35%.

SAN FRANCISCO ZEPHYR NOW ALL-SUPERLINER SERVICE -- Amtrak's daily Chicago-Oakland/San Francisco train began all-Superliner service on September 27th when the last of six sets of equipment received the new bi-level Superliners.

AMTRAK TO EXPAND AND MODERNIZE RESERVATIONS SYSTEM -- Amtrak travelers will soon be able to reach the toll-free reservations and information lines more quickly and efficiently as a result of a massive program to expand and modernize the Corporation's nationwide computerized reservations system. Nearly \$55 million will be spent on this project over the next ten years, according to Amtrak's Board of Directors. The present system has reached its capacity limits. Even though Amtrak agents at the five reservations centers [New York, Chicago, Philadelphia, Los Angeles, Jacksonville] handled a record-breaking 21.5 million calls in FY1980, 13% of all incoming calls are

still being lost! Amtrak estimates that the number of agent positions will nearly triple by 1990 to accommodate the projected increase in demand for Amtrak service during the next decade.

"TEXAS TRIANGLE" IS STUDIED

Amtrak is seeking the advice and expertise of elected officials and community leaders in Texas on plans for expanded rail service between Dallas/Ft. Worth, Houston and San Antonio. A planning session was held Oct. 23rd on the Texas A&M campus in College Station to appraise the rail transportation needs in the "Texas Triangle" corridor.

REROUTING FOR "STARLIGHT"

Amtrak is actively planning to reroute its COAST STARLIGHT between Davis and Gerber, CA, so as to provide direct service to Sacramento, Marysville and Chico. The STARLIGHT is also slated to start receiving new Superliner equipment beginning in March of 1981. Four sets of equipment are required.

CONNECTION RESTORED BETWEEN SHENANDOAH AND CARDINAL

Starting October 26th, Amtrak adjusted the schedules of its CARDINAL and SHENANDOAH trains to allow both trains to connect and exchange passengers at Cincinnati. Previously, the trains (eastbound) missed each other by a ridiculous 34 minutes! EASTBOUND: The CARDINAL now leaves Chicago at 9:10am, arrives Cincinnati at 5:49pm, leaves Cincinnati at 6:04pm and arrives Washington at 7:56am. The SHENANDOAH leaves Cincinnati at 6:20pm and arrives Washington at 9:26 in the morning. WESTBOUND: The SHENANDOAH leaves Washington at 6:25pm and arrives Cincinnati at 9:16am. The CARDINAL leaves Washington at 9:05pm and arrives Cincinnati at 10:40am, leaves Cincinnati at 10:55am and arrives Chicago at 5:50pm permitting now a direct connection with the SAN FRANCISCO ZEPHYR/PIONEER/DESERT WIND. The stop at THURMOND in the heart of West Virginia's New River Gorge will be discontinued between October 27th and April 26th. As OARP predicted in our last issue of "the 6:53", THURMOND has become a "Summer Stop Only".

OARP understands that the Greyhound connections between Chillicothe and Columbus, convenient for Amtrak SHENANDOAH passengers, are now listed in the new Amtrak Fall Timetables. Both OARP and NARP pushed for this information to be listed to promote this intermodal connection between train and bus.

Amtrak's new suburban Buffalo station at Depew, NY, was opened for business on August 29th. It is served by the LAKE SHORE LIMITED in addition to the EMPIRE STATE EXPRESS and the NIAGARA RAILBOW. The latter two trains also stop at Exchange Street Station close to downtown Buffalo. The Depew Station is several miles from downtown.

Kudos to () DeLora and members of the Michigan Association of Railroad Passengers for arranging for and actively participating in the "clean-up" of the Detroit Amtrak Station in preparation for the August Amtrak FAMILY DAYS event!

AMTRAK BOARD APPROVES DIESEL SHOP FOR BEECH GROVE FACILITY

Construction of a \$1 million diesel overhaul shop at Beech Grove was approved recently by Amtrak's Board. This project will save as much as \$25,000 per unit for the 10-plus locomotives it will overhaul annually. The facility will employ 36 persons and is slated to be completed in July of 1981. The diesel shop will utilize the building once used by the New York Central Railroad for locomotive repairs.

In other Beech Grove news, ground was broken for the new Beech Grove administration building on August 8th with the first shovel of dirt being turned over by Senator Birch Bayh (D-Ind.). The new administration building will replace the complex of mobile structures used currently to house the various administrative offices.

AMTRAK/SANTA FE AGREE ON SEVENTH SAN DIEGAN! A 7th SAN DIEGAN train was expected to begin operation on October 26, partially funded by the State of California under the 403-b program. Ridership on the Los Angeles - San Diego line has more than tripled in the last five years.

Amtrak is offering for sale on a competitive bid basis three United Aircraft Turbo Train sets and associated parts. The UA Turbo Trains were built in 1967 as experimental state-of-the-art trains and were used mostly between Boston and New York. They have been out of service for several years due to excessive maintenance and operational problems and costs. They were a favorite with rail buffs, however, as the seats in the domes at each end of the trainset gave an "engineer's eye view" of the tracks to the front and to the rear.

