



The last eastbound passenger trains prepare to depart Cincinnati on September 30th. On the left, Amtrak's SHENANDOAH carried an extra Amcoach and the Railway Exposition's sleeper-lounge "Pass-A-Grille Beach" on the rear end. On the right the CARDINAL is ready to pull out with nine cars behind two F40 locomotives. Additional photos on pages 12, 13 and 14 in this issue.

(Photo by John McCann)

CARDINAL LIKELY TO BE RE-INSTATED BY MID-DECEMBER!

OARP EFFORTS HELP ACHIEVE VICTORY FOR PASSENGER RAIL TRANSPORTATION ADVOCATES!

details / PAGE 3



**official publication of the
OHIO ASSOCIATION OF
RAILROAD PASSENGERS**

issue #43

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

PRESIDENT Thomas R. Pulsifer, 1751 Wilshire, P.O. Box 371, Xenia 45385 513-372-9868
 business phone, message service when unavailable (Dayton) 513-253-5390

VICE PRES Rodger J. Sillars, 2521 Euclid Hts. Blvd., Cleveland Hts. 44016 216-932-2781

SECRETARY William C. Glasser, 3815 Ashwood Drive, N.W., Canton 44708 216-478-1003

TREASURER Francine Planner, 2207 Carolina Drive, Xenia 45385 513-376-2379

MEMBERSHIP SERVICES John L. Kempton, 1954 E. Oldgate Rd., Sandusky 44870 419-625-5556

INFORMATION SERVICES John T. McCann, 1431 Minstrel Dr., #1, W. Carrollton 45449 513-866-8091

POLITICAL AFFAIRS COORDINATOR Al Wolf, 1497 Melrose Avenue, Dayton 45409 513-294-7110

REGIONAL COORDINATORS ARE YOUR LOCAL CONTACT PERSONS WHO REPRESENT OARP:

"REGION 216"/NORTH EASTERN OHIO

CLEVELAND James Stevenson, 192 Franklin Drive, Berea 44017 216-234-5885

AKRON-CANTON J. Howard Harding, 489 Overwood Road, Akron 44313 216-867-5507

YOUNGSTOWN-WARREN G. Douglas Hudson, 3981 Greenmont Dr., SE, Warren 44484 216-856-2557

ASHTABULA-CONNEAUT Bill Hutchison, Jr., 5851 S. Ridge W., Ashtabula 44004 216-969-1634

ELYRIA-LORAIN Joseph F. Brove, 3902 Valley View Drive, Lorain 44053 216-282-2130

"REGION 419"/NORTH WESTERN OHIO

TOLEDO Willard B. Edson, 1008 Eton Road, Toledo 43615 419-536-0643

LIMA John H. Keller, 721 Woodward Avenue, Lima 45805 419-224-9936

SANDUSKY John L. Kempton, 1954 East Oldgate Road, Sandusky 44870 419-625-5556

MANSFIELD Richard A. Fry, P.O. Box 381, Bellville 44813 419-756-3485

"REGION 513"/SOUTH WESTERN OHIO

SPRINGFIELD David B. Marshall, 50 Villa Road, Springfield 45503 513-399-1947
 or James G. Saunders, 1638 Marinette Dr., Springfield 45503 513-399-7406

DAYTON Albert E. Wolf, 1497 Melrose Avenue, Dayton 45409 513-294-7110

CINCINNATI W. Mike Weber, 14 Joywood Drive, Cincinnati 45218 513-851-7959
 or James A. "Jake" Kroger, 5250 Charloe St., Cincinnati 45227 513-731-8062

HAMILTON John K. Wilson, 359 Thomas Blvd., Apt. G, Hamilton 45013 513-868-6375

OHIO VALLEY Ronald D. Garner, 1884 Kress Road, Mt. Orab 45154 513-444-3098

"REGION 614"/CENTRAL & SOUTHEASTERN OHIO

COLUMBUS David J. Lebold, 2650 Neil Avenue, Apt. 4, Columbus 43202 614-261-1549

ATHENS-CHILLICOTHE David D. Dawson, 318 West Main Street, McArthur 45651 614-596-5562

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS - Ross Capon, Exec. Director 202-546-1550
 417 New Jersey Ave., S.E., Wash., DC 20003 **NEWS HOTLINE (evenings/weekends)** 202-546-1551

NARP REGIONAL DIRECTOR J. Howard Harding, 489 Overwood Rd., Akron 44313 216-867-5507

AS WE GO TO PRESS (Nov. 9th) IT APPEARS LIKELY THAT AMTRAK'S CARDINAL WILL BE REINSTATED BY MID-DECEMBER AT THE DIRECTION OF CONGRESS! THIS IS CERTAINLY GOOD NEWS! OARP MEMBERS AND OTHERS SHOULD MONITOR LOCAL MEDIA FOR DETAILS AS THE DEVELOP IN THE DAYS TO COME -- OR CONTACT YOUR NEAREST OARP OFFICER, REGIONAL COORDINATOR OR NARP REGIONAL DIRECTOR FOR DETAILS.

BRINGING YOU UP-TO-DATE . . .

On Tuesday, November 3rd, the full U.S. Senate voted 77-15 to approve the U.S. DOT appropriations which included Sem. Byrd's (D-WV) "reinstate the CARDINAL" language. Earlier that day the Senate ruled 75-12 that the CARDINAL language was "germane" and defeated 53-34 a "strike the CARDINAL amendment". The Senate also defeated 52-39 a measure introduced by Sen. Mattingly (R-GA) to impose a 2% across-the-board cut to Amtrak's budget. Sen. Pressler (R-SD) indicated he would seek to cut Amtrak by 12% -- then 6% -- then he was finally discouraged from pursuing that type of thing by fellow Senators. Thus, the U.S. Senate has spoken out overwhelmingly in support of Amtrak and in support of getting the CARDINAL back on the tracks! Conference is the next step, and will likely be accomplished by the time you read this. There is strong support for Amtrak and for the CARDINAL within the House -- but, there may be some trouble with some House Republicans super-loyal to Reaganomics. We do not envision serious difficulties, but things could get sticky. Then -- it's on to the President -- and we hope he won't veto the transportation budget. Vetos can be overridden -- but it can be difficult.

On October 21st, the Senate Transportation Appropriations Subcommittee (Sen. Mark Andrews/R-ND, Chm.) marked up the Amtrak appropriations, ignoring the latest Reagan-Stockman requests for additional cuts, giving Amtrak their requested \$735 million for FY1982 and adopting Sen. Byrd's amendment exempting the CARDINAL from route/ridership criteria.

