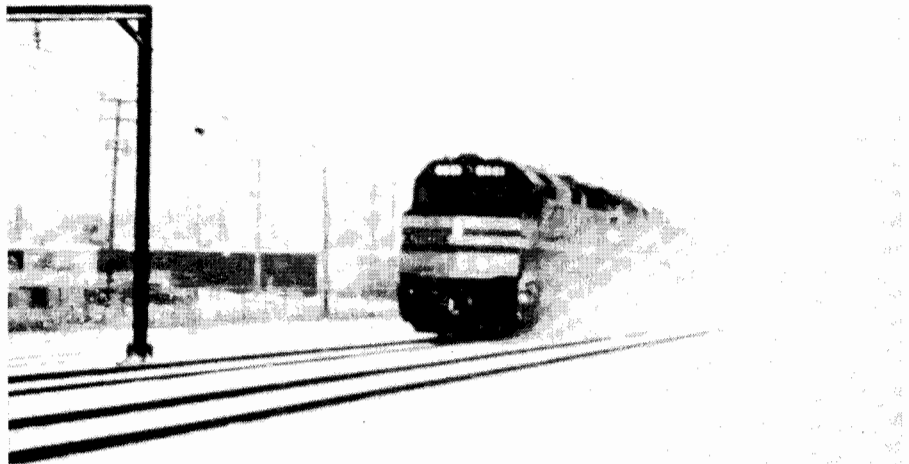


BERCHARD WARRING 466-1364  
the **6:53** **JANUARY 1982**



WINTER IN OHIO! And though the weather is sometimes nasty, the passenger trains do get through --- perhaps a bit late, but they deliver the travelers to their destinations safely and comfortably. Coming at you out of the swirling snows raised by its passing is Amtrak's westbound LAKE SHORE LIMITED accelerating behind F40PH #351 in the vicinity of Brook Park in the west suburbs of Cleveland. We credit OAP member Mark Adamcik of Cleveland for this appropriate wintry photo.

TRI-WEEKLY CARDINAL  
RETURNS JANUARY EIGHTH!  
ARTHUR WILKOWSKI WANTS  
OFF THE ORTA BOARD!

**details / PAGE 3**



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

**issue #44**

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"/NORTHEASTERN 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"/NORTHWESTERN 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"/SOUTHWESTERN 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

**OARP DIRECTORY**

JANUARY 1982

**REP. ARTHUR WILKOWSKI WANTS OFF ORTA BOARD**

In a December 11th letter to Ohio House Speaker Vernal G. Riffe, Jr., the "father of Ohio's High-Speed Passenger Rail Project" asked to be relieved of his responsibilities and duties as non-voting legislative representative on the Board of the Ohio Rail Transportation Authority.

Rep. Arthur Wilkowski (D) of Ohio's 46th House District (Toledo) cited recent disputes with ORTA board members, administrators and staff and said that "the public interest will be served" by his removal from the ORTA Board.

The scenario was reminiscent of the old tale of the frustrated child who, unable to play with other children's toys HIS way, picked up his own toys in disgust and went home.

Wilkowski's "disputes" erupted into "sparks" at the ORTA Board Meeting on December 9th when Wilkowski traded verbal blows with L. Fletcher Prouty who is currently working as a consultant to ORTA. Prouty reported to the Board his negative opinions regarding the sales tax increase to fund construction of ORTA's rail system and on building a test track off-line in northeastern Ohio. Wilkowski took Prouty's opinions personally and hinted of "dark and surreptitious plots" against him.

Wilkowski attacked Prouty's opinions as "undermining" the ORTA efforts to date and reminded the Board of Prouty's former role with military intelligence and the CIA. Prouty responded attacking Wilkowski's use of character assassination to criticize his report. The Board never got around to discussing the merits of the Prouty report.



**IT IS OFFICIAL! AMTRAK'S CARDINAL SERVICE BETWEEN NEW YORK-WASHINGTON AND CHICAGO VIA CINCINNATI WILL RETURN WITH INITIAL DEPARTURES FROM END-POINTS ON JANUARY EIGHTH!**

The reinstated train will be operated tri-weekly, with departures from the end-points on WEDNESDAYS, FRIDAYS and SUNDAYS.

OARP has also learned that the train will be equipped with Heritage Fleet cars, including an "8500" series dining car! We also understand that the sleeper and one of the coaches will operate thru to New York City! Checked baggage will be handled to and from agency stations. U.S. Mail will no longer be carried since less-than-daily service will not permit it.

OARP also understands that a temporary stop will be made at GARY, INDIANA (at Lake St. station) until such time as the new Amtrak Station at nearby Hammond is opened for business.

OARP also understands that a schedule change for the CARDINAL is in the works for late February (at the earliest) which will improve connections at Chicago with the western trains. The train will start up on the former schedule which was in effect at the time it was discontinued on October 1, 1981.

FIRST EASTBOUND TRAIN IN CINCINNATI IS JANUARY 8th. FIRST WESTBOUND TRAIN, JANUARY 9th.

December 26, 1981

WESTBOUND SCHEDULE:

#51

1230	Lv. NEW YORK CITY, NY	4:00pm	WeFrSu
	Lv. PHILADELPHIA, PA	5:37pm	WeFrSu
	Lv. BALTIMORE, MD	7:20pm	WeFrSu
535	Lv. WASHINGTON, DC	9:05pm	WeFrSu
	Lv. HUNTINGTON, WV	7:12am	ThSaMo
	Lv. TRI-STATE STA., KY	7:32am	ThSaMo
	Lv. SO. PORTSMOUTH, KY	8:21am	ThSaMo
	Lv. MAYSVILLE, KY	9:11am	ThSaMo
	Ar. CINCINNATI, OH	10:40am	ThSaMo
725	Lv. CINCINNATI, OH	10:55am	ThSaMo
	Lv. HAMILTON, OH	12:05pm	ThSaMo
	Lv. RICHMOND, IN	1:08pm	ThSaMo
	Lv. MUNCIE, IN	2:04pm	ThSaMo
	Lv. MARION, IN	2:43pm	ThSaMo
	Lv. PERU, IN (ET)	3:18pm	ThSaMo
	Lv. GARY, IN	tba	ThSaMo
210	Ar. CHICAGO, IL (CT)	5:50pm	ThSaMo