NEW YORK STATE has ordered 10 new Budd SPV-2000 self-propelled rail diesel passenger cars for use on commuter runs between Poughkeepsie and Croton-Harmon and between Dover Plains and Brewster. Delivery is scheduled between June and August of 1981. The State of Connecticut owns 13 SPV-2000's which are leased to Amtrak in return for expanded intercity service between New Haven, Hartford and Springfield, Mass.

AUTO-TRAIN (operating between Lorton, VA and Sanford, FL) filed for bankruptcy on September 8th, although the daily AUTO-TRAIN is still running on a pay as you go basis. The future of AUTO-TRAIN is uncertain at this writing. AUTO-TRAIN transports automobiles with their owners and families on an overnight schedule between Washington and Florida.

BUILDING TODAY FOR A BETTER TOMORROW ON CLEVELAND RTA ---

---- courtesy Cleveland RTA & OARP member Jerry Alter

The Van Aken and Shaker Heights light rail rapid transit lines in Cleveland are being completely rebuilt. RTA Board President Harry Alexander and Trustee Walter Kelley, mayor of Shaker Heights, symbolically pulled two old rail spikes, thereby marking the beginning of the Shaker Rapid reconstruction on April 21, 1980. As part of the \$400 million rehabilitation program, \$100 million will be spent to rehabilitate the Green and Blue Lines. Work began on the

Green Line less than an hour after the dedication ceremonies were complete. The old power poles along Shaker Boulevard had already been removed. The extensive rehab program, now in full swing, will continue for 16 months. Old worn-out rails are being replaced with miles of new continuous rails, welded together to provide a safer, more comfortable ride. Ties and limestone ballast are being replaced as well.

The old power system is being completely revamped with new overhead power lines and poles, many of which are already in place. The new power sub-stations, one near Shaker Square and one at Warrensville-Center Road, are being constructed as part the system to provide increased power for the new equipment. Stations are being rebuilt with new shelters and platforms. New stairways are being provided for the stations below street level. Parking lots and retaining walls are being repaved and rebuilt.

48 new, modern, air-conditioned light rail vehicles will soon replace the 40-year-old cars now in use. Buses have been used to transport passengers along the Green Line to Shaker Square during the reconstruction. Passengers then change to Rapid cars at the Square to continue the ride. The process is reversed for eastbound travel. The same system will be used when the Blue Line reconstruction begins later this year after the Green Line work is done.

The new Breda-built light rail vehicles are due for delivery beginning early in 1981. The Breda LRV's will be sent to the U.S. for final assembly by General Electric in Cleveland. Additionally, a central maintenance complex for both the LRV's and the Red Line rail transit cars is under construction at 55th Street. Also, 16 stations and nine parking lots along the Red Line are being upgraded. The

August 11th issue of RAILWAY AGE carried a feature article on Cleveland's rail transit system. OARP will continue to report on the progress being made by Cleveland's RTA.

AS ALWAYS, we appreciate very much the clippings, letters, news items, etc. sent in by our members and friends. Time just does not permit individual acknowledgement of everything that is sent in; but... your materials are read and filed for reference. If we get duplications, we try to always send the duplicate material on to others interested.

AMTRAK RIDERSHIP & ON-TIME STATISTICS FOR TRAINS SERVING OHIO

RIDERSHIP:	July 1980	July 1979	% chg.	a - includes
LAKE CITIES(a)	44,418	49,551	-10.4	Chicago-
LAKE SHORE LIMITED	41,514	35,903	+15.6	Detroit
BROADWAY LIMITED	36,170	31,048	+16.5	ridership
SHENANDOAH	12,311	7,522	+63.7	for all
CARDINAL	18,081	19,799	-8.7	trains on
SYSTEM	2,025,614	2,154,719	-6.0	that
				route.
	Aug. 1980	Aug. 1980	% chg.	
LAKE CITIES(a)	46,955	51,400	-8.6	Data supplied
LAKE SHORE LIMITED	43,658	37,298	+17.1	to OARP by
BROADWAY LIMITED	36,829	31,184	+18.1	Amtrak.
SHENANDOAH	12,696	8,062	+57.5	
CARDINAL	21,287	18,896	+12.7	
SYSTEM	2,182,242	2,173,884	+ .4	

ON-TIME:	Jun 80	Jul 80/Jul 79	Aug 80/Aug 79
LAKE CITIES	--	--	87.9%
LAKE SHORE LIMITED			
Boston Section	80.0%	82.3%	43.5%
New York Section	71.7%	72.6%	37.1%
BROADWAY LIMITED			
New York Section	30.0%	11.3%	8.1%
Washington Section	26.7%	12.9%	8.1%
SHENANDOAH	90.0%	79.0%	0.0%
CARDINAL	56.7%	50.0%	22.6%
SYSTEM	66.6%	63.7%	51.5%

Amtrak set a new ridership record in August 1980 by carrying nearly 2.2 million passengers, the highest number of passengers carried by Amtrak trains in one month since the corporation began operating the nation's intercity passenger service in 1971. Travel on long-distance trains in August increased by 12.2% over the same period last year. Travel on short-distance trains increased by 9.2%.

