



"IN 1982, THE CARDINAL IS DOING WELL. SURPRISINGLY WELL."

So states Amtrak's April Report to Congress on Amtrak's Efforts to Improve the Cardinal. OARP is mentioned several times in reference to our efforts to help promote travel on the Cardinal Route. Complete story starts on page three...

Photographer Daniel W. Roark has captured the westbound Cardinal on film as it slows for the station stop at South Portsmouth, Kentucky, alongside the scenic Ohio River which it will follow closely all the way down to Cincinnati.

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**Official Publication  
of the Ohio Association  
of Railroad Passengers**



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\* - NARP Region VI Director PLEASE BE CONSIDERATE; CALL OTHERS AT REASONABLE HOURS

May 1, 1982

CARDINAL Is Doing "Surprisingly Well"

Statistics released by Amtrak late in March showed that the CARDINAL, which OARP and others helped to reinstate, has posted an 83% increase in ridership so far this year as compared to the same period in 1981! The CARDINAL was eliminated for several months at the end of 1981 because ridership on the train failed to measure up to the Congressionally imposed standards that Amtrak trains average at least 150 passenger miles per train mile.

Thanks to several influential Congressmen, and organized protests by NARP, OARP and others along the CARDINAL's route, the train was reinstated to a tri-weekly service on January 8. When the train was discontinued it posted an average of 123 PM/TM. Now, since its reprove, the CARDINAL is posting 138 PM/TM and is expected to meet the 150 PM/TM standard by the end of this year. It seems quite clear at this time that the CARDINAL will survive on its own merits.

On April 1st, Amtrak issued its REPORT TO CONGRESS ON AMTRAK'S EFFORTS TO IMPROVE THE CARDINAL. The 12-page document, plus appendix, is one of the most positive reports we have seen come out of Amtrak in some time. We quote the following: "In 1982, the CARDINAL is doing well. Surprisingly well. On January 8 the triweekly CARDINAL began operating with three Heritage Fleet coaches, a 10-roomette/6-bedroom sleeping car, and a cafe-lounge. In mid-February a fourth coach was added to the consist to handle demand. Up to six coaches are currently assigned to the CARDINAL to handle the steady growth in ridership. On March 5, as an experiment, a second sleeper was added westbound to test demand. Due to the late entry in the reservations computer, only 3 rooms sold westbound, but, because of the additional time in the reservation system, the eastbound second sleeper on March 7 nearly sold out.

"At present, ridership on the CARDINAL is up significantly over similar days of operation in 1981. There are various reasons why this has occurred, including: the severe winter of 1981-82, the \$10 return fare, the decreasing frequency of air and bus service along the CARDINAL's route, the on-route activities of various rail groups, Amtrak's route advertising and aggressive sales promotion efforts."

The report also reveals that there have been specific days when the CARDINAL has exceeded the 150 PM/TM standard, with a high of 277 PM/TM for the westbound run on March 21st! Many passengers are attracted to the through coaches and sleeping cars to and from Philadelphia and New York City.

There have already been several days when the train has been SOLD OUT! That's good news for the future of the CARDINAL, but not good for those wanting to ride. OARP understands that, while the CARDINAL will remain tri-weekly this Summer, extra coaches and sleepers will be added to help accomodate the rail travelers. Again, we urge you to RIDE THE CARDINAL, but MAKE YOUR TRAVEL PLANS EARLY to avoid disappointment or problems.

CARDINAL ADVERTISING . . .

The appendix to Amtrak's REPORT TO CONGRESS ON AMTRAK'S EFFORTS TO IMPROVE THE CAR-

DINAL include several examples of route-specific print ads developed and funded by NARP, Save the Train of Kentucky, and UTU Local 1282 of Peru, Indiana. NARP's CARDINAL advertising fund has been helping Save The Train of Kentucky with print media and radio promotions in the Charleston-Huntington-Ashland area. Very soon, NARP's advertising coordinator John DeLora is expected to work with OARP on CARDINAL-specific advertising to be placed in the Cincinnati-Hamilton-Richmond area. NARP's suggestion is to concentrate promotional matter towards developing the western half of the CARDINAL's route which is where ridership is weakest.

OARP thanks those members who did send in donations to OARP for CARDINAL advertising purposes. Every little bit helps. Many people do not realize what good, effective advertising costs. A typical 60 second spot on an average radio station during peak listenership periods will run anywhere from \$35 on up. On the "biggie" radio stations, a primetime 60 second spot may start at \$100! A nominal newspaper ad, about 4" across by 6" deep might average between \$40 and \$75, with the rates much higher for big city papers. OARP intends to use well-placed radio and newspaper ads to reach as many people as possible for the lowest possible price. Obviously, we'll reach more people during PM drivetime than between midnight and six am although the midnight rates are much lower. So... it is better to run a couple of well-placed spots during PM drivetime than it is to saturate the airwaves at a lower cost while the world is sleeping.

CINCINNATI UNION TERMINAL . . .

OARP is pleased to tell you that Amtrak and the redeveloper of Cincinnati's Union Terminal have begun negotiations to move the CARDINAL's Cincinnati station stop back into the Terminal, a highly visible and attractive facility with more than adequate safe parking and easier access to and from major expressways. Amtrak does favor using CUT, partly because of its access to city transit lines and it would reduce the CARDINAL's running time by at least 15 minutes on its present route. Amtrak has stated that if appropriate ticketing and other passenger related facilities can be constructed within CUT, along with certain operating and lease arrangements, the corporation has agreed to return to Cincinnati Union Terminal. OARP understands that the negotiations between Amtrak and the redeveloper (the Skilken organization) thus far are positive. Joseph Skilken is personally aware of OARP's strong support for returning Amtrak to CUT. And, of course, Amtrak is also well aware of our concern in this regard. We also understand the City of Cincinnati is now looking at an undeveloped section of the massive CUT complex for expanded convention and exhibition facilities. This would be an excellent draw to increased utilization of the Terminal facilities!