EASTBOUND SCHEDULE:

#50

310	Lv. CHICAGO, IL (CT)	9:10am	WeFrSu
	Lv. GARY, IN	tba	WeFrSu
	Lv. PERU, IN (ET)	1:20pm	WeFrSu
	Lv. MARION, IN	1:58pm	WeFrSu
	Lv. MUNCIE, IN	2:40pm	WeFrSu
	Lv. RICHMOND, IN	3:40pm	WeFrSu
	Lv. HAMILTON, OH	4:44pm	WeFrSu
149	Ar. CINCINNATI, OH	5:49pm	WeFrSu
	Lv. CINCINNATI, OH	6:04pm	WeFrSu
	Lv. MAYSVILLE, KY	7:27pm	WeFrSu
	Lv. SO. PORTSMOUTH, KY	8:20pm	WeFrSu
	Lv. TRI-STATE STA., KY	9:12pm	WeFrSu
	Lv. HUNTINGTON, WV	9:42pm	WeFrSu
156	Ar. WASHINGTON, DC	7:56am	ThSaMo
	Ar. BALTIMORE, MD	9:22am	ThSaMo
	Ar. PHILADELPHIA, PA	11:03am	ThSaMo
634	Ar. NEW YORK CITY, NY	12:34pm	ThSaMo

tba - to be announced, call Amtrak.

IMPORTANT NOTE: OARP tries to print accurate information; but, we understand that Amtrak might make some adjustments to the above schedules. SO... CHECK WITH AMTRAK TO CONFIRM YOUR TRAIN TIMES... to be sure!

OARP's RAIL TRAVEL GUIDE TO OHIO AND ADJACENT STATES is now being revised and reprinted. We expect it to be ready for distribution to coincide with the start-up of the CARDINAL. It contains our handy how-to-find-the-Amtrak Station maps plus useful information to assist train travelers to and from Ohio. Want a copy? Please send a business letter size self-addressed stamped envelope with your request. Quantities? Travel agencies, Amtrak agents and others requesting large quantities -- just write us on your letterhead.

JOIN & SUPPORT OARP: 4 WE HELPED BRING BACK THE CARDINAL!

REMEMBER . . . . .

The CARDINAL is no longer operating DAILY.

Be sure to take this factor into account when planning any rail trip involving this Amtrak train.

The CARDINAL is an ALL-RESERVED Amtrak train.

Your Amtrak agent, local Amtrak authorized travel agent or the toll-free Amtrak Reservations number will help you get travel reservations.

The CARDINAL came back to serve us with our help and the help of other ARPs and many other concerned people.

The CARDINAL will stay, and its services will get improved ONLY IF IT IS USED.

INCLUDE AMTRAK'S CARDINAL IN YOUR RAIL TRAVEL PLANS AND BE SURE TO TELL OTHERS THAT THE CARDINAL IS BACK TO SERVE US!

**Ohio Association of Railroad Passengers**



A MESSAGE FROM YOUR OARP PRESIDENT

Dear OARP Members and friends,

YOU CAN BE VERY PROUD OF YOUR ASSOCIATION! We helped to get Amtrak rail passenger service restored through Cincinnati at a time when both the economic and the political climate came very dangerously close to dictating otherwise. But we persevered. And others persevered. And we worked cooperatively with the other individuals and ARPs along the CARDINAL route, keeping in close contact with the offices of the various Congressional representatives. It worked!!!

I wish I could personally thank and acknowledge each and every one of you who helped in this prolonged fight to save Amtrak and to bring back the CARDINAL. Without all your efforts, great and small, we surely would have lost. It clearly shows that, by moving forward together, OARP can help accomplish good works! I thank you ALL!

I do want to single out a few individuals from our Association because I think they deserve special mention for their almost day-to-day activity and concern with the fight to reinstate the CARDINAL: Mike Weber coordinated leadership in the greater Cincinnati area and maintained frequent contact with the area Congressmen -- John Wilson did the same from his Hamilton base and assisted Mike -- Dave Dawson did a lot of telephoning and also assisted Mike -- Ron Garner worked the lower Valley area including keeping in contact with key Maysville people -- Craig Colley, one of OARP's newest members, quickly organized the forces in the greater Portsmouth area and maintained frequent contact with the office of Republican Congressman McEwen -- and last but certainly not least I'd like to recognize Don Maxwell from Ashland, Ky., and Richard Simons from Marion, Ind. Both gentlemen maintained close contact with their respective state's Congressional delegations and with our people so that the result was coordinated efforts that carried across the state lines.

It shows what we can do when we all get involved!

I want to encourage all OARP members who can do so to go and welcome back the CARDINAL on January 8th and/or 9th. We'd like to see large enthusiastic crowds at the various Amtrak stations. And, even more important, we must help keep the crowds coming back to the stations to ride the train. Our efforts don't stop just because the train is back. We've got to help promote the service so travelers will use it. That's the only way we're going to justify keeping it! Your support, great or small, will help.

Our good friends with Railway Exposition are running two of their private cars on the first runs of the CARDINAL. "Pass-A-Grille Beach" and "Stuart Knott" will run January 8th from Cincinnati to Huntington. They'll return on the 9th and run on through to Chicago. On the 10th they'll return to Cincinnati. Even though this "6:53" comes out at the last minute, interested persons may contact Joe McNamara (513-984-0058 or 793-3506) and join all or part of the "celebration" trip.

I want to tell you that it's a great feeling to have achieved a victory! I guess it really hasn't sunk in yet because of all the Holiday-time activities and because of getting this issue of "the 6:53" ready, and because there's a lot of related work yet to be done. OARP will assist in "welcome back the CARDINAL" activity and will hopefully get many or all of the legislators involved -- with some of them riding the first runs of the train.

This would be a very good time for YOU to write a short note of THANKS to your Congressional representative, and to Senators Glenn and Metzenbaum who came through and supported the CARDINAL. Use OARP's handy Congressional Directory or write your Congressman at U.S. House of Representatives, Washington, DC 20515, Senators at U.S. Senate, Washington, DC 20510. I know we tend to contact our elected officials only when we want them to do something. If we take a few minutes to THANK THEM NOW, they may well provide quicker support for Amtrak later on in 1982 when the support will again be required.