UNOFFICIAL DATA ON RIDERSHIP AT HAMILTON, OHIO ---- Our unofficial passenger counts for 24 days in August 1980 list a total of 932 passengers (486 off - 446 on) which makes a daily average of 38.8 using the station. This count was boosted by the record crowd of 146 riding the CARDINAL on the first day of service. For 7 days early in September we show 86 passengers (36 off - 50 on) which makes for a daily average of 12.3 passengers for those 7 days. Remember, these are not official Amtrak figures, but unofficial counts taken by various concerned OARP members.

AMTRAK's CRESCENT has now been re-equipped with HEP "Heritage Fleet" cars. The SILVER METEOR will begin conversion to "Heritage Fleet" equipment early in 1981. The SILVER STAR is slated to receive the new Amfleet long-range equipment. The last of four sets of "Heritage" cars for the CRESCENT went into service September 29th.

Word has been received of the death of OARP member A. J. Vadas.



(photo courtesy of Amtrak NEWS)

The first LAKE CITIES from Toledo arrives in Detroit on Sunday, August 3rd and cuts the ceremonial ribbon held by Congressman Carl Pursell (L.) and Detroit Deputy Mayor Richard Simmons (R.). A delegation of OARP members rode the first train.

OARP continues to get good press mention in the Youngstown/Warren area thanks to OARP Coordinator Doug Hudson's timely and positive contacts with the Warren Tribune. An OARP member in the Dayton area has offered us use of free storage space for the growing accumulation of records and archives.

Illinois' Governor James Thompson signed legislation Sept. 19th that allows Illinois to join other states in the Interstate High Speed Rail Passenger Service Compact spearheaded by Ohio. Indiana and West Virginia are now showing active interest in joining the Compact. Your OARP president, in his capacity as ORTA chairman, journeyed to Washington (by the SHENANDOAH) for a series of meetings on the 24th and 25th of September seeking support for the ORTA hi-speed passenger plan on Capitol Hill, from the USDOT, and from business groups and experts.

Thronges of shoppers are discovering Cincinnati Union Terminal. Amtrak is actively investigating a move back to the CUT; however the future of the CARDINAL and the SHENANDOAH, plus estimates of the cost involved in relocating to CUT, are apparently the major stumbling blocks at present. On September 28th the French National Railways instituted regular TGV high-speed train service linking Paris and Dijon at speeds up to 185mph on entirely new right-of-way. Service between Paris and Lyon is expected to startup in the Fall of 1981. The September 1980 issue of GEO has a nicely illustrated feature article on the Japanese Shinkansen high-speed railway. The Sept. 15th, 1980, issue of THE NEW YORKER contains a lengthy account of one reporter's transcontinental trip by Amtrak including commentary on our own LAKE SHORE LIMITED. 17 engineering firms, working in four teams, submitted design proposals for ORTA's hi-speed test track. The proposals are currently being reviewed. FRA has ordered Conrail's Union City-Marion(Ind.) mainline shut down due to bad track conditions on this Columbus - Chicago freight route.

PROBLEMS()SING AT SEVERAL UNMANNED AMTRAK STATIONS IN OHIO(

Recently several OARP members have reported problem situations which have arisen at several of the unmanned Amtrak stations throughout Ohio. Lack of adequate maintenance and lack of "who's in charge" have led to these problems:

At CHILLICOTHE: the windows, chairs and floors were dirty; the door was bent and would not close properly; the air was stale as the ventilation system was not working.

At SOUTH PORTSMOUTH: the seats were all dirty and sticky; the ventilation system was not working and passengers presently have NO access to a public telephone at the station.

At SANDUSKY: the one light bulb above the waiting room door was burned out for one month before being replaced and after one full year of LAKE SHORE LIMITED service, Amtrak has yet to install a light bulb over the public telephone at the station. At night it is IMPOSSIBLE to see to use the public phone! Amtrak apparently has little to no control over the person who performs maintenance work at Sandusky station.

At HAMILTON: after two full months of CARDINAL service, despite the presence of a nice little waiting room in a portion of the former B&O depot, there is NO public telephone at the station and passengers are understandably reluctant to enter the neighborhood bars to use the phone. There are no signs telling people where to park their cars although there are plenty telling them where not to park!

At ATHENS: it is reported to us that the shelter was filthy and cold and that there were B&O track materials being stored inside.

At some of the unmanned stations in Ohio, OARP members have taken it upon themselves to occasionally clean up trash and even replace an occasional light bulb. We should not have to do this as Amtrak is supposedly paying people to take care of each unmanned station. We really can't see that Amtrak is getting much for its money. Maybe Amtrak could contract with OARP to take care of its unmanned stations!

We would advise our members who visit and ride to and from any of these unmanned stations to keep OARP posted on the station conditions -- both positive and negative. In that way we can document the needs for improvement as well as pass along good words when the job is done right.