The Amtrak Board had voted September 25th (6-0) to discontinue the CARDINAL on October 1st. BUT to reinstate it if and when there is Congressional direction. The Chessie System, over whose tracks the CARDINAL operated, agreed to a six-month extension of its contract and to reinstate the train on its existing route (via Muncie) and schedule.

Anticipating this action, effective at 9:00pm on September 11th, Amtrak refused to take any reservations for travel on the CARDINAL after October 1st. Reservations already in the ARTS system for travel after that date were cancelled -- except that OARP knows of a few persons holding reservations who were never contacted. By noon on September 12th OARP had learned that the CARDINAL would likely come off on the 1st of October and we notified NARP and our officers and regional coordinators. We also learned that 30-day notice of any train discontinuance is a thing of the past.

It was then that OARP and our associated ARPs along the CAR-

DINAL route swung into high gear! On September 16th, at the personal urging and insistence of OARP and the other ARPs in CARDINAL territory, a pivotal meeting was held in Washington involving Senators Byrd and Randolph (WV), Senators Ford and Huddleston (KY), Senators Glenn and Metzenbaum (OH), Senator Quayle (IN), U.S. DOT Secretary Drew Lewis, FRA Administrator Robert Blanchette, and Amtrak President Alan Boyd. After this meeting Boyd indicated he could recommend saving the CARDINAL if Amtrak got its full \$735 million and the criteria were appropriately modified. Drew Lewis indicated he'd not fight the \$735 million figure any longer and would let Amtrak make its own decision on the CARDINAL.

Don Maxwell of Ashland, KY, deserves special mention of credit and praise for his heavy involvement in day-by-day coordination of "Save the CARDINAL/Reinstate the CARDINAL" activities throughout the region. Don is a NARP Director from Region 5 and Chairman of Save The Train of Kentucky. Bob Palmer's Retain the Train group in WV ran small newspaper ads to arouse citizen support.

On October 4th OARP was involved with a citizens' meeting in New Boston, OH, arranged by Craig Colley who later arranged other meetings in CARDINAL route cities. 21 attended. Craig's forces saw to it that Congressman Bob McEwen's office in Portsmouth was deluged with letters of support for the train. On October 10th there was another ARP coalition meeting in Huntington, WV. On October 13th, Anne Parker organized the forces in Maysville, KY, and OARP participated in that meeting also. 41 attended, including the local KY state representative! On October 20th, OARP held an update press conference outside the closed River Road Amtrak station, now festooned with OARP "Bring Back The CARDINAL" bumper stickers! On October 23rd a citizens meeting was held in South Shore, KY, with a good turnout of supporters. And even though Dick Simons in Marion, IN, was recovering from serious hospitalization, he adequately managed to drum up continuing support in Indiana. Dick even reported that the Mayor of Muncie was so enthused about our bumper stickers that he took a batch of them to distribute around Muncie and one for his own car!

Congressman Tom Kindness (R-Hamilton) requested additional letters of support, through the local newspapers, and his office was also deluged with mail! And, of course, our own OARP regional coordinators throughout southern and southwestern Ohio have been devoting many hours of their time to the efforts. To fully report on everything that's been done and being done would easily fill this entire issue.

There is good news on another front. An Amtrak source indicates that if and when the CARDINAL is reinstated, Amtrak will then actively pursue moving from River Road to Cincinnati Union Terminal! Space has been offered to Amtrak (initially) rent free, OARP understands. This IS encouraging news!

And, we do appreciate the support for the CARDINAL from other parts of the U.S., including Citizens for Rail California, Inter-rail, Rail Passenger Association of the Southwest, and the Eastern Missouri ARP.

We'll report more in the next "6:53"!

4

REAGAN STACKS INTERIM AMTRAK BOARD

On September 8th the White House announced six appointments to Amtrak's "interim" Board. All six are U.S. Department of Transportation officials: Deputy Secretary Darrel Trent; General Counsel John M. Fowler; Assistant Secretary for Government Affairs Lee Verstandig; Urban Mass Transportation Administrator Arthur E. Teele; Deputy Assistant Secretary for Policy & International Affairs Charles Swinburn; and Mark S. Knouse, Executive Assistant to the Secretary of Transportation. The Amtrak

Board now consists of Sen. James Mills, Frank H. Neel, Alan Boyd, three railroad representatives, U.S. DOT Secretary Drew Lewis and his six "friends". The present Board is expected to sit until all members of the new nine-member Amtrak Board are appointed and ready to conduct business. Lewis is now

in control of the Board and is, of course, known widely as one of Amtrak's greatest critics. He has said that long-distance trains are unnecessary and a "rip-off" of the taxpayer. But, although such action was strongly rumored, the Amtrak Board did not act to oust Alan Boyd as Amtrak president at its September 25th meeting. OARP and NARP are obviously watching the Washington scene very closely in these "turbulent" times.

A MESSAGE FROM YOUR OARP PRESIDENT:

Obviously this issue of "the 6:53" is late. I could have had it out earlier, but felt it was more important to devote available time to "Reinstate the Cardinal" meetings and activities. Also, by delaying publication, we've been able to bring you some very optimistic news on getting Amtrak's CARDINAL running again. The decision to delay "the 6:53" was mine alone. I plan to have the December issue in the mails right after Christmas when the mail crunch is over. -- T.R.P. 5

FRANCE HAILS THE TGV!

With France's President Francois Mitterrand at the controls for a short time, the French National Railways inaugurated the world's fastest passenger train into revenue service on October 25th. The new trains are known as "TGV" -- which stands for "tres grande vitesse" (French for "very high speed").

The TGV makes the 280 mile trip from Paris to Lyon in 2½ hours, at an average speed of 108mph with top speed of 165mph. In February, a TGV on a test run hit a top speed of 236mph. The Paris-Lyon TGV joins high-speed trains on three other routes: Paris-St. Etienne, Paris-Macon-Geneva, Paris-Dijon-Besan.

All TGV trains provide both first and second class accommodations, and a bar car. During lunch and dinner it is possible to serve meals at the passenger's seat on some of the TGV's cars. TGV trains operate in 8-car train-sets. They are electrically powered by overhead catenary. Worldwide publicity on the TGV has been widespread, and this has done much to promote the cause of improved rail passenger service even in automobile-oriented America! We may have TGV trains in Ohio someday!