That's right. The fight for sensible transportation goes on and on. To our knowledge, Cong. Willis Gradison (R-Cincinnati) was the only one from the Ohio delegation who at no time supported the CARDINAL. And, be forewarned that Congressman John Ashbrook (R-Johnstown) has let it be known he wants to do away with all Federal support of Amtrak. Ashbrook has higher political ambitions. We must remember his attitude towards Amtrak and work to convince him otherwise.

Few of you may realize how close we came to losing not only the CARDINAL, but also four other trains in the Amtrak system. On November 18th, Senator Bob Packwood (who has Amtrak trains running along both sides of the Columbia River) introduced a measure to delete the CARDINAL amendment from the appropriations legislation. Packwood's move lost by just two votes (47-49)! Glenn and Metzenbaum supported the CARDINAL. A third Packwood attempt to axe the CARDINAL in early December thankfully did not materialize, though yours truly did forewarn our Senators via Mailgram of the possibility. On November 19th, when further across-the-board budget cuts threatened Amtrak, yours truly fired off thirteen Mailgrams to try to make sure Congressmen Oxley, Latta, McEwen, Brown, Kindness, Weber, Miller, Stanton, Regula, Ashbrook, Williams, Mottl and Gradison realized that any further cuts would mean that more of the Amtrak system would be cut. Amtrak president Boyd revealed that if such cuts went through, the CRESCENT, EAGLE, SUNSET and PIONEER would go effective January 1st! Again, thankfully, no further at-

tempts were made to axe Amtrak's \$735 million budget. Then there was the remote possibility that IF the CARDINAL language survived AND the across-the-board cuts were made, the CARDINAL would be reinstated while the four other runs came off! That would have produced very interesting consequences throughout the NARP/ARP network!

When the CARDINAL was suspended, the train was meeting the economic criteria (under 10.1 cents) but failing the ridership criteria (150 PM/TM), and Amtrak has provided OARP with projections for the train's FY82 performance:

Daily operation:	Subsidy (\$ Mil)	10.4
	Rev/Cost (%)	43
	PM/TM	122
	Avoidable Loss/PM (¢)	9.0
	PM/Sub \$	7.7
	Passengers (000)	190
Tri-weekly oper:	Subsidy (\$ Mil)	4.9
	Rev/Cost (%)	41
	PM/TM	128
	Avoidable Loss/PM (¢)	9.5
	PM/Sub \$	7.4
	Passengers (000)	89

I am very concerned that the tri-weekly operation may hasten another loss of the train. The tri-weekly schedule greatly reduces flexibility for travelers. The particular days of operation rule out the popular one-day round-trips to Cincinnati from upriver stations. In cooperation with the ARP Coalition, we're going to push hard for a return to daily operation. Certainly the Cincinnati-Chicago portion of the route should have daily service. Daily service on the entire route would help bring the U.S. Mail contract back, and that would help revenues. We are aware at this time that a delegation from Amtrak plans to visit the Cincinnati Union Terminal in mid-January. We will do all we can to assist efforts to get Amtrak back into the Terminal!

#####

And on other concerns . . .

If you were one of quite a few OARP members who received a "second notice" card shortly after you sent in your membership renewal, please forgive us our occasional mistakes. We apologize and will try not to let it happen again.

I'm aware that some OARP members have been approached by the office of Rep. Arthur Wilkowski to circulate initiative petitions and recruit additional circulators. Now that Mr. Wilkowski has resigned from the ORTA Board this whole thing involving the initiative petition may be moot, however, be advised that (as of this date) the ORTA Board has neither endorsed nor opposed the initiative petition drive, and OARP (as of this date) has neither endorsed nor opposed the petition drive. ORTA is currently exploring means of alternative funding for the High Speed Passenger Rail System. An initiative petition to put a 1% sales tax increase on Ohio's ballot may not be needed. In time, there will be clearer direction. Right now, I personally advise caution. If you wish to assist Wilkowski, you do so on your own. 7

I have given much thought to TWO GOALS for OARP which I now believe very strongly are achievable and I hope that you will likewise support:

July 1983 will be OARP's TENTH ANNIVERSARY.

I would like nothing better than to hold our ANNIVERSARY MEETING in the city where our very first meeting was held, in Columbus, and have our people be able to ride from Cincinnati and from Cleveland and intermediate points by 3-C Corridor passenger trains!

I believe this can be accomplished in time, but it will take effort on the part of all OARP members to push ORTA and our own State Legislators for "Interim Service" for Ohio. Not only will we have to continue to pressure Congress to support intercity Amtrak service, but we'll have to work hard on the state level as well. I'm convinced we can do it. And I believe the time is right. We must do it.

July 1998 will be OARP's TWENTY-FIFTH ANNIVERSARY.

It's a long way off, but by this date we should help to have high-speed rail passenger service in operation on the three primary ORTA-proposed corridors (3-C / Columbus-Detroit / Detroit-Cleveland-Pittsburgh) and also on the "emerging" corridors (Cincinnati-Indianapolis-Chicago and Cleveland-Chicago) along with improved intercity links to and from Ohio's major cities on long-distance Amtrak routes. In short, what we must do is help turn around this nation's transportation policies and priorities. It won't be done overnight. It won't be done by 1983. But with our determination and help, I believe it CAN be done by 1998 and perhaps be accomplished long before that.

You know the French, with their new and successful TGV high speed trains, did not neglect their existing railroad service. Not all the emphasis goes into the TGV trains and routes. France realizes that the entire system is needed! In America, we've neglected rail transportation too long.

I do not say it often enough, but THANKS to all who take the time and effort to send in clippings and copies of useful letters and information. With the amount of daily mail and demands on my time, it is virtually impossible to acknowledge everyone. And I'll admit, though I don't like to admit it, that I am falling behind on correspondence with those of you who have written with specific questions and inquiries. Someday... someday... maybe circumstances will improve for everyone's benefit.

But, even though these days are hectic and there are yet tasks to be done, I'M VERY PROUD OF OUR OARP!

Best Wishes for a Better '82  
Tom Pulsifer

MARK YOUR 1982 CALENDAR NOW!