ATTENTION, OARP OFFICERS/COORDINATORS: WE WOULD LIKE TO ARRANGE FOR A MEETING OF ALL OFFICERS AND REGIONAL COORDINATORS OF OARP SOMETIME PRIOR TO MID-DECEMBER OF THIS YEAR. WE'RE WORKING ON A SUITABLE DATE AND LOCATION AND WILL KEEP YOU ADVISED. INPUT APPRECIATED AS WELL. MEETING WILL BE INFORMAL.

JOIN the Ohio Association of Railroad Passengers and help support our volunteer efforts to bring more and better rail passenger services to OHIO! We're 600 strong and growing! We're moving forward together for better trains in the 80's! CLIMB ON BOARD TODAY!

NAME _____ A NEW MEMBERSHIP is still JUST \$5.00 for your 1st year in OARP. Extra donations are welcomed.

ADDRESS _____

CITY _____ CHECK HERE if you can spare some time and/or talent to participate actively in the ongoing work of OARP above and beyond your annual dues.

STATE/ZIP _____

PHONE _____

Mail with your remittance to: OARP/MEMBERSHIP SERVICES
P.O. BOX 653
XENIA, OH 45385

Please allow 4-6 weeks for membership processing. Thanks!

WE HAD SEVERAL INQUIRIES REGARDING the CHESSIE SAFETY EXPRESS STEAM EXCURSIONS. We received the Fall Schedule several weeks after the August "6:53" was printed and we knew this issue would not reach our members in time as the final excursion in this area was to be November 2nd. Sorry.

Southern Railways chief L. STANLEY CRANE is, OARP understands, to soon be named president and chief executive officer of Conrail.

AMTRAK plans to open the nation's first intercity air/rail passenger terminal on October 26th to serve the Baltimore-Washington International Airport. BWI will be served with 14 daily trains for a ticket cost of \$5.55 and within 31 minutes of Washington Union Station, compared with a \$7, one hour bus ride from downtown Washington out to the BWI.

JOIN & SUPPORT OARP & NARP !

CORRECTION: In the OARP QUIZ in the August "6:53" we said that three crews would work the HOOSIER STATE between Indianapolis and Chicago. That is wrong. Negotiated agreements now allow the Conrail crew to work all the way between Indianapolis and Lafayette then the L&N crew takes over from there to Chicago.

PRELIMINARY & UNOFFICIAL ridership counts show the LAKE CITIES running an average of 36 passengers per trip between TOLEDO and DETROIT for the month of August 1980.

CONRAIL RIPPED UP RAIL ON FORMER NATIONAL LIMITED ROUTE -----

Following up on a tip from a railroad employee, OARP has discovered that Conrail has already ripped up a length of rail from the Dayton-Indianapolis line which was the route of Amtrak's NATIONAL LIMITED. The location is just west of the B&O Greenville Branch switch at Dodson, west of Dayton. This action prevents any use of this line for any through train movement. We have good reason to believe that rail may also be removed at the western end of the "out of service" segment close to "Glen" interlocking at Richmond, Indiana. A portion of the former NATIONAL LIMITED route is still used by Conrail at West Manchester. OARP understands the remaining portion of the line between Richmond and Indianapolis has been downgraded to a secondary track with the former 70 mph speed limit reduced now to 30mph. All the grade crossing signal circuits are being changed to reflect the lower speed limit. Dunreith Tower was closed early in September and stop boards were put in at the N&W crossing there, requiring all movements to stop before proceeding. The "diamonds" are still in at the CN Branch crossing at West Manchester, however the former Dayton-Indianapolis mainline there is nearly obliterated by grass and weeds. Needless to say, power to all the signals on this route is now off. We've so far found no evidence of any physical removal or downgrading of the block signal system. Needless to say, the longer it takes to restore intercity rail passenger service on this short, fast route between Columbus-Dayton-Indianapolis, the costlier it will be. OARP has kept in close touch with appropriate authorities on these developments and will continue to do so. One OARP member thinks that by "symbolically" removing rails at the ends of a given segment of track, Conrail thereby gains a tax advantage. This may well be true.

THANKS to the OARP members who helped staff our display at the 3-day TRANSPORTATION SHOW at Upper Valley Mall in Springfield in mid-September: Carl & Fran Planner, John & Sandy Edminson, Al Wolf, Dave Lebold, John McCann and Tom Pulsifer.

ONCE AGAIN, OARP has been of assistance to other ARP groups. Jim Otto, president of MinnARP, asked for copies of our newly revised OARP Constitution to help them study revision of their own by-laws. We are always happy to help!