EXPERIMENTAL "SPRING BREAK" STOP AT OXFORD, OHIO, A SUCCESS!



AMTRAK'S CARDINAL STOPS AT THE SPRING-ELM STREETS GRADE CROSSING IN OXFORD, OHIO, MARCH 13th TO PICK UP A GROUP OF MIAMI UNIVERSITY STUDENTS LEAVING CAMPUS FOR THEIR SPRING BREAK. [photo by John K. Wilson]

Amtrak's CARDINAL made special stops at Oxford, Ohio, March 11-13 and 20-21 to take Miami University students to and from their homes for Spring Break. With only 12 days' advance notice, OARP spent about \$35 on leaflets and posters for campus bulletin boards and arrangements were made with Butler County AAA and Travel Unlimited to sell tickets. Nearly 70 round-trip tickets were sold, despite the short notice, and several additional one-way tickets were sold for returns to the campus. OARP estimates that this experiment generated \$4,200 in revenue for Amtrak. Amtrak has already indicated willingness to repeat the experimental stops at the end of the semester this June. OARP will continue to cooperate in promoting the special service to and from Oxford. Mike Weber and John Wilson did most of the OARP work in connection with the Oxford experimental stops. They worked closely with Fred Frayer (Amtrak Regional Sales Manager) and Bill Gallagher (Senior Director/Route & Service Planning) and with the two travel agencies. Mike reported that ALL trains involved were on time and that all the train crews were very cooperative and delighted to accommodate the extra passengers. Public transportation alternatives in the Oxford area are poor, and the Miami University student body is not allowed to have cars on campus. In recent years charter buses have been the predominant means for mass movements of students in and out of the community. Hopefully, Amtrak will now become a prime means of passenger transportation to and from Oxford, Ohio!

TRANSPORTATION SECRETARY DREW LEWIS SPEAKS OUT ON AMTRAK !!!

"I would be adamantly opposed to shutting down Amtrak. One of the reasons that we're going to continue to spend money on the Northeast Corridor Improvement Project is that we believe in it and it makes sense. It is the way to move people in the Northeast Corridor, but it just is not the way to move people from Washington to Cincinnati." [from interview with RAILWAY AGE's Bill Fahrenwald and published in the March 8, 1982 issue]

"My concern with Amtrak is that it has become a political system. I know your railroad buffs love the idea of a train going from Washington to Cincinnati but no one travels on it. ...the bottom line, I think, is a more corridor oriented system with perhaps one or two cross-country lines." [from interview with MODERN RAILROAD's Tom Shedd and published in the April 1982 issue]

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While we at OARP appreciate Mr. Lewis' recent visible interest in Amtrak's new Superliners at a Family Days event in Albuquerque, plus his generally favorable attitude towards Amtrak and rail transportation in general; we fail to understand his vendetta against Cincinnati and Amtrak's CARDINAL in particular. Certainly it shows that Mr. Lewis has not traveled on the CARDINAL recently. He would probably be rather surprised to find a lot of revenue passengers on the train -- and probably very few vacant seats, especially on the weekends. We don't believe he'll find many rail buffs riding the CARDINAL -- because a lot of common citizens in this territory depend upon the CARDINAL thanks to poor or non-existent alternative public transportation. And we believe that if Mr. Lewis were kept better informed about the status of the CARDINAL of 1982, he'd back off on his vendetta. IT WOULD BE AN EXCELLENT IDEA IF ALL USERS OF AMTRAK'S CARDINAL WOULD TAKE A FEW MOMENTS TO WRITE MR. LEWIS A PERSONAL LETTER TELLING HIM YOU DO RIDE THIS TRAIN, THAT THIS TRAIN IS NEEDED AS AN IMPORTANT PART OF A BASIC NATION-WIDE RAIL PASSENGER SERVICE NETWORK. WRITE HIM NOW, AND GET OTHERS YOU KNOW WHO USE THE CARDINAL TO WRITE ALSO!

ADDRESS YOUR LETTER TO: THE HON. DREW LEWIS  
SECRETARY OF TRANSPORTATION  
400 7th STREET, S.W.  
WASHINGTON, DC 20590

Last year your letters to Congress helped save the entire Amtrak rail passenger system. Your letters DO count!

Eight OARP officers/members [Doug Hudson, Mark Adamcik, Bill and Carolyn Glasser, Al Wolf, Tom Pulsifer, Dave Dawson and John Wilson] plus ORTA's Bob Casey attended NARP's Region 3 Annual Meeting in Pittsburgh on March 6th. This meeting concluded with a charter "inspection trip" over several of the Port Authority Transit light-rail lines using a recently refurbished PCC car. OARP has promised closer cooperation with Region 3 activists as plans proceed for interstate Amtrak services.