SATURDAY, MARCH 20, 1982

ANNUAL MEETING - REGION SIX  
NATIONAL ASSOCIATION OF  
RAILROAD PASSENGERS (NARP)

MIDWINTER MEETING  
OHIO ASSOCIATION OF  
RAILROAD PASSENGERS (OARP)

MARCH MEETING  
MICHIGAN ASSOCIATION OF  
RAILROAD PASSENGERS (MARP)

at the HILLCREST HOTEL in  
downtown TOLEDO, OHIO

full details in the next  
issue of "the 6:53"

SEE YOU IN TOLEDO MARCH 20th!

RIDE AMTRAK TO TOLEDO . . . .

Greater Cleveland Area OARP and NARP members are already planning a group trip for the March 20th Toledo Meeting, riding Amtrak's LAKE SHORE LIMITED. Round-trip

fare is \$24.00 and payment is due in full one month prior to departure. The co-

ordinator for this trip is JIM STEVENSON. Please contact him directly if you'd like to be included in this cost-saving group rail trip to and from the Toledo Meeting:

JAMES STEVENSON  
192 FRANKLIN DRIVE  
BEREA, OH 44017  
call 216-234-5885



When the little folk travel by train -- it's a special time! Conductor and coach attendant provide a happy assist to a family boarding Amtrak's CARDINAL at Muncie, Indiana, last May. Little one looks dubious -- probably heard that David Stockman, Drew Lewis and Ronald Reagan want to take the nice trains away! But shed no more tears. The CARDINAL comes back on January 8th, albeit tri-weekly, and little one will be able to ride again on the only civilized way to travel.

(Photo: Manfred Orlow)





THE INAUGURATION OF THE NEW BRED A LIGHT-RAIL CARS ON CLEVELAND'S RTA, OCTOBER 30, 1981, IS CELEBRATED IN THESE PHOTOS. Above: The Inaugural Special, cars 803 and 813, arrives for ceremonies at Shaker Square station. Representatives from local, state and federal government were on hand to address the crowd. (Photos: Mark Adamcik) Below: The new meets the old as Breda cars 813-803 pose alongside older PCC car 70 at the Shaker Square loop.



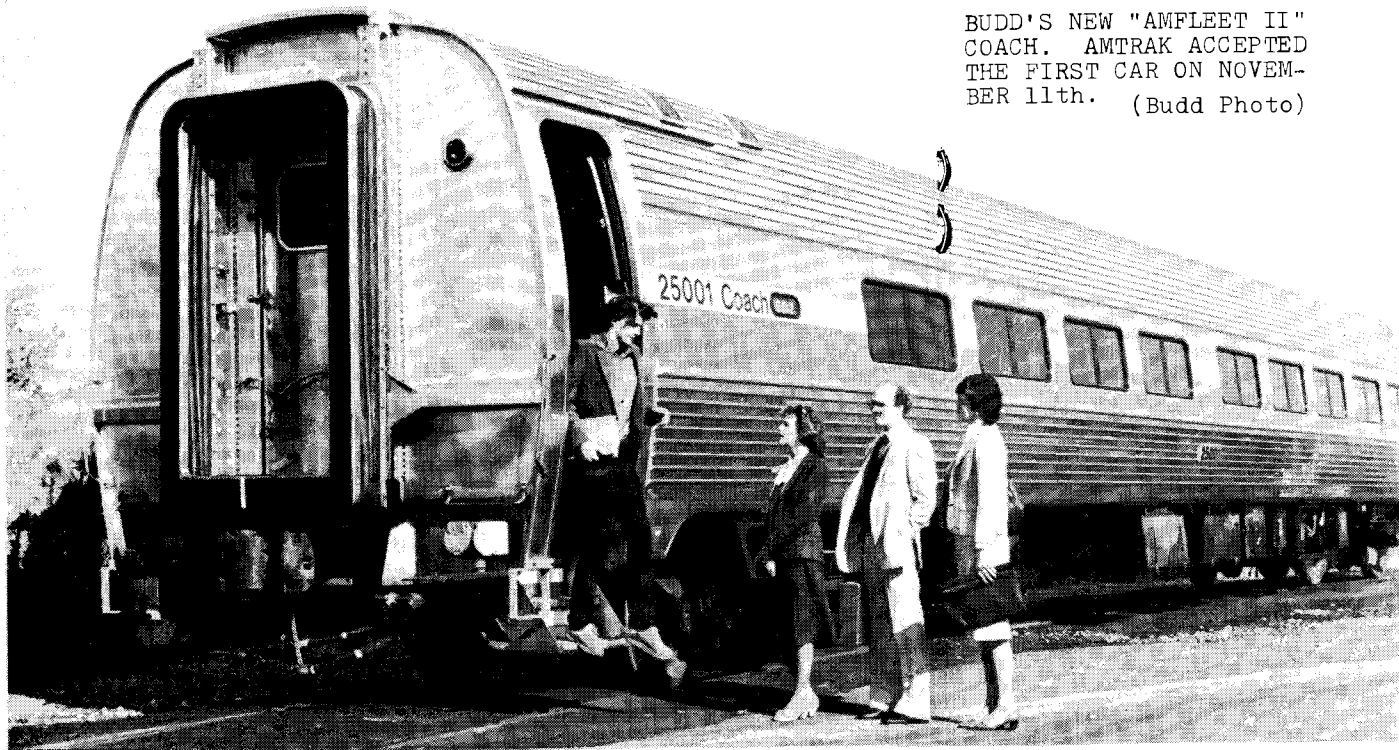
ARP COALITION TO MEET IN CINCINNATI JANUARY 9th . . . . .

The leadership of the various ARPs in "CARDINAL" territory will meet at noon on Saturday, January 9th, in the meeting room of the Cincinnati Railroad Club in the Cincinnati Union Terminal. Organizations represented will be our own Ohio Association of Railroad Passengers, Retain the Train (W. Va.), Save the Train (Ky.), the Virginia Association of Railway Patrons, the Kentucky Association of Railroad Passengers, the Eastern Missouri Association of Railroad Passengers along with several rail passenger activists from Indiana.