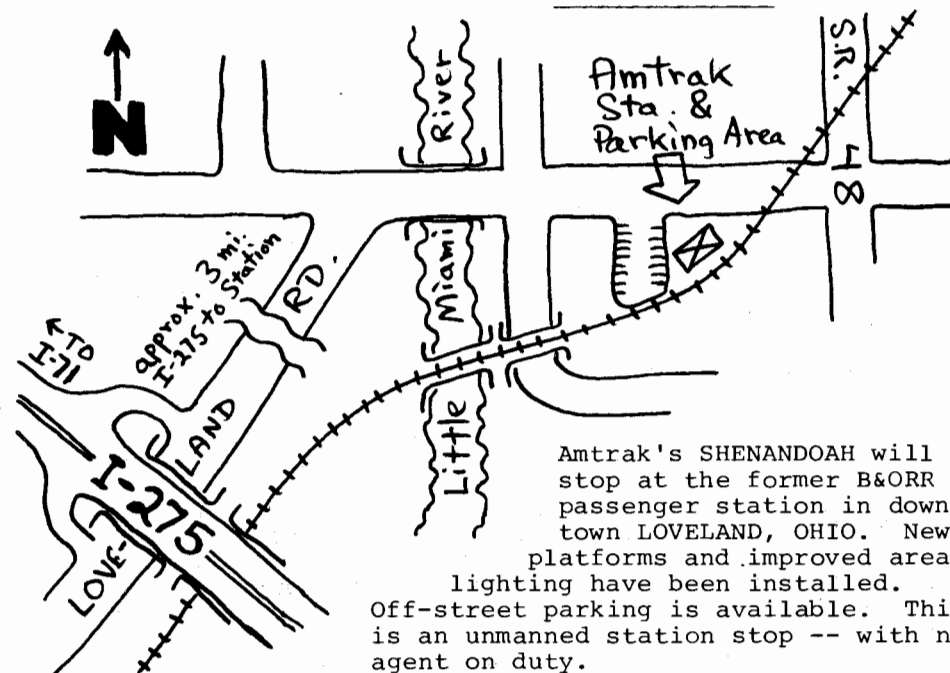
ORTA passed (unanimously) a resolution at its September board meeting requesting Amtrak to reinstate the NATIONAL LIMITED as part of a basic system of service funded by the Federal Government as are other multi-state trains and authorizes the staff of ORTA to develop and promote restoration of the NATIONAL LIMITED.

BE PREPARED WHEN TRAVELING...

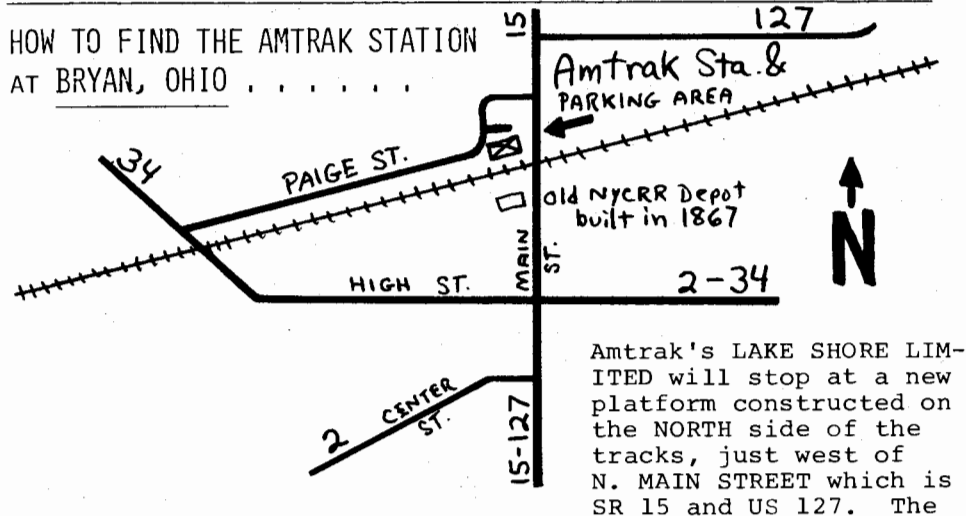
ONE OARP MEMBER WAS SUCCESSFUL IN SIGNING UP A BRAND NEW OARP MEMBER WHILE TRAVELING IN SEPTEMBER...

...ON THE COAST STARLIGHT!
CARRY A FEW BROCHURES WITH YOU!

HOW TO FIND THE AMTRAK STATION AT LOVELAND, OHIO



HOW TO FIND THE AMTRAK STATION AT BRYAN, OHIO



Amtrak's LAKE SHORE LIMITED will stop at a new platform constructed on the NORTH side of the tracks, just west of N. MAIN STREET which is SR 15 and US 127. The City of Bryan and Amtrak have jointly funded the construction costs for the new platform and shelter which will be heated and lighted. Access to the parking area is via Paige Street. The Amtrak station is across the tracks from the old NYCRR depot which was built in 1867. Bryan is an unmanned station stop -- with no agent on duty. The Amtrak shelter will be locked at other than, or close to, train times. The Amtrak station is located about 4-5 blocks north of the center of downtown Bryan.