ORTA WILL SUBMIT PROPOSAL FOR EXPANDED AMTRAK SERVICE IN OHIO

ORTA's executive director Bob Casey and ORTA Board member Tom Pulsifer went to Washington on October 16th to meet with Amtrak officials to discuss expanded Amtrak service in Ohio. Casey reported after the meeting that ORTA will submit a proposal to Amtrak involving three routes: the "3-C Corridor" linking Cincinnati - Columbus - Cleveland; extension of the existing PENNSYLVANIAN service from Pittsburgh to Cleveland via Youngstown; and extension of the existing LAKE CITIES service from Toledo to Marion and Columbus. Casey

quoted Al Edelston, Amtrak director of state and local services, as saying Amtrak would welcome the additional Ohio lines. The new services would require some financial backing from the state. ORTA hopes to establish an interim passenger service pending development of its proposed high-speed system of intercity trains. The high-speed system is dependent upon voter approval of funding and is at least ten years in the future. The ORTA meeting with Amtrak was reported throughout Ohio in an AP wire story. In a follow-up story on the front page of the Springfield News-Sun on October 18th, Pulsifer was quoted stating, "It's my feeling there is support within the legislature" for a reasonable proposal to expand rail service. "Once we get some intercity trains going in Ohio, it's going to be easier to sell the proposed larger statewide (high-speed) system to the people."

Next step: ORTA will submit its plan to Amtrak for "costing out" and Amtrak legal personnel will investigate the Ohio Constitutional "problem" which, it turns out, may not be a problem after all.

"CAPITOL LIMITED" RETURNS!

Starting October 1, 1981, the Washington section of Amtrak's BROADWAY LIMITED was rerouted and renamed.

From Pittsburgh the train now follows the Chessie System (ex-B&O) route to Washington via Cumberland and Harpers Ferry. And, appropriately enough, the Washington section has been renamed the CAPITOL LIMITED, after the old B&O train that once served this route!

The CAPITOL LIMITED provides intermediate service to Connellsville, Cumberland, Martinsburg, Harpers Ferry and Rockville. A stop at McKeesport will be added in the near future. The train does NOT stop at Silver Spring, long a traditional suburban stop on the B&O Washington route.

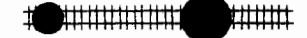
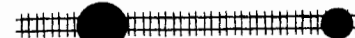
The eastbound CAPITOL LIMITED provides a daytime passage through some of the best mountain scenery in the East. The CAPITOL LIMITED joins the traditional BROADWAY LIMITED at Pittsburgh for the run to Chicago. It is assumed that, over the busy Christmas Holidays, the CAPITOL LIMITED will run between Pittsburgh and Chicago as a separate train, as has been the practice by Amtrak in previous years.

SO DOES THE "EAGLE" . . .

Amtrak has renamed the Inter American to the EAGLE, restoring the traditional Missouri Pacific name. The EAGLE operates daily, Chicago to St. Louis, and tri-weekly, St. Louis to San Antonio via Little Rock and Dallas, Fort Worth.

INDIANAPOLIS CHARLOTTESVILLE

CAMBRIDGE CITY RICHMOND



23.8 MILES OF TRACK GONE FROM FORMER NATIONAL LIMITED LINE

An OARP prediction in our April 1981 "6:53" unfortunately has come true. Penn Central Properties did "move fast and slick as a weasel" to sell off rail, ties and fixtures for scrap on the 23.8 mile segment of the former PRR St. Louis mainline between Charlottesville and Cambridge City in the east-central part of Indiana. Track is still in place on the remaining Conrail segments of the Indianapolis to Dayton route of Amtrak's NATIONAL LIMITED which was discontinued in the Fall of 1979.

OARP members Paul Bunting and John Edminson learned from a Dunreith, IN, resident that the remaining tracks were ripped up during May 1981. The line had been under subsidy for light density freight operations by the State of Indiana until March 1981. Then the State dropped the subsidy, and train service, on the 23.8 mile "middle" segment of the Indianapolis-Richmond line. Local freight service remains between Indianapolis and Charlottesville, as needed, and west out of Richmond to Cambridge City, as needed. This line was the former high-speed Pittsburgh-St. Louis mainline of the Pennsylvania Railroad. Parts of this line are built on high fills and deep cuts, free of grade crossings. The right-of-way is ideal for high-speed passenger train operations and it offers the shortest, fastest and best high-speed route between Chicago-Indianapolis-Dayton-Columbus -- certainly a future high-speed intercity corridor.

Status of the remaining right-of-way in the 23.8 mile segment is unknown to OARP at this writing. We do know that Amtrak is still very much interested in acquiring by lease or purchase the former "Big Four" line between Indianapolis and Cincinnati via Shelbyville, Greensburg and Batesville for development of the Chicago-Indianapolis-Cincinnati intercity corridor.

ADDITIONAL DOWNGRADING OF THE "PANHANDLE ROUTE"

OARP has recently learned that Conrail filed an application with the Federal Railroad Administration on September 21, 1981, to retire signal systems on the Pittsburgh to Columbus mainline between the west end of the bridge at Pittsburgh (CP Monon) and Mingo Junction which is near Steubenville, Ohio. One short segment of this line, between CP Elliott and Ingram would also be retired; i.e., ripped up. This will make difficult any hoped-for restoration of Amtrak service on the direct route between Pittsburgh and Columbus. The traditional "freight route" from Pittsburgh to Mingo Junction via Rochester and Yellow Creek could be used; but, of course, it is longer and slower than the former "passenger" line through Carnegie.

Conrail has already diverted "considerable" through freight traffic off the Pittsburgh-Columbus line to the BROADWAY route via Crestline; also even bypassing Columbus' Buckeye Yard using the former NYC mainline between Crestline and Indianapolis.

YES! OARP HAS NEW AMTRAK TIMETABLES

We have a good supply of both the Nationwide Schedules (Form A) and the East-Midwest folder (Form 7) which lists all Amtrak trains that serve Ohio. We'll be most happy to comply with your timetable request. Please send us a stamped, self-addressed business-letter-size envelope with your request. Please affix 20¢ postage for the FORM 7 folder, 54¢ postage (20+17+17) for FORM A. We'll send 'em by first class mail for best service to you. We're told that if and when the CARDINAL is reinstated, a separate timetable folder will be issued for it. We will make those available when we get them. We are glad to be able to provide current Amtrak timetables as a continuing service to our members.

DISPUTE "SETTLED"; ADMISSION REFUNDED

Early in September OARP "settled" a dispute with the City of Sacramento Community/Convention Center over Museum admissions, which our RAILFAIR '81 tour members were charged extra for, that were an advertised part of our total tour package. We did not get the full refund that your OARP President felt we were entitled to; however the amount they did send did cover the individual refunds due to the OARP SACRAMENTO SPECIAL tour members and all were promptly issued refund checks. Our thanks to Nancy Johnson of the Miami Valley Auto Club/Motorcoach-Amtrak Tours Division (Dayton) for her many hours working with us on the SACRAMENTO SPECIAL railtour.