The Coalition of ARPs will meet to discuss and to strategize action on several CARDINAL-related concerns, including advertising/promotion/marketing of the train after the initial hoopla dies down, days of operation (new tri-weekly schedule prohibits the popular day-trips to Cincinnati from upriver cities), a push for a return to daily operation/daily operation Cincinnati-Chicago, a push for returning service to Cincinnati Union Terminal, intermediate stops at Oxford, Ohio, and Montgomery, W. Va., and whatever else of a related nature may be brought up. Although this Coalition meeting is mainly designed as a "nitty-gritty" session for the leaders of the various ARPs, interested persons are welcome to attend. It is requested that all who plan to attend contact either Mike Weber (513-851-7959) or Tom Pulsifer (513-372-9868) so we'll know who's coming and also how many to expect. Coalition attendees from east of Cincinnati are already planning to ride the first west-bound run of the reinstated CARDINAL to Cincinnati that day. Coalition chairman is Don Maxwell of Ashland, KY, who is a NARP Region Five Director and Chairman of Save The Train of Kentucky.

OUR THANKS to our OARP members who helped staff our exhibit at Railroadiana Shows in Dayton on November 14-15 and in Springfield on November 29. The Dayton Show was worked by John McCann, Manfred Orlow, Carl and Fran Planner, Al Wolf and son Allen, and Tom Pulsifer. The Springfield Show was worked by Jim Saunders, Dave Marshall, Carl and Fran Planner, and Tom Pulsifer. Ideal weather brought a total of nearly 4000 people to the two-day Dayton Show. We signed up three new members on the spot and two others paid their membership renewals. And we sold quite a few bumper stickers and handed out several packets of Amtrak Form A timetables. We took in \$58 at the Dayton Show, \$10 at the Springfield Show. People who stopped by our table expressed great interest in the return of the CARDINAL and asked many questions about it. Our new "elevated signs" helped draw people to our table. And several other OARP members who were visiting the shows stopped by to chat awhile.

NEW! CARDINAL TIMETABLES! BY THE TIME YOU READ THIS WE EXPECT TO HAVE A GOOD SUPPLY OF THEM. SEND A BUSINESS LETTER SIZE SELF-ADDRESSED STAMPED ENVELOPE WITH YOUR REQUEST. 11



BUDD'S NEW "AMFLEET II" COACH. AMTRAK ACCEPTED THE FIRST CAR ON NOVEMBER 11th. (Budd Photo)

FT. LEONARD WOOD AMTRAK SPECIAL RUNS AGAIN!

Amtrak ran its "Ft. Leonard Wood Special" again this year and OARP learned that the 16 car Amfleet train was completely sold out to the military with no space left for any civilian travel. The train left Ft. Leonard Wood in Missouri at 7:30am on Friday, December 18th enroute to New York City making intermediate stops at St. Louis, Effingham, Terre Haute, Indianapolis, Columbus, Pittsburgh, Greensburg, Latrobe, Johnstown, Altoona, Tyrone, Huntingdon, Lewistown, Harrisburg, Lancaster, Paoli, North Philadelphia, Trenton and Newark.

The westbound "Special" left New York City at 2:00pm on January 2nd, passing through Ohio on the morning of the 3rd. OARP advised all officers and regional coordinators of the train's operation both ways through central Ohio.

FABULOUS FARE INFORMATION FROM FRED FRAYER -- Amtrak's Regional Sales Manager Fred Frayer recently gave OARP information concerning two outstanding Amtrak "Special Promotions" of special interest to our OARP members:

WINTER WHITE SALE -- good January 10 thru April 01, 1982  
Go anywhere EAST where the one way fare is \$45.00 or more and just add \$10 for the round trip! Good on the LAKE SHORE, BROADWAY/CAPITOL, CARDINAL, FLORIDA TRAINS, CRESCENT, CITY OF NEW ORLEANS and the EAGLE.

SUPERLINER PASSPORT SALE -- good January 15 thru April 24th  
From CHICAGO go anywhere WEST and back. Two plans: 14 day "PASSPORT" is \$350 for adult, \$175 for spouse and those 12-21, \$88 for kids 2-11, \$263 for Senior Citizens; 30-day "PASSPORT" is \$440 adults, \$220 spouse and 12-21, \$110 kids 2-11, and \$330 for Seniors. Stopovers are permitted. Sleeper space is in addition to "PASSPORT" fare. RESTRICTION ON TRAVEL: Unlike the old USA Railpass where you had unlimited travel over any line segment, under the PASSPORT FARE any one route segment may be covered no more than twice.

FOR COMPLETE INFORMATION CONTACT AMTRAK OR YOUR AMTRAK AUTHORIZED TRAVEL AGENT.

OARP MEMBER SUGGESTS WORK PROJECT

OARP member Kevin Gregoire used an article he wrote for RAIL TRAVEL NEWS to suggest a work project for OARP. Gregoire, riding Amtrak's LAKE SHORE LIMITED through Elyria, noted that the siding on Elyria's Amtrak Station needed a scrubbing! As soon as our regional coordinators Brove, Kempton and Stevenson can coordinate things with lead Amtrak agent Rich Sherwood, we'll "clean up Elyria"! Kevin Gregoire lives in Pittsfield, Mass., and serves as president of MassARP. His one man campaign recently resulted in getting Pittsfield's Amtrak depot relocated to a more convenient downtown location. OARP members who'd like to help "clean up Elyria" should contact one of the regional coordinators listed. 13

MARCH 20th UPDATE.....

Howard Harding advises we still need candidates to run for NARP regional director, especially from SW Ohio.

ROSS CAPON will attend and address the afternoon NARP Regional Meeting, March 20th.

FULL DETAILS on this important day will appear in the next issue of "the 6:53" which will also be sent to all non-OARP NARP members in Ohio and Indiana.

Contact Howard Harding right away if YOU would like to run for NARP Regional Director or have NARP concerns.

Amtrak's new ARROW reservations computer system is causing massive headaches and problems, OARP has learned. ARROW is overselling a lot of sleeping car space, and underselling a lot of coach space by reporting trains as completely sold out when they are nowhere near being filled to capacity. An example made known to us was a westbound LAKE SHORE LIMITED in late November. ARROW showed the train sold out for several weeks -- no space was available and many potential passengers were turned away. The train reportedly came through Ohio with only 65 people on board! Your OARP president ran into the sleeper oversell problem on his trip to the Interstate Rail Passenger Advisory Council meeting in Harrisburg in November. The computer problem even made the CBS Evening News with Dan Rather a few weeks ago.

Switching to a more positive note, Amtrak's Great Lakes Region (including Cincinnati and Toledo) won the top sales award for 1981. Congrats to Fred Frayer and Gary Stupka and the others in the Region!