REPORT ON THE NARP FALL 1980 BOARD OF DIRECTORS MEETING

-- by J. Howard Harding, NARP Region VI Director (Akron)

The NARP 1980 Fall Board of Directors Meeting was held in Detroit at the Book-Cadillac Hotel, October 9-11. Hosted by NARP Director John DeLora and the Michigan Passenger Foundation, the three-day conference included panel discussions on "The Problem With Passenger Service", "The Role of the States in Passenger Service", "Customs, Immigration and Passenger Trains", and "Emerging Corridors -- Which Way To Go?". Also featured were speeches by Amtrak Group Vice-President Clark Tyler and VIA Rail Canada Vice-President Gus Campbell, and a slide show on Chinese Rail Operations by Charles W. Hoppe, Vice-President of Booz-Allen and Hamilton (a consulting firm) and former USRA executive who had major responsibility for drafting the Final System Plan which set up Conrail.

ORTA's Bob Casey participated in the "Role of the States..." panel and ORTA's new film was shown as part of the "Emerging Corridors" discussion. Rep. Arthur Wilkowski was scheduled to participate, but did not appear. Rail consultant Carl Englund, who in 1969 designed a rail passenger corridor service plan for Penn Central also participated in the Corridor panel. He suggested that for approximately \$500 million, Ohio could produce an extensive passenger service package within a very few years with up to six round trips daily on each of several routes. It appeared to be the consensus of all rail agency officials from outside Ohio that politically, economically and operationally it is more feasible to develop rail passenger service on a "building block" or incremental approach rather than "big bang" approach as Ohio proposes in its high speed plan.

In an unusually brief (3 hrs.) business meeting NARP Directors passed only three resolutions, heard officers' reports, revised by-laws and set the locations for the next two Fall Meetings. The October 1981 Meeting will be held in San Francisco hosted by Citizens for Rail California. The 1982 Meeting will tentatively be in New Orleans. The Spring 1981 Meeting will be in Washington, DC, April 30 - May 2 to coincide with Amtrak's 10th Anniversary. Bylaw revisions formalized the position of Vice-President to which Sam Stokes was elected last Spring, and ended proxy voting in Regional Directors' elections. Mail-in ballots and in-person voting only will be permitted from now on. A proposal to set director attendance requirements for re-election eligibility was tabled. The consensus seemed to be that each Region should be free to set its own requirements for re-election as a director.

Resolutions were approved calling for (a) implementation of through train service between Toronto and New York City; (b) the creation of a committee to seriously consider changing NARP's name; and (c) reinstatement of the NATIONAL LIMITED as a 403-b train only until it meets the ridership and cost criteria for long-distance trains, after which it would become a 100% federally-funded train. This same pro-

NARP BOD MEETING REPORT (Harding) ----

cedure is encouraged to restore other discontinued trains and/or to start up other interstate trains. Negotiations are under way on the New York - Toronto service and VIA's Gus Campbell indicated a Spring 1981 start-up was possible. Tape recordings of the panel discussions and most speeches are now being reviewed and more detailed reports will be available later.

|||||

RANDOM THOUGHTS ON THE RECENT NARP FALL MEETING

-- by Bill Snorteland, NARP Region VI Director (Lakewood)

After attending the recent NARP BOD Meeting in Detroit I came away with the feeling that it was long on form but short on substance. The Executive Director's Report was full of interesting topics and information, but unfortunately not all of these topics received the attention I felt they should have.

As far as Ohio is concerned the passenger mile per train mile (PM/TM) figures for the CARDINAL and SHENANDOAH are grim:

BROADWAY	176.8 PM/TM	These are the figures for
LAKE SHORE	169.6 PM/TM	Amtrak's OHIO TRAINS for
CARDINAL	82.9 PM/TM	the period from October
SHENANDOAH	38.9 PM/TM	1979 thru July 1980.

If improvements or changes aren't made and made soon, both these trains will be gone. Interestingly enough, the Amtrak ridership reports usually report in glowing terms the ridership growth on the SHENANDOAH. However virtually all this growth is on the Martinsburg-Washington segment where the SHENANDOAH operates as a commuter train. West of Martinsburg the train is a "ghost" train and by next October it will completely fade away in its present form.

What can be done to make these two trains more viable? The SHENANDOAH needs a complete overhaul to include:

- * running between Cumberland and Cincinnati via Pittsburgh-Columbus-Dayton
- * running the train, or thru cars, to/from New York City on the NEC
- * arrival and departure times that will allow convenient connections with the CARDINAL at Hamilton (or Cincinnati) for Chicago
- * movement of the Cincinnati station to Union Terminal or an adjacent location for both the trains

The CARDINAL should be split into two separate day trains between Charleston-Huntington and Chicago and Huntington-Charleston and Washington/NEC. The Charleston-Chicago train should operate on roughly the same schedule as at present. The Huntington-Washington train should have early morning departure and late evening arrival times with thru cars to/from New York City on the PALMETTO. Washington-Chicago mail cars should be handled on the BROADWAY.