##### 6 #####

OARP MEMBER CRAIG COLLEY ORGANIZING AND HOSTING TRIP SERIES

Our own Craig Colley, of near Portsmouth, Ohio, has been busy promoting travel by train. He has been organizing and hosting a series of escorted rail trips utilizing Amtrak's CARDINAL. The first was a highly successful round-trip from South Portsmouth to Cincinnati the weekend of February 6-7. On April 16-19 Craig organized and escorted a rail trip to Washington, DC. Sixty-eight participated in that trip. In connection with the AAA Travel Agency in Portsmouth, Craig has ten escorted trips to Cincinnati planned for this Summer, along with a rail trip to Myrtle Beach (leaving June 19th) that will utilize both the CARDINAL and the PALMETTO trains.

Craig is also arranging for "trailblazer" signs to be posted selectively in the City of Portsmouth, pointing the way to the Amtrak station across the Grant Bridge in South Portsmouth. In connection with the NARP/CARDINAL advertising campaign Craig has been working with Region 5 NARP Director Don Maxwell on placing selective advertising for promoting travel on the CARDINAL. THE PHOTO SHOWS MEMBERS OF CRAIG COLLEY'S FEBRUARY 6th CINCINNATI WEEKEND TOUR GROUP WAITING TO BOARD THE CARDINAL AT SOUTH PORTSMOUTH STATION. [photo by Daniel W. Roark]



CHARLES E. SHORT [Box 1666, Lafayette, IN 47902 (317)743-2040] is anxious to organize an ARP in Indiana. OARP hopes his efforts "get out onto the main track" and we'll cooperate in any way possible. A mailing to Indiana NARP members is slated soon in a direct effort to reach and organize rail passenger transportation advocates in the Hoosier State. There are over 150 NARP members in the State of Indiana at this time.

##### 7 #####

## Ohio Senate Acts On Hi-Speed Issue

The Ohio Senate Rules Committee, by a 6-4 vote on Thursday, April 22nd, approved the Hi-Speed Passenger Rail System ballot issue [H.J.R. 1] for a vote by the full Senate on Wednesday, April 28th. If H.J.R. 1 passes in the full Senate it will be a squeaker. Twenty votes are needed in order to place the issue on the November 1982 ballot for vote by all citizens of Ohio. H.J.R. 1 would fund the proposed Hi-Speed Rail Passenger System through a one cent increase in Ohio's sales tax.

OARP members should keep alert for developments. IF H.J.R. 1 PASSES THE FULL SENATE AND GOES ONTO THE BALLOT IN NOVEMBER, WE WILL PLAN TO MODIFY OUR AGENDA FOR THE OARP ANNUAL MEETING IN DAYTON, MAY 22nd, SO WE CAN ADDRESS OUR INVOLVEMENT WITH THE CAMPAIGN. OARP officers and regional coordinators will be notified of the outcome of the April 28th Senate vote. They are your best source of updated information in this regard.

The third meeting of the High Speed Rail Passenger Interstate Compact (OH-MI-IL-IN-PA) will be held June 11-12 in Toronto and Montreal. Delegates will meet on an LRC-equipped VIA train running from Toronto to Montreal and will take a guided tour of Bombardier Ltd.'s LRC plant at Boucherville, Quebec. Ohio delegates are David Weir, OhioDOT Director and ORTA board member Tom Pulsifer.

INVITE A FRIEND TO JOIN OARP !!

Your OARP President and NARP Region 5 Director Donald Maxwell met recently in Cincinnati with officers of the Kentucky ARP in efforts to provide assistance to KyARP. KyARP, through its current President Ralze Dorr of Louisville, had originally requested to merge with OARP. The recommended course of action is to keep KyARP a separate entity and to help in various ways to strengthen their organization. KyARP plans a reorganizational meeting on May 15th in the Lexington/Frankfort area.

### BAGGAGE & EXPRESS

Transportation Secretary DREW LEWIS was in Columbus, Ohio, for an April 20th Republican Party fund-raiser and wasted no time taking more negative pot shots at Amtrak's CARDINAL. An OARP member who was present did get to speak with Lewis and came away with the feeling that Lewis "has his mind made up and doesn't want to be confused with the facts".

OARP OUT-REACH — We'll have display tables at the Railroad Show & Flea Market in Springfield on April 25th and in Kirtland (near Cleveland) May 15 & 16. Willard Edson prepared a nice display of OARP and Amtrak materials at a similar event in Toledo on March 13-14 and we did pick up some new memberships as a result.

TRAVELERS ADVISORIES: OARP ADVISES EARLY RESERVATIONS FOR TRAVEL ON AMTRAK THIS SUMMER; SOME FIRST CLASS SPACE IS ALREADY SOLD OUT ON THE LAKE SHORE LIMITED FOR CERTAIN DAYS. AND... BE ADVISED THERE IS NO LONGER ANY FOOD SERVICE ON THE LAKE CITIES BETWEEN TOLEDO AND DETROIT, HOWEVER THE FOOD SERVICE CAR IS STILL STAFFED BETWEEN DETROIT AND CHICAGO IN BOTH DIRECTIONS.

AMTRAK'S BROADWAY LIMITED TO REMAIN ON LIMA - FT. WAYNE LINE

OARP learned on April 8th that Conrail and Amtrak officials reached an agreement in Washington that will allow Amtrak's BROADWAY LIMITED/CAPITOL LIMITED to continue serving Lima, Ohio, and Fort Wayne, Indiana. The Federal Railroad Administration was also a participant in the agreement.

As OARP understands it, the agreement allows Conrail to remove one of the two main tracks between Bucyrus, Ohio, and Hobart, Indiana. Conrail will, however, be required to upgrade the remaining main track and install automatic block signal protection for movements in both directions. Conrail said the cost of the track and signal work will be approximately \$8.5 million. Conrail will spend additional funds rebuilding rail spurs into the various industries along the line.