The Cincinnati-Indianapolis-Chicago rail corridor is one of five routes that Amtrak and the Federal Railroad Administration will study, as soon as funds are approved, for possible high-speed "bullet" trains. A House-Senate conference report accompanying the FY82 appropriations legislation which was passed by Congress December 14th contained language directing the FRA and Amtrak to do the feasibility study.

## OARP NEW MEMBERSHIP

COUPON

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 together 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

YUM YUM ON AMTRAK

Reproduced here, and also on the following page, are the complete dining car menus which have been featured on Amtrak's BROADWAY LIMITED and LAKE SHORE LIMITED (as well as selected other trains) for the past few months. Reaction to the food service by OARP members has ranged from "good" to "a real bummer". It appears that food service is fairly good at times when the dining car is not full and the dining crew is not rushed. When conditions are crowded -- expect less-than-good quality and service. Due to budget cutbacks affecting Amtrak's food services, almost all food items are now portion controlled and pre-packaged. Hot food items are prepared in either microwave or convection ovens. Labor costs have been reduced by cutbacks on dining car personnel. The steward now doubles as a waiter. Then there's usually one or two additional waiters. And there is only one chef in the galley now. The niceties are (continued...)

## Mid-Day And Evening Fare

Please make a complete menu selection at this time and pay when order is placed

Use This Column To Total Check

**Dining Across America  
Dinner Selections**

COMPLETE ENTREE SELECTIONS  
Served With Appetizer, Lettuce And Tomato Salad, Amtrak Dressing, Roll and Butter and Beverage.

- Coffee  Tea (Iced or Hot)  Milk  Sanka
- Braised Boneless Short Ribs of Beef** ..... 6.75  
French Cut Beans With Mushrooms and Spiral Noodles
- Baked Breast of Chicken** ..... 5.50  
Rice Pilaf, Buttered Mixed Vegetables
- Mixed Seafood Americana** .... 5.50  
Baby Shrimp, Crab Meat and Scallops Prepared in a Light Sauce. Steamed Rice and Buttered Peas
- Lasagna** ..... 5.25  
The Classic Italian Pasta Garnished With a Vegetable Medley

**For Younger Travelers and Passengers  
Desiring Lighter Fare**

- Roast Turkey Breast And All The Fixin's** ..... 3.95  
Giblet Gravy, Country Stuffing Candied Sweet Potatoes, Garden Vegetables.  
Choice of Beverage  
 Coffee  Tea  Milk  Sanka
- Grilled Cheeseburger** ..... 2.50
- Ham And Swiss Cheese On A Soft Roll** ..... 2.75  
Sandwiches Are Served With Lettuce, Tomato and Pickle Spear  
Choice of Beverage  
 Coffee  Tea  Milk  Sanka
- Desserts**  
 Apple Pie or  Cheese Cake ..... 90

- Beverages**
- Seven Up ..... 50  Beer ..... 1.25
  - Diet Soda ..... 50  White Chablis Wine . 1.75
  - Coca Cola ..... 50  Red Burgundy Wine . 1.75
- PRICE INCLUDES ALL STATE AND LOCAL TAXES

TABLE NO. \_\_\_\_\_ TOTAL CHECK \_\_\_\_\_

RECEIPT TOTAL CHECK \_\_\_\_\_

TABLE NO. \_\_\_\_\_



# Good Morning

Please make a complete menu selection at this time and pay when order is placed

## Dining Across America

### Breakfast Selections

**Number One** ..... **3.95**

Chilled Juice  
Omelet Stuffed  
Cheddar Cheese  
Sliced Ham And Browned Potatoes  
Breakfast Roll, Butter and Jelly  
 Coffee  Tea  Milk  Sanka

**Number Two** ..... **3.95**

Chilled Juice  
Twin Apple Stuffed Crepes  
Potato Pancakes and Pecan Puff  
Butter and Jelly  
 Coffee  Tea  Milk  Sanka

**Number Three** ..... **3.95**

Chilled Juice  
Scrambled Egg and Cheese Croquettes  
Smoked Ham and Pecan Twirl  
Butter and Jelly  
 Coffee  Tea  Milk  Sanka

### For Younger Travelers and Passengers Desiring Lighter Fare

**Canadian Bacon, Egg and Cheese** ..... **2.50**

Served on an English Muffin  
With Chilled Juice and Choice of  
 Coffee  Tea  Milk  Sanka

**Dry Cereal With Fruit and Milk** ..... **1.95**

Chilled Juice and Choice of  
 Coffee  Tea  Milk  Sanka

PRICE INCLUDES ALL STATE AND LOCAL TAXES

TABLE NO. \_\_\_\_\_ TOTAL CHECK \_\_\_\_\_

RECEIPT \_\_\_\_\_ TOTAL CHECK \_\_\_\_\_

TABLE NO. \_\_\_\_\_



Use This Column To Total Check

gone. No more tablecloths or flowers in bud vases. Table service is plastic and disposable, but fairly durable. Amtrak Dressing, which comes with your Lettuce & Tomato Salad, resembles Thousand Islands style, but comes in a small tear pouch with a picture of an airplane on it.

Children are the real losers. Parents of small children will examine the menus and quickly determine that a cross-country Amtrak trip will, at chow time, be less than delightful even under "good" conditions. There is no ice cream to be found anywhere on Amtrak anymore!

Provisioning of trains is inconsistent. Your OARP President was served a week-old ~~heeky-puek~~ breakfast roll on the BROADWAY only 14 hours out of Chicago, where the train could have and should have been provisioned with fresh bakery goods. No excuse for that!

On some trains, the Steward has asked some passengers to fill out extensive questionnaires on the food service. Hopefully the comments will be read and will serve to help improve the overall quality of both food and the service so that meals on trains can once more be pleasurable to all who dine.

## BUDD COMPANY UNVEILS NEW "AMFLEET II" CARS FOR AMTRAK ----

---- by Paul S. Bunting

The rain stopped and the skies cleared just in time on Wednesday morning, November 11th, for the Budd Company to take the wraps off the first of the new "Amfleet II" cars for Amtrak. Thanks to several phone calls by our OARP president I was able to gain a "press pass" to the ceremonies.

The Veteran's Day dedication at Budd's primary rail carbuilding plant, the Red Lion facility, in the northeast section of Philadelphia, featured Amtrak President Alan S. Boyd who said, "This order of new cars will have a far reaching impact on the quality of service that Amtrak provides and has helped to preserve the rail car manufacturing business in the United States."