OARP RAILTOURS FOR 1982 -- We hope to announce soon several OARP-sponsored RAILTOURS for our members and guests to be run in 1982. We plan one "major" package trip and a few "weekend" package trips, each one escorted by an OARP officer or regional coordinator as tour leader. All OARP sponsored RAILTOURS feature travel by modern Amtrak trains!

COUNCIL TO MEET....

The Interstate Rail Passenger Advisory Council (High Speed Rail Compact) will meet November 23rd in Harrisburg, PA.

Ohio is represented by ODOT Director David Weir and our own Tom Pulsifer who was elected the secretary of the Compact. Chairman is Rep. Richard A. Geist of Altoona, PA, member of the Pennsylvania House of Representatives.

While in the East for the one-day Compact meeting, Pulsifer expects to meet informally with officers from area ARP groups.

MONIES ARE REFUNDED

Our charter motor coach for the day of our Fall Meeting in Akron did not run, but we did get our advance payment of \$618.00 refunded in full. We had only 17 sign up to ride the bus and all were re-accommodated in carpools.

Our thanks to the Miami Valley Auto Club/Motorcoach-Amtrak Tours Division for making the arrangements for the charter bus.

NOTICE! WE EXPECT OUR 1982 OARP CALENDARS TO BE READY FOR MAILING ON/ABOUT NOVEMBER 30.

OARP UNVEILS DRAFT REPORT ON INTERIM SERVICE FOR OHIO

by Robert M. Boyce

The Ohio Association of Railroad Passengers has recommended a plan for interim rail passenger service in Ohio. In a draft report made available at the OARP Fall Meeting in Akron on September 26th, the study committee, headed by OARP's Ashtabula-Conneaut Regional Coordinator Bill Hutchison, recommended starting short distance service by extending five Amtrak routes in adjoining states into Ohio to serve Cleveland, Toledo, Columbus and Youngstown with up to three trains daily. Initially, the service would employ existing equipment and mostly existing stations with costs of operation being the only expense. Half the operating expenses would be provided by Amtrak under 403(b) agreements, at least for the start. "Initially, maximum speed wherever possible should be 79mph," the report states. "Most lines once operated at this speed, and to regain it requires only the restoration of track to its former condition. Later, speeds would increase as heavily used routes are rebuilt to their highest potential -- about 110mph top speed with some curves eased where possible and grade crossings removed." The report goes on to say that "major plant investments should be made beginning in the mid-1980s following ridership experience. They should come only after analysis of costs and benefits, and of alternatives."

The report recommends service should be considered as "a series of steps culminating in a true high-speed system which will meet the needs of Ohio in the future." It states also that "we must change the State constitution to allow the funding of 403(b) service as this is the single largest obstacle facing us in our fight for better rail passenger service."

(This article by OARP member Boyce also appears in the Fall 1981 issue of "RAIL"/Restore America's Interstate Links, a quarterly newsletter published by Boyce along with OARP member George M. Clark. For a subscription, send \$2.00 to RAIL, 1080 Lincoln Road, Columbus, OH 43212.)

DID YOU KNOW that the Mid-Ohio Regional Planning Commission is studying the feasibility of a light-rail transit line linking downtown Columbus with the northern suburbs, terminating at I-270 at Wilson Bridge Road?

When OARP's INTERIM SERVICE REPORT is finalized it will be printed in easy-to-read booklet format and will then be made available in quantities.

PASSENGER EXTRA ON THE SPENCERVILLE & ELGIN! -- Alco 653 along with George Silcott's private business car "Ohio" and a baggage car operated over the entire S&E line on October 5 for employees and families, then again on October 6 for the S&E Board and for ORTA Board and staff members. The Rockford Branch was traversed on the 5th but not on the 6th.

OARP's Own DIRECTORY OF THE OHIO DELEGATION TO THE 97th CONGRESS IS NOW REVISED IN HANDIER FORMAT AND AVAILABLE TO MEMBERS & "6:53" READERS

This handy reference guide lists the Capitol Hill offices and phone numbers to speed communications.

Want a copy? Send OARP a self-addressed stamped business letter size envelope with your request.

CHESSIE SYSTEM formally dedicated its Queensgate Yard in Cincinnati on October 20. The new 3.2 mile long yard has a capacity for 6,000 cars and contains 70 miles of track. The facility is just west and north of Cincinnati Union Terminal.

The SENATE PUBLIC WORKS COMMITTEE has directed \$8 million in existing funds be spent restoring Washington Union Station to rail use.

NEW AMTRAK COMPUTER RESERVATION SYSTEM GOES INTO SERVICE

Amtrak's new reservation system went into operation October 31st. Called "ARROW", the \$55 million system will alleviate problems encountered by thousands of people attempting to contact Amtrak's swamped reservations and information numbers. Essentially, the new installation consists of three IBM 3033 computers and over 2,700 terminals nationwide. Arrow replaces the old ARTS system which had become incapable of handling the increased call volume to Amtrak's reservation and information numbers. Among the capabilities of the new system is faster response time. Its retrieval system can display 24 lines of train information three seconds after it is requested. The old system could display only 8 lines at a time, and required 40 seconds to respond to each request. Another improvement Arrow offers is that the system requires no daily shut-down period, as did the ARTS system, and two of the IBM 3033 computers will serve as a back-up for the main reservations computer, while performing internal administrative tasks. Arrow is able to make speedy credit checks and it can determine if an unused ticket returned for refund is stolen or lost. Amtrak information and ticket clerks will be able to read out connecting train and bus information for any train on the passenger rail network. It will enable Amtrak to expand ticketing inventory from the former 180 days to 340 days, permitting customers to make confirmed reservations nearly a year in advance. Another innovation of Arrow is a telephone network which interconnects Amtrak's five Reservations Sales Offices (RSO's) located in Fort Washington, PA; Chicago; Long Island (NY); Jacksonville and Los Angeles. Should all telephone numbers at any one RSO be busy, a Rockwell/Collins Automatic Distributing Service will instantly connect the caller to another available RSO. Amtrak and its millions of customers have looked forward to this new Arrow reservation system. During peak traffic periods, the national rail passenger system was losing an estimated 250,000 calls per day due to overloaded computer capacity.

WE'RE AT 685 AND STILL GROWING!