Originally, Conrail's proposed downgrading of the Bucyrus to Hobart portion of the Pittsburgh - Chicago mainline would have forced the rerouting of Amtrak's BROADWAY LIMITED, bypassing Lima and Fort Wayne, stations which generate a good deal of passenger revenue for Amtrak. During the week of March 14th an Amtrak inspection train criss-crossed northern Ohio and Indiana taking a look at possible options. It was Amtrak's feeling that the present route was the best available option and thus the agreement was negotiated.

OARP is pleased that the BROADWAY/CAPITOL will remain on the Lima - Ft. Wayne route, without much interference from Conrail freight trains. OARP also learned that a "second choice" option for the train was to operate it from Pittsburgh to Cleveland via Alliance, then to Chicago via Toledo and Elkhart -- as an overnight train in both directions between Cleveland-Chicago and as a day train between Cleveland-New York/Washington.

OARP understands that Amtrak is taking a "hard look" at purchasing the former Big Four line between CINCINNATI and INDIANAPOLIS and upgrading it for high-speed passenger train operation and to get the CARDINAL into Indianapolis. Conrail has the Lawrenceburg Junction - Shelbyville segment up for abandonment and it is this particular line segment that Amtrak wants to preserve for future use. Amtrak has not yet made an offer to purchase the line segment and a group of freight shippers in the Shelbyville area are attempting to negotiate purchase to retain local freight service to and from their industries. Amtrak inspected both the Big Four route and the B&O (via Hamilton & Rushville) route in January and expressed a desire to acquire and upgrade the Big Four line as the preferred route for that portion of a CINCINNATI-INDIANAPOLIS-CHICAGO rail passenger service corridor.

OARP is in communication with the NEBRASKA ARP [Daniel A. LaKemper, P.O. Box 3182, Omaha, NE 68103] regarding their proposal for a "new NATIONAL LIMITED" as a true transcontinental rail passenger service. We were able to provide significant input on basic routings and track conditions in this area. The Nebraska ARP is enlisting assistance and support from other ARPs in regards to this proposal.



**DID YOU DO IT YET ????**

Did you write your Congressman and your two U.S. Senators to thank them for adequately funding Amtrak in Fiscal Year [FY] 82 and to request full funding of \$788 million which has been already authorized for FY 83.

Remember, the letters from many, many train users from all over the country DID help save the Amtrak system in 1981. YOUR LETTERS DO COUNT!

And... CARDINAL users who haven't yet written to their Congressional representatives should let their voices be heard in favor of keeping the CARDINAL an integral part of the Amtrak nationwide system.

To help you, we've reprinted these letter-writing hints:

**PRIVATE CAR TRIP IS SCHEDULED**

If there's enough interest, two private railroad cars will operate New York to Chicago on the LAKE SHORE July 2nd and Chicago to New York on the CARDINAL departing July 4th. The cars are Clover Colony and Lehigh Valley #353. RT fares will be approximately \$750 including on-board meals/beverages. Hotel in Chicago additional. If the trip sells out, a NARP commission will be added to the CARDINAL promotional fund (in which OARP is also involved).

For details, contact:

DAVID ROSS  
300 WINSTON DRIVE, #2020  
CLIFFSIDE PARK, NJ 07010  
201-886-1359 (home)

AMTRAK "FAMILY DAYS" planned for 1982: San Francisco May 14-16, San Jose May 23, Chicago July 16-18, Albany/Rensselaer September 11-12.

**NEW SLEEPERS IN AMTRAK'S FUTURE!**

Amtrak's FY83 Capital Plan tentatively includes an equipment order of fifty high-density sleeping cars (economy room or slumbercoach design) and twenty modern dining cars. Amtrak says such cars would support a sustained effort to attract business travelers to the eastern long-haul trains, as well as to permit certain trains (with Amfleet II coaches) to be marketed as "all new", with a resulting attractiveness factor that would increase revenues. The new equipment would be designed to improve labor productivity and reduce operating costs.

**CARDINAL IN INDIANAPOLIS**

OARP understands that a corporate goal of Amtrak is to have the CARDINAL rerouted via Indianapolis by 1985. This rerouting would increase revenues and marketing possibilities and reduce Cincinnati-Chicago running times, thereby achieving more Chicago connections.

We also understand that Amtrak is considering running through cars between New York and Michigan points on the LAKE SHORE LIMITED.

AMTRAK, ORTA and PennDOT officials met in Columbus March 17 to further discuss plans for extending Amtrak's PENNSYLVANIAN service [Philadelphia-Pittsburgh] to Cleveland. Routing was specified which will serve Youngstown and Warren. Additionally, a planned station stop at Hudson would serve the greater Akron area. PennDOT requests a station stop in the New Castle area. Amtrak officials will now "cost out" the proposed train service extension over the recommended route and report back to the states for further action. Your OARP president, as an ORTA board member, was involved in this meeting.

**How to write your elected representatives**

Writing letters to your representative is not a difficult task, but there are some DO's and DON'Ts which you should follow.

- DO ... keep your letter short and to the point!
- DO ... present reasons, not arguments, for your point of view!
- DO ... write your own letter - preferably in your own handwriting!
- DON'T ... threaten reprisal if your legislator doesn't take the specific action you want!
- DON'T ... send mimeographed or form letters - they are spotted immediately!
- DON'T ... fail to give your name, address and any other vital information so that your legislator may get in touch with you!