The splitting of the CARDINAL should make for a more marketable train for the West Virginia area to the west and the east in addition to increased reliability. It will al-

THOUGHTS ON THE NARP BOD MEETING (Snorteland) ----

so give these trains a better chance for survival due to the lower costs of running a "day" train and the lower PM/TM requirements for the short-distance trains. As for the SHENANDOAH almost any action would be an improvement, but thru access to the NEC cities and connections to Chicago in addition to travelling through larger market areas just might be the tonic for this ailing train. There appears to be very little possibility of any "new" trains starting up in the Ohio area, but it still might be possible to have several trains "extended" without any additional sets of equipment required. The most obvious is an extension of the LAKE CITIES to Columbus. Amtrak is presently pushing for the PENNSYLVANIAN to run thru to New York which should boost the ridership. An extension on the western end from Pittsburgh to Cleveland should also be given a test. Naturally one of the major roadblocks to any "extensions" is the Ohio Constitutional provision that in effect prohibits 403-b involvement. Hopefully with the Midwest Rail Compact signing and through ORTA some cooperative alternatives can be worked out. ORTA should seek to cooperate with NYDOT to initiate the Cleveland-Niagara Falls connection to the NIAGARA RAINBOW. This service would require only one set of equipment and provide a convenient "day" schedule over a portion of the heavily traveled LAKE SHORE route. These reroutings/extensions/additions not only would provide much needed service in the Ohio area but would also expose many Ohio voters to the new equipment and convenient schedules that the proposed ORTA high speed system would provide. It certainly wouldn't hurt the plan's chances for passage!

YOUR OARP PRESIDENT/EDITOR apologizes for the delay in getting this issue of "the 6:53" prepared, printed and mailed to you. Remember... this is an all-volunteer organization. Of necessity the salaried duties and family obligations come first for all your OARP officers and coordinators. It would be nice if OARP could be a "full-time" operation. Some day we can make it like that!

REMINDER! -- OARP membership RENEWALS are for a minimum of \$10. More is OK. Less won't let us do too much. Thanks!

170 AMTRAK SALESPERSONS WERE expected to attend the Amtrak National Sales Meeting, Oct. 26-29 at the Marriott Inn at Cincinnati (Sharonville). Extra cars were added to the westbound SHENANDOAH of Oct. 25th to handle those coming from the east. The eastbound CARDINAL made a special stop at Glendale on the 26th to unload meeting attendees coming from points west. The B&O depot at Glendale is just a few miles from the meeting location. Regional Sales & Marketing Manager Fred Frayer spearheaded arrangements for this Amtrak Sales Meeting in the Queen City.

AMTRAK RIDERSHIP at OHIO STATIONS Janua uly 1980
data supplied to OARP by Amtrak and ORTA

AVG. RANK/STATION		JUL.	JUN.	MAY	APR.	MAR.	FEB.	JAN.
10	<u>ATHENS</u>	on 187	222	263	147	294	148	118
		off 225	191	303	233	371	200	253
451	..... total	412	413	566	380	665	348	371
5	<u>CANTON</u>	on 848	563	434	375	457	268	361
		off 801	525	355	383	423	270	320
912	..... total	1649	1088	789	758	880	538	681
7	<u>CHILLICOTHE</u>	on 280	400	356	239	332	109	108
		off 229	477	280	196	297	102	93
500	..... total	509	877	636	435	629	211	201
1	<u>CINCINNATI</u>	on 3906	3823	3260	2564	2226	1290	1731
		off 3982	4013	3174	2689	2111	1416	1797
5426	..... total	7888	7836	6434	5253	4337	2706	3528
2	<u>CLEVELAND</u>	on 3587	2631	1930	1933	1943	1532	1651
		off 3342	2544	1834	1965	1812	1435	1573
4245	..... total	6929	5175	3764	3898	3755	2967	3224
9	<u>CRESTLINE</u>	on 401	294	164	197	157	118	202
		off 358	259	223	224	212	134	233
454	..... total	759	553	387	421	369	252	435
6	<u>ELYRIA</u>	on 455	468	531	340	321	209	311
		off 456	401	340	370	284	300	341
736	..... total	911	869	871	710	605	509	674
4	<u>LIMA</u>	on 776	652	419	467	362	298	361
		off 846	724	509	523	390	319	341
998	..... total	1622	1376	928	990	752	617	702
8	<u>SANDUSKY</u>	on 380	381	224	156	223	64	206
		off 362	388	166	175	212	89	203
461	..... total	742	769	390	331	435	153	409
3	<u>TOLEDO</u>	on 2449	1849	1429	1695	1252	1213	1241
		off 2461	1808	1566	1523	1343	1120	1219
3181	..... total	4910	3657	2995	3318	2595	2333	2460

OARP MEMBER FRAN PLANNER OF XENIA has offered to assist with some of the routine clerical work that is most necessary to the operation of your Association. We appreciate Fran's willingness to get involved and help us in this way.

OARP's ADDRESSING MACHINE IS SOLD!

In response to the mention in the last "6:53" we had two inquiries about our Master Addresser machine which then resulted in one of our members purchasing the machine for his own small business.

We are investigating the good possibility of an OARP FIELD TRIP (probably via the BROADWAY next Spring) to visit Amtrak's 12th Street Coach Yard facilities in Chicago. When plans are finalized you'll get details in "the 6:53".