According to our computerized mailing list prepared for this mailing by OARP member Ed Reiling's Data Access Enterprises of Dayton -- OARP now lists 685 members. Each time the mailing list is updated there are always some deletions. But we are continually gratified that the additions always outnumber the deletions. That spells GROWTH.

Our friends to the west, Citizens for Rail California, still claim the largest membership among the various state/regional ARPs and they're openly pushing for one thousand members on their rolls by the years' end. If they can do it then so can we! 685 concerned citizens for rail transportation can have some degree of clout and accomplish some good. Double that number (1370) and we can effectively increase our clout and accomplish more. We're on our way! Now, if each current OARP member can bring in just one new member... THAT spells GROWTH and INCREASED EFFECTIVENESS of OARP as a volunteer but professional organization of rail transportation advocates!

We're always glad to provide help to other ARPs. Most recently OARP has provided samples of our published materials plus information and advice to assist the Oklahoma Passenger Rail Association (OPRA) at the request of Dave McPherren who is their Membership and Fund Raising Chairman. OARP may not have all the answers, but by working together cooperatively we may help to find the way and make things easier for others.

ORDER YOUR 1982 OARP CALENDARS NOW! DON'T PUT IT OFF!

OUR THANKS to OARP member BOB GOLDSTEIN (now living in Chicago) who attended the recent International Public Transit Expo '81 at McCormick Place in Chicago and who then sent to us a carton full of most useful literature and information for our reference and files.

The August issue of CHESSIE NEWS (published for their employees) has a photo of Ohio Governor James A. Rhodes riding the Chessie Safety Express on a special excursion arranged for Ohio legislators to promote the Operation Life-Saver Program in Ohio.

Now... if we could only get Governor Rhodes to ride the Lake Shore Limited... or, better yet; the new fast French TGV!

We're glad to report that our friend L. FLETCHER PROUTY (former Sr. Dir. of Public Affairs with Amtrak) has recovered nicely from a late September hospitalization. Prouty will soon be working on a consultant basis with our Ohio Rail Transportation Authority; advising the progress on the high-speed rail passenger system plan utilizing his outstanding background in both railroad and in finance.

AND... DON'T FORGET TO RENEW YOUR OARP MEMBERSHIP PROMPTLY WHEN IT COMES DUE.



Passengers board the last eastbound CARDINAL at Cincinnati on September 30th. The station was thronged and both the CARDINAL and SHENANDOAH were packed with "last run" riders. Cincinnati TV9's Instant-Cam reporter interviews two passengers on the last eastbound CARDINAL. The girls were unaware that this was to be the final run of the CARDINAL! Media coverage of the final trains was quite extensive.



OARP member Manfred Orlow and a TV cameraman watch the last westbound CARDINAL depart Hamilton, Ohio, on October 1st. On the rear, OARP member Joseph Brown's private sleeper. Cincinnati TV5's Jeff Hirsh interviews OARP Pres. Pulsifer on the last passenger train from Cincinnati, October 1st. All photos on these pages courtesy of John McCann.





Bette Smith of TV2 in Dayton interviews Fred Frayer, Amtrak's Regional Sales Manager at Cincinnati, just before the last passenger train pulled out of the River Road Station on October 1st bound for Chicago.

Photo: John McCann

We encourage the submission of timely (Ohio oriented if possible) photos for consideration for publication in "the 6:53" or for use in other OARP publications. We can't pay you for what we use, but you'll get yourself listed in a credit line! We got quite a few favorable comments on Dave Dawson's timely photos in the August "6:53".

We can work from b&w glossy prints and even from color slides or color negatives. And, unless you specify otherwise, we'll return your originals to you!

We believe that the photos add a lot to our publication. With your help and support we'll continue to improve "the 6:53" with photos.

STOP BY AND SEE US! -- OARP will have a display at the Montgomery County Fairgrounds in Dayton on November 14 & 15; also at the Clark County Fairgrounds in Springfield on November 29 -- in connection with area Railroad Shows. Local OARP members will help staff our exhibit. Stop by and see us! Our thanks to members John and Sandy Edminson who staffed our exhibit in Greenville, Ohio, September 20.

OARPs RAIL TRAVEL GUIDES will soon be revised and reprinted. They feature our handy HOW-TO-FIND-THE-STATION MAPS. The March 1981 issue is now out-of-stock.

BRING IN A NEW MEMBER!

14

BRING IN A NEW MEMBER!

AMTRAK 1982 WALL CALENDAR AVAILABLE -- CHICAGO IS FEATURED

The 1982 Amtrak calendar is now available. This year features a full-color painting of Chicago, hub of the national railroad system with the Chicago skyline as a backdrop. The original artwork was done by noted rail artist Gil Reid who has done the Amtrak calendars for the past eight years.

What makes the Amtrak calendar unique is its full year at a glance format. It measures a full 24" by 33" in size. Cost of the calendar is \$5.00 for a single copy, \$9.00 for two, or \$12.00 for three, postpaid. The order can be placed by mailing a check to:

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

Also, for collectors; limited numbers of editions from the past three years are still available (at the same prices). They include the NATIONAL LIMITED on Horseshoe Curve/1979, Metroliner meeting an AEM7 powered train on the Susquehanna River bridge/1980, and Los Angeles Union Station/1981.

Amtrak advises that you order early to assure pre-1982 delivery.

#####

Persons interested in Amtrak GIFT ITEMS may write for FREE catalog and order form to: AMTRAK CATALOG, P.O. Box 311, Addison, IL 60101.

OARP NEW MEMBERSHIP

We are NOT another railfan club. We are railroad transportation advocates! OARP is the voice of concerned Ohioans working for better passenger trains and rail transit. We're over 675 strong and moving forward for better trains in the 1980's. Won't you join with us today?

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

PHONE NUMBER _____

A NEW MEMBERSHIP in OARP is still just \$5.00 for your first year. Please allow 4-6 weeks for your membership to be processed. Check here () if you can be active in the ongoing work of OARP in your area.

Mail this with your remittance to:

OARP MEMBERSHIP SERVICES
P.O. BOX 653
XENIA, OH 45385-0653

\$5.00

COUPON

"COLLECTORS ITEM" BUMPER STICKERS — QUANTITY LIMITED!