The order referred to by Boyd includes 125 long-distance coaches and 25 lounge-cafe cars, 150 altogether, at a cost of one million dollars each! The "Amfleet II" cars, also known as "Son of Amfleet", are a variation on the basic Amfleet car with modifications making them more appealing for long-distance trains.

Windows, albeit tinted, are slightly larger (22% by Amtrak's measurements) and seat headrests will be flat, in contrast to the winged design of Amfleet "I". Seating density will be low with 59 seats plus one handicapped seat. Interior colors will not resemble the garish, psychedelic reds, oranges and purples of the original Amfleet, which often resulted in eye fatigue. Instead, passengers will be treated to neutral earth tones now common with Amtrak's "Heritage Fleet" cars.

The new cars will make their debut on Amtrak's Florida Services -- first the SILVER STAR followed by the SILVER METEOR. Also scheduled to be equipped with the new Amfleet II cars is the BROADWAY LIMITED/CAPITOL LIMITED, re-equipped with Heritage Fleet cars only two years ago.

Amtrak Public Affairs spokesperson Diane Elliott explained to me that the Heritage sleepers and diners would remain on the BROADWAY/CAPITOL since this new Amfleet order only includes coaches and lounges. But she could not explain why Amtrak management has decided to displace the Heritage coaches with Amfleet II coaches nor what their disposition would be upon displacement.

Present for the ceremonies were various Budd employees from laborers to executives, the news media, and representatives from NARP and a few other ARPs.

Just prior to the symbolic ribbon cutting by Amtrak President Boyd, brief statements were made by local politicians. Congressman Charles Dougherty said, "As long as I am in Congress, Amtrak can be assured that it will get whatever it wants; provided that any new equipment ordered is made here at the Budd Company!" Congressman Bill Gray, who sits on the House Appropriations Committee, echoed Dougherty's predictable and obligatory rhetoric. Gray added, "I won't say anything about Amtrak's food service because this has been a good day so far and I don't want to ruin it!"

OARP understands that, as of presstime, only fourteen of the new Amfleet II cars have been delivered, due to a strike by WABCO

which makes the brake components for the Budd-built cars. It should be noted that, with the conversion of the SILVER STAR to the new equipment, Amtrak's fleet will be totally electric. At the same time, all of Amtrak's equipment will be either new or totally rebuilt -- a far cry from the days ten years ago when Amtrak's fleet consisted of largely ancient hand-me-down passenger cars from other railroads. The "steam age" of passenger railroading will have passed into history.



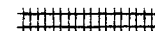
Amtrak President Alan S. Boyd (above) addresses the crowd attending the dedication of the new Amfleet II Cars at the Budd Company Red Lion Plant and (below) responds to questions from the Philadelphia media. (Photos: Paul Bunting)



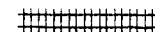
Amtrak President Alan S. Boyd and a Budd Company official cooperate in scissoring the ribbon to officially dedicate the first of the new Amfleet II cars on November 11, 1981. It will be of interest to Ohioans to know that three Ohio firms are listed as vendors for materials used on the new Amfleet II cars; Republic Steel Corp. (steel), Saramar Aluminum Co. (aluminum extrusions), and RCA Rubber Co. (floor coverings). (Photo: Paul Bunting)

(Note: In the lower photo on the previous page the railcar in the background is one of the new SPV2000 rail diesel cars for the New York MTA commuter rail service.)

Leonard Ronis, who is the general manager of the Greater Cleveland RTA, was recently re-elected president of the American Public Transit Association (APTA).



At Amtrak, Thomas P. Hackney, Jr. has recently been named chief operating officer in addition to serving as group vice-president of operations and maintenance. And Amtrak president Alan S. Boyd has assumed the additional title and responsibilities of chairman of Amtrak's Board of Directors.



The cover page of a recent USDOT/FRA publication entitled "Summary of Accidents Investigated by the Federal Railroad Administration - Calendar Year 1979" displays a photo of a New Haven Railroad EF-3 0150 class "Yellow Jacket" electric freight locomotive hauling a 1940's vintage freight train! (Wonder if Bob Blanchette is also a member of the NRHS?)

OARP Pres. Tom Pulsifer, while in eastern Pennsylvania for the Interstate Rail Passenger Advisory Council Meeting on November 23rd, met with officers of the Keystone ARP and Delaware Valley ARP on November 21st and with longtime transportation activist Lettie Carson at Newtown, Pa., on the 22nd. Pulsifer gained notoriety in the Columbus press for being the only delegate to the Interstate Compact meeting to take the train to and from Harrisburg!

UPCOMING OUTREACH OPPORTUNITIES!!

OARP tentatively plans to have displays at the EUCLID SQUARE MALL's 3rd ANNUAL RAILROADING EXPOSITION (Feb. 3-7) and TOLEDO'S SPRING RAILROAD SHOW (Mar. 14) at the Fairgrounds. To do these we will need the support of several area OARP members willing to put in a few hours of time well spent to staff our display table. Contact your regional coordinator if you can help in this way.

British Rail's new ADVANCED PASSENGER TRAIN made its first trip on December 7th from Glasgow to London. The unique "tilting body train" made the 401-mile run with 260 passengers in four hours, 14 minutes, traveling at speeds up to 125mph on existing trackage.

OARP member PAUL LANING was the subject of a feature article in the Sandusky Register of November 26th. Laning, now 81, is a noted authority on rail history in northern Ohio.

Amtrak has added a new stop at EXTON, Pa., for several of its KEYSTONE SERVICE trains. Stop serves a growing suburban area west of Paoli.

Amtrak's new express Metroliner service (NY-WASH) posted a 96% on time record for the first three weeks of its operation. 20

Amtrak's new Vice President/Government Affairs is JAMES H. ENGLISH, a long-time Senate Appropriations Staff Director who has bi-partisan credentials with 12 years of experience on Capitol Hill. English replaces Larry Gilson who last September was named Vice President/Corporate Development, a new department at Amtrak.

DID YOU KNOW... that Amtrak's average speed, systemwide, has risen substantially in recent years? Excluding station stops, the current average is 55 mph, up from 49 mph as recently as 1979. New York, Michigan and California are each putting state monies into track improvement programs along Amtrak routes.