OARP understands that Amtrak's LAKE SHORE LIMITED is already SOLD-OUT for quite a few dates over the Christmas Holidays.

MEMBERS & FRIENDS OF OARP INVITED TO HEAR ROGERS "E. M. FRIMBO" WHITAKER!

Members and friends of OARP are cordially invited to attend the Annual CHRISTMAS BANQUET of the AKRON RAILROAD CLUB, Friday, December 12th, at 7:00pm. The BANQUET will be held at Sanginiti's Restaurant, 207 East Market Street in Akron. Cost is \$11.95 per person [deadline is Dec. 8th] and reservations are to be made with Gary Dillon, 144 Roswell Street, Akron 44305, 216-253-2753. Those in attendance will hear and meet none other than the world's foremost railroad passenger, E. M. FRIMBO, sometimes known as Rogers Whitaker! An outstanding evening is in store for all -- early reservations advised.

OARP NOW OWNS A DOUBLE-EXPOSURE 5' display frame with "take one" trays for brochures or timetables. Standard 22" x 28" posters fit into the frames. This item will be indispensable for future displays and exhibits as it is free-standing and it does attract attention from a distance. We used it at our recent exhibit in Springfield.

TORONTO-BUFFALO TRAIN STILL RUNNING!!

OARP has learned that, at the last minute, the Canadian Transport Commission ordered the Toronto-Buffalo [ex-TH&B] passenger train to continue operating until arrangements can be negotiated to extend Amtrak's NIAGARA RAINBOW from Niagara Falls to Toronto. The ex-TH&B train was to have made its last runs on September 28th. This service connects with the NIAGARA RAINBOW at Buffalo.

In another matter affecting passenger rail service in New York State, it is OARP's understanding that service on the new Adirondack Railway between Utica and Lake Placid has been indefinitely annulled on account of poor track conditions on the ex-NYCRR route.

CHILDREN (of all ages) will enjoy coloring the line drawing of an F40 locomotive and Amcoach (same as on the cover of OARP's new brochure) that we have had enlarged and printed up in quantity on 5 1/2" x 17" white paper for a handout at displays and exhibits. One school teacher took enough for her class. We'll have to fold these to ship them, but if you want one or more, just ask (and send a stamped self-addressed envelope to help us out).

Another display/exhibit item OARP has prepared is a handy 8 1/2" x 11" map of Ohio showing current Amtrak routes and stations. Phone numbers are listed for local stations as well as the toll-free lines. Good handout item for people who may not know what service does exist in Ohio. We can send you one or many, just ask for what you want and can use. Please send a business letter size SASE or send some postage stamps to help the cause.

SORRY! ALL GONE

OARP's COFFEE MUGS are NO LONGER AVAILABLE! That means now they can be considered a "collector's item".

BUT WE DO HAVE TIMETABLES As usual, OARP can supply copies of Amtrak's new October 26th nationwide timetable. Send a business letter size SASE and put 41¢ [15+13+13] postage on it please.

ORDER YOUR 1981 OARP FULL-COLOR CALENDAR NOW!

**You'll really be proud of
OARP's 1981 CALENDAR!**

WE EXPECT TO HAVE OUR
CALENDARS READY FOR
MAILING ON OR ABOUT
DECEMBER 1, 1980

OARP is producing an attractive and useful 9" x 12" calendar for 1981. The photo, in full-color, features Amtrak's CARDINAL crossing the Okeana Trestle in Butler County, Ohio, on a bright winter's day. Mike Weber gets the credit for the photo on our 1981 calendar. On the left side of the calendar we have listed OARP's address and organizational purposes; plus other useful information including Ohio's Legislative Information Hotline, ORTA's address and phone number, the toll-free Amtrak Information & Reservations numbers for Ohio, numbers for the two Amtrak Regional Marketing/Sales Offices in Ohio, and the local Amtrak station numbers for Ohio and neighboring states. We think that ALL OARP MEMBERS WILL WANT THIS MOST ATTRACTIVE AND USEFUL 1981 CALENDAR. Our 1981 calendars are printed on heavy white card stock with a hole drilled at the top for easy hanging. We will ship the calendars flat in an envelope by first class mail for best service. We have set the requested donation amount for the calendars so that we can cover the costs incurred in this project and yet keep the cost low so members can order several to give out to friends.

1981 OARP CALENDARS: 2 for \$1.50 4/\$3.00 6/\$4.50
8/\$6.00 10/\$7.50 12/\$9.00
[Minimum \$1.50] 14/\$10.50 16/\$12.00

Larger quantities? Contact OARP Pres. Tom Pulsifer



Please send _____ 1981 OARP CALENDAR(S) to:

NAME _____ My donation of
ADDRESS _____ \$ _____ is
CITY _____ enclosed, made
STATE/ZIP _____ payable to
OARP.

MAIL THIS COUPON TO: OARP CALENDAR
P.O. BOX 653 / XENIA, OH 45385

"the 6:53" 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 600+ 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
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