To assist the fight to get Amtrak's CARDINAL reinstated, OARP ordered one-thousand brilliant white-on-red vinyl bumper stickers imprinted with "BRING BACK THE CARDINAL". These were distributed free-of-charge at the various citizens' meetings held during October in various cities along the CARDINAL route. They were also distributed widely by our regional coordinators in the area. Our own Mike Weber of Champion Screen Printing in Cincinnati produced these bumper stickers for us, and did so at the lowest possible cost -- but we've still got to pay the bill. To help raise donations to pay the bill, and to commemorate the last Amtrak train out of Cincinnati (and hopefully the first one back) -- number 51, your OARP President has set aside 51 individually numbered BRING BACK THE CARDINAL bumper stickers. That's about all we've got left. While they last, we'll send one of these "collectors items" for each \$2.50 donation you send to:

OARP "TRAIN #51 FUND"
P.O. BOX 653
XENIA, OH 45385

These bumper stickers were distributed at various points between the Marion, IN, area on the west and the Huntington, WV, area on the east. We believe they have helped to keep the CARDINAL issue alive in on-line communities.

OARP REGULAR BUMPER STICKERS
ARE STILL AVAILABLE AT \$1 EA.

- * Ask Me About Trains
- * I'd Rather Be On A Passenger Train
- * I'd Rather Be On The Broadway Limited
- * I'd Rather Be On The Cardinal (a few left)

I'd Rather Be On The Lake Shore Limited is SOLD OUT. I'd Rather Be On The Shenandoah is still in stock, but fruitless to use unless you want one for your archives. Tell you what -- just ASK for a Shenandoah one and you can have it at no charge.

We do ask a \$1.00 donation for each of the other ones and that includes postage.

Write: OARP BUMPER STICKERS
P.O. BOX 653
XENIA, OH 45385

Quantities? Write for a special quote.

16

Your OARP President appeared on the Brad Clay Show on WAVI radio in Dayton on October 8th from 1:00-2:00pm. Many of the callers had Amtrak related questions. We had several people write us for information about OARP, one of whom later joined, as a result of giving our mailing address out on the air.

We'll not attempt to itemize all the publicity on OARP involvement relative to the CARDINAL and the last runs of the SHENANDOAH. Your officers and regional coordinators have handled press interviews very well, and there were quite a few of them. OARP certainly gains in stature through such professional activity. You can certainly be proud of your Association in this regard! And -- special thanks to Mike Weber for arranging two local press conferences in Cincinnati.

Q U I Z

Oh, you lucky readers! It's our annual QUIZ time again. (Groan) Paul Bunting and John McCann helped your editor put these ten multiple-choice items together. You're certainly "on track" if you manage to make a perfect score.

- 1) While waiting to board Amtrak's LAKE SHORE LIMITED at Boston's South Station, 5-year-old Bethany Pulsifer enjoyed chasing a) other children b) commuters, c) red-caps d) pigeons around the waiting room.
- 2) On a recent visit to a Lancaster, Pennsylvania, junkyard, two alert OARP members spotted and photographed a) a '72 Chevy sporting an OARP "Broadway Limited" bumper sticker b) a station sign from Dayton, Ohio c) an Amtrak snowplow d) seven dozen red Adidas tank tops.
- 3) On October 1, 1981, the Cincinnati Post carried the following front-page story: a) CARDINAL MAKES LAST DEPARTURE TODAY b) CONGRESS GRANTS THE CARDINAL A REPRIVE c) REDS ENTER WORLD SERIES d) DEWEY DEFEATS TRUMAN.
- 4) On the last CARDINAL out of Cincinnati one passenger was overheard to remark a) "This the last run? I got a round-trip. How'm I gonna get back to Cincy?" b) "I'm starved. Which way's the Amdinette?" c) "Why are we running backwards?" d) "I'm just a railfan riding the last run. Tell me, why are they taking this train off?"
- 5) To whom is this recent remark attributed: "We'll have to shut down Amtrak in a couple of years anyway." a) Rep. Art Wilkowski b) Budget Director David Stockman c) U.S. Secretary of Transportation Drew Lewis d) President Ronald Reagan.
- 6) It is known to take as long as a) 30 minutes b) one hour c) five hours d) three hours to get Amtrak's LAKE CITIES consist turned around after its arrival in Toledo, Ohio.
- 7) It takes this long to turn the train because a) it's hard to pick up each car, and the locomotive, turn them and set them back down on the track b) the yard crew enjoys the nighttime ride out to Walbridge and back c) Rep. Wilkowski loves to hear the F40PH horn blowing for the grade crossings d) there is no "we" convenient to Central Union Station.
- 8) Are these train-turning costs charged to Amtrak? a) Of course not! Ohio taxpayers foot the bill. b) Conrail graciously absorbs the costs. c) You bet your sweet Am-caffe they are! d) Only if costs exceed revenues.
- 9) One day three passengers for Chillicothe and one for Athens missed the eastbound SHENANDOAH at Cincinnati because they were on the eastbound CARDINAL which was late coming down from Chicago. Amtrak a) put them on the next Greyhound, via Columbus. b) sent them on in a taxi at a cost exceeding \$150. c) told them to find their

17

QUIZ (continued)

own way to get to Chillicothe and Athens. d) told them they could wait for tomorrow's train.

- 10) What did Amtrak do with the consist of the last SHENANDOAH after it arrived in Cincinnati on October 1, 1981?
 - a) Combined it with the CARDINAL and sent it on to Chicago.
 - b) Sent it back east, empty, as a special movement via Parkersburg.
 - c) Nothing! It's still parked down at River Road Station.
 - d) Offered it to local railfan organizations for use on fantrips.

10-a

QUIZ ANSWERS: 1-d 2-c 3-b 4-a 5-b 6-c 7-d 8-c 9-b

CALLING ALL TIMETABLE READERS!

OARP is embarking on another special project -- a detailed comparison of intercity rail, bus and plane service in Ohio for 1961 and 1981. Thanks to initial research by Howard Harding and Karl Gelfer we now have reprints of 1961 rail, bus and plane schedules as well as the current 1981 services.

What we need now are several volunteer OARP members who have some spare time to work with the data under Howard's direction and help come up with a finished study that will be made available to all.

If YOU'd like to assist, call or write Howard as soon as you can. We'd like to get this special project underway soon!

Contact: J. Howard Harding
489 Overwood Road
Akron, OH 44313
216-867-5507

Best time to call: 6pm - 11pm

tion after the arrival of the 2-car Inaugural Train which Mark Adamcik managed to get aboard. Representatives of Senators Glenn and Metzenbaum and Congresswoman Mary Rose Oakar were on hand and participated. Ohio DOT was represented, but ORTA was not. The event was covered by almost all of the Cleveland area media -- press, radio and TV. We will try to have a few photos to run in the December issue of "the 6:53".