Letters should be addressed properly so no delay will occur in delivery. The following will give you the information you will ordinarily need to write to your legislator:

<b>Senators</b>	<b>Representatives</b>
Senate Office Building	House Office Building
Washington, D.C. 20510	Washington, D.C. 20515
Dear Senator Doe:	Dear Mr. Doe:

WE ALL KNOW THE TIMES ARE TIGHT FOR ALL OF US, AND YOUR ASSOCIATION TREASURY IS HOLDING ITS OWN -- YET WE DO NOTE THAT WE DON'T HAVE AS MUCH OF A "RESERVE" AS WE ONCE HAD. INFLATION IS ONE FACTOR. WE'RE TAKING ACTION TO TRIM OUR MAILING LISTS TO SAVE ON POSTAGE. YOUR OFFICERS AND REGIONAL COORDINATORS ARE ALL COGNIZANT OF THE NEED TO KEEP OARP-RELATED COSTS DOWN. WE'RE ALL TRYING OUR BEST.

WHILE THIS IS NOT A "CRISIS" APPEAL BY ANY MEANS, WE SHOULD RE-ESTABLISH A READY RESERVE IN OUR OARP TREASURY. LAST YEAR'S FIGHT TO SAVE AMTRAK PRETTY WELL DRAINED IT. YOU CAN HELP -- WHEN YOU SEND IN YOUR MEMBERSHIP RENEWAL, BY ENCLOSING AN EXTRA FIVE DOLLARS, OR TEN DOLLARS AS A DONATION. THAT'S NOT TOO MUCH TO ASK OF ANY OF US -- AND IT WILL CERTAINLY HELP OARP REBUILD A STRONG FINANCIAL BASE.

WHEN OUR TREASURY BALANCE DROPS BELOW \$500.00, THE BANK SLAPS A SERVICE CHARGE ON OUR ACCOUNT. THAT COSTS US. FOR SEVERAL MONTHS NOW WE'VE HAD TO PAY SERVICE CHARGES.

WE CAN ALL HELP KEEP OARP STRONG!

THANK YOU!

SEVENTY-SIX ATTEND OARP/NARP MEETINGS IN TOLEDO ON MARCH 20

NARP REGIONAL DIRECTORS elected at the Region 6 Annual Meeting were:

- JOHN DeLORA...  
...Detroit, MI
- BILL GLASSER...  
...Canton, OH
- HOWARD HARDING...  
...Akron, OH
- GEORGE SCHLAEPFER...  
...Livonia, MI
- NORMA WARD...  
...Durand, MI
- MIKE WEBER...  
...Cincinnati, OH

The weather cooperated and we had an excellent turnout of OARP, MARP and NARP members for the annual combined meetings held this year at the Hillcrest Hotel in downtown Toledo on March 20th.

Seventy-six were in attendance, with twenty-eight of that number riding Amtrak's LAKE SHORE LIMITED to and from Toledo. Shuttle transportation was graciously provided by several of our Toledo area OARP members, organized by Willard Edson. Meeting arrangements were made by Willard Edson with assistance from Howard Hard-

ing, and we greatly appreciate their time and effort which resulted in a most enjoyable and successful day.

The guest speakers for the afternoon NARP Region 6 Annual Meeting were Ross Capon and Andrew Selden. Ross is executive director of NARP and is no stranger to Ohio or to OARP. Andy Selden is a Minneapolis attorney and the author of numerous papers on Amtrak accounting methods and route decisions. Prior to the

buffet luncheon, everyone watched a videotape of the short film presentation Amtrak made for its 10th Anniversary last year, followed by a series of news film reports on the reinstatement of Amtrak's CARDINAL (courtesy of Jeff Hirsh of Cincinnati's TV5) and featuring several of our OARP people in action on camera!

In the morning OARP meeting voice vote action was taken on two items. A motion to continue publishing our OARP calendars was passed unanimously, with consideration given to reducing the number of calendars printed to make it more of a "limited edition" and thereby reducing costs. A second motion, on a request by Membership Services chairman John Kempton to tighten up the handling of membership renewal reminders and deletions of non-renewals, was also passed unanimously.

OARP members who have not renewed their membership by the end of their quarter (A-F 1st Q - G-L 2nd Q - M-R 3rd Q - S-Z 4th Q) will be sent reminder cards by the 15th of the month following their expiration date. Members who do not respond will be terminated 90 days after the end of their renewal quarter.

In other OARP business matters Pres. Pulsifer asked for input on establishing fair policies regarding reimbursement of OARP business related phone calls by officers and on paying travel expenses for guests attending OARP meetings and OARP officers attending out-of-state events as direct representatives of OARP on OARP business. A motion to authorize payment of \$55.00 annually to receive FRA/NTSB railroad publications and reports out of Washington was approved. Thanks to Reaganomics these reports, formerly free to us, now must be paid for.

BULLETIN: 17th District Congressman JOHN ASHBROOK, 53, of Johnstown, O., a candidate for the U.S. Senate, collapsed in his home and died on April 24th. A conservative Republican, Ashbrook was not known as a friend of Amtrak or railroad passengers.

While the OARP met in its morning business session, members of the Michigan ARP held their regular March meeting in an adjacent meeting room.

Door prizes awarded during the afternoon NARP meeting were donated by OARP, MARP, Rich Sherwood and Bill Fuehring.

A videotape on the new LRC trains was sent by Bombardier, Ltd., for showing at the meeting but could not be due to incompatibility with the videotape player provided courtesy of John Wilson of OARP.

UPCOMING MEETING PLANS...