Your OARP President has asked ORTA to look into ways to preserve the right-of-way of the NATIONAL LIMITED route between Dayton and the Indiana state line. Conrail has listed most of this route segment for abandonment. Parts of this line have been out of service since the last NATIONAL LIMITED rolled west in October of 1979.

Word from NARP is that a new NARP BROCHURE is in the works and should be available in a few months.

HAVE YOU ORDERED YOUR OARP 1982 CALENDAR YET? See page 23 . . . . .

OARP member Judy Gray of Columbus reported her experiences when a Conrail coal train derailment at Tyrone, Pa., on November 28th resulted in the busing of BROADWAY LIMITED passengers between Harrisburg and Altoona. Judy, who had boarded at Newark, N.J., said the New York-Harrisburg train was Amfleet coaches only. Four Greyhounds took passengers around the wreck site. The normal consist of the BROADWAY was waiting for them at Altoona. Despite a snafu regarding who was supposed to be on which bus (one bus took local passengers on to Pittsburgh), Judy reported the train was only 1:40 late out of Altoona. The Conrail wreck destroyed the Tyrone depot, a stop for Amtrak's PENNSYLVANIAN.

ORTA held a joint meeting with PennDOT in Greentree (Pittsburgh), Pa., on December 7th regarding extending Amtrak's PENNSYLVANIAN to Cleveland. Both states want the extension. Henceforth, both states will cooperate on a joint proposal to Amtrak. PennDOT wants the New Castle area to be served enroute. ORTA will push for stops to serve the Youngstown and Akron areas.

OARP member Mark Adamcik reported Amtrak's inspection car #10000, a Heritage Fleet coach and an F40PH pulled past Cleveland's Amtrak station at 7:30am on December 10th and switched over to the Alliance line. At press time OARP has been unable to secure details on this particular "passenger extra".

The Newark-Heath-Buckeye Lake Scenic Railway plans to take over the former B&O Shawnee Branch from Newark, Ohio, south to I-70 and operate excursion trains with historic railway equipment.

RENEW YOUR OARP MEMBERSHIP PROMPTLY

Latest statistics from NARP show, as of November 19, 1981, that Ohio has 445 NARP members. Ohio ranks 7th. California ranks 1st with 1,727 NARP members. In per capita membership, the District of Columbia ranks 1st with 401.4 NARP members per 1 million population. Ohio ranks 28th with 41.2 NARP members per 1 million population.

Columbus area OARP members should go see the ORTA High Speed Train billboard on Lane Avenue facing Route 315. It is lighted at night. The billboard space was donated to ORTA by the Legg & Davis Company of Columbus.

ORTA's executive director Bob Casey reported that Conrail's plan to abandon 402 miles of freight lines in Ohio threatens as many as 9,000 jobs. Nineteen Conrail lines that are scheduled for abandonment in February serve 119 shippers that employ 9,000 people.

It's official! Conrail will downgrade the 191 mile Pittsburgh-Columbus mainline (ex-PRR) to local freight service only, routing any through traffic via Crestline. Conrail will thus avoid track-age rights fees over the B&O-owned line between Newark and Columbus. 21

JANUARY 1982/

# CLASSIFIEDS

## Shoppers' Bazaar

### ART GALLERY/FRAME SHOP

Port Clinton, Well Established. Price Includes Station Wagon. Owners Will Trade Low Down, Owner Financing. Call Collect (216) 762-4239. VR Business Brokers.

### BOOKS

"One Basketball and Glory", the complete 136 page book on Bevo Francis, coach Newt Oliver, and fabulous Rio Grande College teams of 1953-54. For your copy—send \$3.00 to: Athletic Department, Rio Grande College, Rio Grande, Ohio 45674.

### MISCELLANEOUS

1982 Train Calendar. Convenient 9 x 12 Size Features Full-Color Photo Of Amtrak Trains: Whole Year At A Glance. Send \$1.00 Donation To: Ohio Association Of Railroad Passengers, Box 653-0, Xenia, Ohio 45385.

## A LOT OF THE PRIZES CHIEF

so join OARP. At the right is a simple ad we've had prepared and if YOU can use this in some publication, just ask OARP for a camera-ready "slick". We sent press releases (plus sample calendars) to travel news editors of several major Ohio papers. The Dayton Daily News was the first paper to use the release and to date we've had a pretty good response with people writing in for calendars. With each calendar we enclose an OARP brochure. Some people also ask for train information and we enclose an Amtrak Form 7 (East-Midwest) timetable with those requests.

Everything helps. You can help too by using every and any opportunity you have to promote OARP and promote our quality informational calendars.

WE ARE PROMOTING SALES OF OUR 1982 OARP CALENDARS. Obviously we need to replenish our treasury. Last year we had 5000 calendars printed at a cost of nearly \$900. This year we had 6000 calendars and a bill of \$1,566! We've sold quite a few already, but we need to sell more. Though we consider the calendars as promotional items, they are worth much more than our membership brochures in terms of value per printed piece. At the left is the ad which we're running in the January issue of OHIO MAGAZINE. This publication has a monthly circulation of about 55,000 and, of course, more than that number will read each issue. We hope that some of the people who send in their dollar donations for calendars will perhaps al-

Rea  
Sp  
•E  
Pr  
Ir  
(/



# 1982 TRAIN CALENDAR

convenient 9 x 12 size features full-color photo of Amtrak trains; whole year at a glance.

**SEND \$1.00  
DONATION to  
OHIO ASSOCIATION  
OF RAILROAD  
PASSENGERS  
P.O. BOX 653  
XENIA, OHIO 45385**



OARP 1982 CALENDARS PROVING VERY POPULAR! ORDER YOURS NOW!

We're already receiving many favorable comments on our 1982 OARP CALENDAR. Similar in format to our popular 1981 version -- OARP's 1982 CALENDAR measures 9" by 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:

( ) ONE COPY \$1.00

name

( ) TWO COPIES \$1.50

address

( ) FIVE-PACK \$2.00

city

( ) TEN-PACK \$3.50

state

zip

( ) 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

Jan "6:53"

"the 6:53" is the official bi-monthly (Jan-Mar-May-Jul-Sep-Nov) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 675+ 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**



WOODHILL INDUSTRIES  
THE HANDICAPPED

**FIRST CLASS MAIL**