VAN AKEN RAPID REOPENED!

OARP member Mark Adamcik reported that the upgraded Van Aken line, part of Cleveland RTA's light-rail rapid transit system, was reopened October 26th.

Improvements included replacing old slag ballast with limestone, installing 110 lb. continuous welded rail with rail fasteners of German design, renovation of station shelters and repaving and expansion of park-and-ride lots. Mark reports the improved track results in a very smooth ride.

On October 30th the new Breda light rail cars were formally placed in revenue service on the Shaker Rapid. Mark reported a large crowd was on hand at Union Terminal for the 10am inauguration of the new Italian-made light rail cars. Speeches were made both at CUT and at the Shaker Square Sta-

THE CARDINAL'S FINEST HOUR?

What may have been Amtrak's CARDINAL's finest hour (so far) took place September 18th, when the train carried extra cars of union members to the September 19 Solidarity Day events in Washington, DC. The train operated east with 18 cars including 3 food service cars! The same train returned west out of Washington the evening of the 19th.

LAKE SHORE'S WORST HOUR...

On Tuesday, October 14th, the westbound LAKE SHORE LIMITED suffered an engine failure between Buffalo and Erie. Three hours later a Conrail switch engine managed to get the train into the Erie station where passengers were transferred to buses to continue on west.

One of the passengers was actress Hermione Gingold who managed to get hold of a newspaper reporter at Erie and proceeded to lambaste Amtrak and the City of Erie. (Wonder if Ms. Gingold does the same when her car gets a flat tire?)

OARP learned that it cost Amtrak about \$1,200 to charter the buses for the 200 passengers who were aboard the train. Also, we learned that Conrail managed to round up some road engines to take the train (empty) on to Chicago. It was seen passing through Cleveland headed west one-half hour before the buses arrived from Erie! Thanks to Jim Stevenson and Greg Thorson for supplying information for this report.

MAINTENANCE OF UNMANNED AMTRAK STATIONS GROWING CONCERN

OARP is now expressing grave concern over the apparent lack of supervision Amtrak has over the people it contracts with to open, close and maintain its unmanned stations. OARP Regional Coordinator John Kempton reports the Sandusky station is known to be locked up at train time and unlocked when it's not train time! Sometimes the station has been found unlocked practically around the clock! Maintenance of the small facility is minimal with the windows and floor very dirty. John also reported that on occasions he has swept the floor and hauled out overflowing trash bags -- even providing new 150W light bulbs out of his own pocket!

For several months prior to the discontinuance of the SHENANDOAH, OARP Coordinator Dave Dawson would occasionally attack the dust and dirt problems at Chillicothe and Athens; although Amtrak employed station caretakers who would apparently do their tasks only when they felt like it.

OARP sees NO EXCUSE for the shoddy maintenance of some of the unmanned Amtrak stations in Ohio. If the contractors aren't performing; it's time to contract with those who will perform. If the contractors can't be properly supervised; it's time to change the system and do the necessary supervision.

Amtrak passengers should not be made to wait in filthy, unlighted shelters -- or outside locked up shelters that are supposed to be unlocked!

BAGGAGE & EXPRESS

Amtrak senior director of advertising and sales promotion Joseph Falsetti, 46, died of cancer in Washington July 28. He joined Amtrak in 1975 after holding marketing posts in California at Frito-Lay, Mattel and Wynn's International.

Trailways has expressed interest in moving its Cleveland bus terminal from its Chester Avenue location to the Burke Lakefront Airport. Trailways operates 13 daily buses in and out of Cleveland.

Cleveland Amtrak patrons should take note that the Amtrak station on East Memorial Shoreway is now closed between 2:00pm and 9:00pm daily (certainly some inconvenience to downtown businesspersons) so that each remaining work shift can be covered by two agents on duty. This change is a result of the unfortunate attack and rape which occurred there last November when only one clerk was on duty.

Columbus officials recently dedicated the new \$72 million terminal at Port Columbus International Airport at the same time as most airlines serving the facility have cut back the number of flights due to the PATCO strike.

We've noted LOCAL ADVERTISING by Amtrak (!) recently in the Cleveland Plain Dealer, promoting "Amtrak's Chicago Spree--The Second Night's Free".

ORTA was prominently featured on the 8:30-9:00am segment of the CBS-TV Morning News on September 29th in the concluding segment of a two-part look at high-speed passenger trains.

Ohio Rep. Art Wilkowski announced late in October that he'd now like to submit the high-speed rail passenger system to the Ohio voters by means of an initiative petition and will soon begin a statewide search for signatures. The Ohio House approved the ballot issue, but it stalled in Senate.

OARP president Tom Pulsifer addressed the Dayton Area Chamber of Commerce Rail Task Force regarding Amtrak and ORTA on September 24th; also spoke before the Sertoma Club of Dayton on October 14th and the Breakfast Lions Club in Springfield November 3rd, both regarding ORTA.

The Columbus Dispatch on Sunday, October 25th, carried a full-page article by ORTA Chairman Dr. Novice G. Fawcett entitled "High Speed Rail Plan Key To Ohio's Future".

With due reference to Ohio's plan for high-speed trains, an article by Rolf Rykken in the October 1981 issue of Delaware Today discusses possible high-speed passenger trains for the State of Delaware.

Drain the Fort Wayne? Conrail has publicly announced a \$2.4 million project to improve connections between its Buffalo-Chicago mainline with the Carrothers Branch near Stanley Yard, SE of Toledo. A 4000' connecting track is to be built on a new alignment, under CTC control. The new "Oakdale Connection" is slated for completion in 1982.

BAGGAGE & EXPRESS

Just as we go to press, OARP has learned that the first of Amtrak's 150 new "Amfleet II" passenger cars will be unveiled by the Budd Company in ceremonies at Budd's Red Lion Plant in Philadelphia on November 11th.

On October 15th Amtrak opened its new station and 400-car parking lot at Albany/Rensselaer, NY, part of a \$2 million joint venture with the State of New York. The old station was inadequate to handle the 950 passengers using it daily and the old parking lot was often filled to capacity after the first morning train departure from Albany.

In connection with revitalization proposals for downtown Warren, Ohio, OARP members Scott Cameron and Jerry Alter are both promoting that Warren be a station stop on the proposed Pittsburgh-Youngstown-Cleveland rail corridor. A letter by Cameron appeared recently in the Warren Tribune.

ORTA will hold its November Board Meeting on November 18th at 1:30pm in the State Office Tower in Columbus. ORTA Board Meetings are open to the public. We encourage any OARP members who'd like to attend to do so.