OARP MIDSUMMER MEETING  
Mid-to-late July  
in CLEVELAND  
to include charter trip on RTA's new Breda light-rail transit cars

OARP FALL MEETING  
no date yet set  
in LIMA

Watch upcoming issues of "the 6:53" for details!

TAKING A TRIP ON A TRAIN ????????

Help OARP keep tabs on our passenger services by filling out an OARP RAIL TRIP REPORT FORM and mailing it in to us following each rail trip you take. We'll send you four REPORT FORMS if you'll send us a business letter size self-addressed stamped envelope with 20¢ postage affixed.

We do offer continuing THANKS to our members who DO fill out and send in OARP RAIL TRIP REPORTS. The information provided IS most useful to us in our efforts, especially in helping us pinpoint areas of concern for improvement.

OARP, "the 6:53" GAIN STATURE THROUGH MEMBERSHIP IN A. R. E.

OARP is pleased to tell you that your president and editor of "the 6:53" is now a member of the Washington based ASSOCIATION OF RAILROAD EDITORS, known as ARE.

ARE was formed in 1922 and is geared to the continuing betterment of communications throughout the rail transportation industry. Members of ARE share in the benefit of a wide exchange of information on new ideas, techniques, and trends in the field of rail transportation communication.

Although ARE is presently primarily freight-rail oriented; passenger-rail communications will certainly be on the increase in the future.

UPCOMING PUBLICATION PLANS...

We expect our newly revised OARP RAIL TRAVEL GUIDE and DIRECTORY (handy how-to-find-the-Amtrak-station maps and listing of Amtrak-authorized travel agency members of OARP) to be available by the end of May. New format will be a self-mailer.

The long-awaited OARP Passenger Service System Proposal for Ohio is being completed by Bill Hutchison, Howard Harding and Don Hollowell and should be available by late June. We'll advise in the next issue of "the 6:53" on ordering procedures as it will be a pretty substantial publication/report.

PHOTOGRAPHERS: We need sharp slides for consideration for OARP's 1983 Calendar. Contact your OARP president. We would like to feature Amtrak's BROADWAY if possible.

OARP HAS NEW MEMBERSHIP PROGRAM FOR TRAVEL AGENCIES IN OHIO

We have put together, with cooperation from Fred Frayer, Amtrak Regional Sales Manager, a new membership plan called "OARP/TRAM [Travel Agency Membership]" which will benefit both OARP and the authorized Amtrak travel agency. Prime benefit is to help more of the agency's clients go by rail! Around the first of March letters explaining the new OARP/TRAM plan were sent to the 200+ authorized Amtrak travel agents in Ohio and northern Kentucky. Quite a few have already responded by joining OARP under this new plan, through which their agency will be promoted as a source of Amtrak tickets and tour arrangements.

Member agencies will be listed as a new part of our revised RAIL TRAVEL GUIDE which will now be sent automatically to each member of OARP. Additionally, our RAIL TRAVEL GUIDES will be further distributed at displays and exhibits and, of course, each member agency will get a reasonable supply for their own use.

Through this new OARP/TRAM program OARP will have closer ties with the travel agents who, like ourselves, have a serious interest in personal mobility and in the future of rail passenger transportation in Ohio and America. Mainly due to added printing costs of the RAIL TRAVEL GUIDE, an OARP/TRAM membership is set at \$15.00 annually. For the handful of agents that were already members of OARP in good standing, as a courtesy, we transferred them into the OARP/TRAM program at no additional dues charge in thanks for their continuing support of OARP. We expect that once the OARP/TRAM program becomes better known, most of the 200+ authorized Amtrak travel agents in Ohio will participate.

UPCOMING PASSENGER EXTRAS

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[please contact trip sponsors directly for details; and it helps to send a business letter size SASE with your request]

MAY 15 & MAY 22 -- AKRON to WILLARD and return using 12-car diesel powered passenger train over the B&O mainline. Contact RAILS DIVERSIFIED OF OHIO, P.O. BOX 1516, STOW, OH 44224.

JUNE 19 & 20 -- BELLEVUE to ORRVILLE and return for "Depot Days" event, using NKP Berkshire #765 via N&W (ex-W&LE) route. Intermediate stops for passengers at Norwalk, Wellington, Lodi. Contact MAD RIVER & NKP RR SOCIETY, INC., P.O. BOX 42, BELLEVUE, OH 44811.

SEPT. 11 & 12 -- "MUNCIE FLYER", CINCINNATI to MUNCIE and return over the N&W route using SouRy steam locomotive #2716. Contact CINCINNATI RAILROAD CLUB, P.O. BOX 36060, CINCINNATI, OH 45236.

SEPT. 25 thru OCT. 3 -- "WESTERN RAIL TOUR" on Amtrak from Sandusky and Toledo to Colorado, New Mexico, Las Vegas, includes the narrow gauge railways and Rio Grande Zephyr. \$694 per person includes transportation and lodging. Contact BILL FUEHRING, MAD RIVER & NKP RAILROAD SOCIETY, INC., P.O. BOX 42, BELLEVUE, OH 44811 or HAYES TRAVEL AGENCY in Perrysburg, OH at 419-874-2271.

We understand the CUYAHOGA VALLEY steam excursions will run SATURDAYS ONLY this season; with a SPECIAL RUN to Orrville planned for June 20th.