Amtrak has inaugurated three daily "Express Metroliner Service" trains in the Northeast Corridor which make the Washington to New York run in two hours and fifty-nine minutes with two intermediate stops (at Baltimore and Philadelphia). These runs will regularly reach top speed of 110mph on certain portions of the route. Amtrak LRC-equipped trains between New York and Boston now can reach top speed of 100mph on certain portions of the "Shoreline" route.

Conrail is in the midst of a \$9.2 million track improvement project on the "3-C Corridor" between Cincinnati and Dayton involving installation of 34 miles of continuous welded rail and surfacing of 43 miles of tracks.

Thanks to OARP member Carl Planner and his dad, Larry Planner, OARP will soon implement "new" stationery items with an improved, "unified" look. Our logo will remain as is, but all headings will be reset in "Avant-Garde" typestyle. Stationery items will include letterheads, press release letterheads, business envelopes, window envelopes, return envelopes, business cards and memo pads.

Did you know that Chicago's basic RTA fare has hit one dollar? And in Cleveland, it now costs 75¢ to ride on the RTA rail rapid transit lines. Getting around is getting costly.

J. W. "Bill" McFarland of Tuscaloosa, Alabama, is interested in forming an active ARP in Alabama. OARP members with ties to that state may wish to assist him. Bill can be reached by writing him at P.O. Box 5355, Tuscaloosa, AL 35405. OARP is prepared to offer suggestions, advice, etc. as we have been asked to do with several other state ARPs. It is expected the Alabama group will cooperate closely with the active Louisiana ARP, headquartered in New Orleans.

THREE GUEST SPEAKERS ADDRESS OARP's FALL MEETING IN AKRON

Sixty-five OARP members and guests attended our Fall Meeting on Saturday, September 26th, in the REA Express Restaurant, part of the Quaker Square complex in downtown Akron. We wound up with THREE guest speakers! In fact most of the day's agenda was devoted to the presentations by our guests; JOHN JACOBSEN, director of external communications for Amtrak in Washington; BOB CASEY, executive director of the Ohio Rail Transportation Authority in Columbus; and ROSS CAPON, executive director of the National Association of Railroad Passengers in Washington. John Jacobsen

spoke about Amtrak on its Tenth Anniversary, ramifications of the previous day's Amtrak Board Meeting in Chicago, and outlook for the near future. Bob Casey provided us with a status report on various ORTA projects, including the high-speed passenger rail system plan. Ross Capon further discussed ramifications of the Amtrak Board actions and relative NARP/OARP involvement. All three speakers provided for questions and answers, of which there were quite a few!

Following the luncheon banquet, OARP member Paul Woodring provided us with a rare treat, playing a portion of a taped interview with the late Rogers Whitaker (E. M. Frimbo) as he expounded on the present and future of Amtrak. The tape was made as Whitaker spoke before the Akron Railroad Club in December 1980. It turned out to be one of Whitaker's last public appearances.

Following a short business meeting, Bill Hutchison, coordinator of our OARP Interim Service Committee, presented draft copies of the Committee's report and briefly discussed the contents, inviting added input and refinement before the report is finalized and printed up in quantity. Bill's Committee met the previous Saturday in Chardon, Ohio, to work on the draft copy which was then retyped and duplicated for the Fall Meeting by Greg Thorson.

Following the Meeting, many of our people took the opportunity to tour the many shops and exhibits at Quaker Square.

We wish to thank our Akron Area Regional Coordinator, Howard Harding and his wife, Patty, and also Paul Woodring for handling all the arrangements for this most enjoyable and successful OARP membership meeting in Akron. We also wish to thank Jim Stevenson and Bill Glasser for being hosts to our guest speakers and for providing the travel arrangements to and from Akron. The NEXT OARP MEETING will be SATURDAY, MARCH 20, 1982, at the HILLCREST HOTEL in downtown TOLEDO, OHIO in conjunction with the annual NARP/Region Six (OH-MI-IN) Meeting and Election of Regional NARP Directors.

OARP TREASURER'S REPORT

Previous Balance May 16, 1981 \$1,025.20
Deposits..... +3,827.25
Disbursements..... -3,893.48
Balance on hand Sept 22, 1981 \$ 958.97

ORDER YOUR 1982
OARP CALENDAR NOW!

JOIN & SUPPORT
OARP & NARP

OARP 1982 CALENDARS READY SOON!

ORDER Yd TODAY!

We expect to get our 1982 OARP COLOR CALENDARS from our printer any day now. Similar in format to our popular '81 version -- the 1982 CALENDAR measures 9" x 12" and displays the entire year at a glance. The full color photo shows Amtrak's LAKE SHORE LIMITED and LAKE CITIES trains side by side in the Toledo, Ohio, depot. Credit John McCann for the shot used on this years' CALENDAR. Also featured are handy information phone numbers for Amtrak, ORTA, and the State Legislative Information office. You'll be proud to display our handy CALENDAR in your home or office, and we know you'll want several to hand out to friends. Our CALENDARS are purposely priced low in quantity to encourage their use as promotional items. OARP pays shipping charges.

SINGLE COPY \$ 1.00
TWO COPIES \$ 1.50
FIVE-PACK (5) \$ 2.00
TEN-PACK (10) \$ 3.50
TWENTY-FIVE-PACK (25) \$ 8.00
FIFTY-PACK (50) \$14.00
ONE HUNDRED-PACK (100) \$24.00

Please order OARP CALENDARS according to the quantities and donations listed at the left. Thank you!

USE THIS HANDY ORDER FORM FOR OARP 1982 CALENDARS!
Enclose check or money order for your donation and mail to: OARP CALENDARS
P.O. BOX 653
XENIA, OH 45385

SHIP TO:

name

address

city

state zip

() ONE COPY \$1.00
() TWO COPIES \$1.50
() FIVE-PACK \$2.00
() TEN-PACK \$3.50
() TWENTY-FIVE PACK \$8.00
() FIFTY-PACK \$14.00
() HUNDRED-PACK \$24.00

Please allow at least two weeks for processing and shipping your order. Thank you!

Make checks/money orders payable to: O.A.R.P.
We do not advise sending cash through the mails.
Feel free to duplicate this form on a copier if you do not wish to tear up your "6:53" -- or to have extra forms for use by others.

OARP CALENDARS '82

Oct "6:53"

"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 650+ 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 45385-0653



FIRST CLASS MAIL

00

HUTCH O
BILL HUTCHISON, JR.

5851 SOUTH RIDGE WEST
ASHTABULA OH 44004