##### 14 #####



Twelve hard-working OARP members manned the phones for the Channels 14-16 Festival fund-raising telethon in Dayton on March 10th. In return we received some free publicity. One caller, after taking care of the pledge information, chatted about a trip he took on the EMPIRE BUILDER. Another caller joined OARP as a result of our being on TV. Those who participated were: George Bayless, John McCann, Fran Planner, Tom Pul-sifer, Al and Malinda Wolf, John and Sandy Edminson, Manfred Orlow, Linda Leas, David B. Marshall and Jean Long. [John McCann photo]

BAGGAGE & EXPRESS

Just as OARP had predicted in the March issue of "the 6:53", CHARLES LUNA and Indiana Governor ROBERT ORR have been nominated by President Reagan to Amtrak's Board. Also nominated, businessman-railfan ROSS ROWLAND of American Freedom Train and steam locomotive renovation fame. To OARP's dismay, it is already reported that ROWLAND has come out with anti-CARDINAL remarks!

OARP's Dave Lebold informs us that the 1982 AMERICAN YOUTH HOSTEL HANDBOOK lists directions to the nearest Amtrak station as an aid to bicyclists in Ohio and other states. Single copies are \$2.50 postpaid from American Youth Hostels, Inc., 1332 I Street, N.W., Suite 800, Washington, DC 20005. Amtrak stations handling checked baggage can also handle bicycles.

On March 7th the westbound BROADWAY and CAPITOL ran as separate trains from Pittsburgh to Chicago, the CAPITOL running about five hours late due to a B&O freight derailment between Washington and Pittsburgh.

On March 19th the eastbound CARDINAL detoured over the N&W line between Muncie and Cincinnati due to derailment of 17 grain hoppers on the Chessie route at Williamsburg, Indiana, near Richmond.

The Warren TRIBUNE-CHRONICLE published OARP member Scott Cameron's account of the group rail trip to/from our March 20th Meetings in Toledo, in their March 27th edition.

Akron-Canton Regional Coordinator HOWARD HARDING had a lengthy guest editorial published in the Akron BEACON-JOURNAL on Sunday, February 21st, entitled "Ohio Proposal Would Build Rail System Upside Down". Harding's commentary urged Ohio rail passenger service development by a building block approach.

##### 15 #####



OARP has learned that the photos we published in our March "6:53" of the torn-up NATIONAL LIMITED line in Indiana made "significant impact" upon U.S. Senator Howard Metzenbaum's office. We do know that sometimes a picture is really worth a thousand words. It worked last August when we ran Dave Dawson's most timely photo of the crowd boarding the CARDINAL at Cincinnati. We were told that one photo helped convince several "important" people that there are people out there riding Amtrak trains!

The U.S. Postal Service gremlins are at it again. A recent letter from a Columbus, Ohio, member to your OARP president revealed (by postmark on the backside) that it went from Columbus to Xenia... via HARTFORD, CONNECTICUT! And... we been getting newsletters and other mail sent back to OARP marked "Addressee Moved/No Forwarding Address"... and come to find out the addressee hadn't moved at all! On a positive note, we do understand that any overflow of mail that can't be handled on Amtrak's CAPITOL LIMITED between Washington and Chicago will now be sent via the CARDINAL. That will help boost revenues for that train... and get the mails back on the rails (where it belongs).

During the heavy snows of April 5-6, an unidentified Cleveland radio station reported that while many midwestern airports were closed (including Cleveland Hopkins), Amtrak's LAKE SHORE was running on time! It does do some good to publicize Amtrak's positive performances.

As promised, thanks to OARP member David B. Marshall, here is a photo of THE CAKE which made such a hit at the January 9th ARP Coalition Meeting in Cincinnati. It was baked and decorated by Eric Devon Crane, Pastry Chef Decorator at the Greenbrier in White Sulphur Springs, West Virginia. Yummy!



# 1982 OARP CALENDARS

We're now well into 1982 and we'd like to clear out our remaining stock of full-color 1982 CALENDARS featuring the photo of the two Amtrak trains side by side in Toledo. WITH THIS COUPON WE'LL LET 'EM GO AT FIVE CALENDARS FOR ONE DOLLAR [donation] and that includes postage. YOU MUST ORDER AT LEAST ONE DOLLAR'S WORTH AS A MINIMUM ORDER!

Please allow two weeks for processing and shipping your OARP Calendar order. Thank you! Please make checks/money orders payable to: OARP We do not advise sending cash through the mails.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

MAIL THIS COUPON WITH YOUR REMITTANCE TO:

OARP CALENDARS  
P. O. BOX 653  
XENIA, OH 45385

[May 6:53]

- 11:30am ANNUAL ELECTION OF OARP OFFICERS
- 12:00nn BUFFET LUNCHEON - award door prizes 3rd Floor
- 1:00pm GUEST SPEAKER: JOSEPH BLUMSTEIN 3rd Floor  
FILM: FRENCH TGV TRAINS
- 2:00pm Report on April NARP Directors Meeting
- 2:15pm OARP BUSINESS MEETING Part Two
- 3:15pm Adjourn - WALK four blocks to DAYTON UNION STATION  
(Ludlow at Sixth) and DAYTON ARCADE  
(Fourth between Ludlow and Main)

(Agenda may be modified if H.J.R. 1 goes on the Nov. Ballot)

REGISTRATION \$10.00 per person includes your buffet luncheon, tax and gratuity, and will help to defray other expenses directly connected with this meeting.

FREE PARKING will be provided by the Sheraton in the Sheraton Parking Garage adjacent to the Hotel. BE SURE TO BRING YOUR PARKING GARAGE TICKET IN WITH YOU SO IT CAN BE VALIDATED. We cannot reimburse your parking expense if you park in other facilities.

IF IT RAINS (we hope not) we'll try to arrange alternate transportation to and from Union Station... or, bring an umbrella along just in case. Parking at the Station will be virtually nil as Sixth St. is to be closed off.

PLAN NOW TO ATTEND YOUR ASSOCIATION'S ANNUAL MEETING!

## Amtrak Enters The World Of High Speed

The American High Speed Rail Corporation, with initial help from Amtrak and a Japanese philanthropist, is planning to form a syndicate seeking two billion dollars in investment monies to build a high-speed passenger railroad linking Los Angeles with San Diego. Lawrence B. Gilson, a vice president of Amtrak, will serve as president of the new corporation. Japanese "Bullet Train" technology would be used.

Gilson stated California was selected for the initial line so as to avoid dealing with Federal regulations governing interstate transportation. Ohio's own High-Speed plans encourage the development of interstate links to increase ridership and revenue.

Gilson also said that Amtrak has already put \$750,000 into the venture in the form of technical studies, with an estimated \$2 million already spent on project studies. Other principals in the High Speed Rail Corporation include Thrall Car Manufacturing Company chairman Richard Duchossios and William Quinn, former chairman and chief executive officer of The Milwaukee Road.

OARP understands that Amtrak real estate proceeds (from the Northeast Corridor properties) are being used for this new corporation. It is not coming from the Federal monies given to Amtrak by Congress. Since the real estate monies are not being used to run trains, public subsidy money to keep 'S A PART OF THE CAKE' which made such a hit at the January 9th ARP Coalition Meeting in Cincinnati. It was baked and decorated by Eric Devon Crane, Pastry Chef Decorator at the Greenbrier in White Sulphur Springs, West Virginia. Yummy!



# OARP ANNUAL MEETING SATURDAY, MAY 22, 1982 IN DAYTON, OHIO

SATURDAY / MAY 22nd, 1982

11:00am - 4:00pm

at the SHERATON DAYTON - DOWNTOWN at 21 S. Jefferson Street

#####

\* GUEST SPEAKER: JOSEPH BLUMSTEIN, North America Manager  
of S.N.C.F./FRENCH NATIONAL RAILWAYS

\* FILM on the new French TGV high speed passenger trains

\* WALKING TOUR to and through nearby DAYTON UNION STATION  
and the historic DAYTON ARCADE

\* BUFFET LUNCHEON

\* DISPLAYS

\* DOOR PRIZES

#####

AGENDA: 10:30am Registration, Displays open 3rd Floor  
11:00am Press Conference for local media  
11:15am WELCOME/OARP BUSINESS MEETING Part One  
11:30am ANNUAL ELECTION OF OARP OFFICERS  
12:00nn BUFFET LUNCHEON - award door prizes 3rd Floor  
1:00pm GUEST SPEAKER: JOSEPH BLUMSTEIN 3rd Floor  
FILM: FRENCH TGV TRAINS  
2:00pm Report on April NARP Directors Meeting  
2:15pm OARP BUSINESS MEETING Part Two  
3:15pm Adjourn - WALK four blocks to DAYTON UNION STATION  
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(Fourth between Ludlow and Main)

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##### 19 #####

RECOMMENDED ROUTES TO OUR DAYTON MEETING . . . . .

from the NORTHEAST..... from the NORTH or SOUTH.....

Take I-70 west from Columbus to SR 4 (1st exit w. of I-675) and follow SR 4 which joins I-75 near downtown. Follow I-75 and exit at US 35 "Xenia".

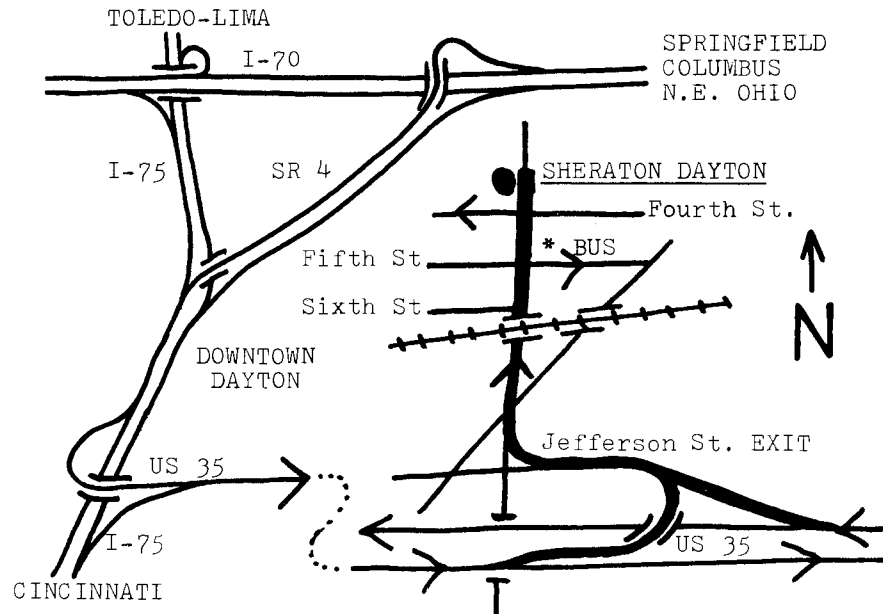
Follow I-75 to downtown Dayton and exit northbound or southbound at US 35 "Xenia" interchange.

THEN..... follow US 35 east a short distance to the Main Street/Jefferson Street exit (exits LEFT off US 35). Follow Jefferson Street north, under the railroad, past the Convention Center and Transportation Center to the SHERATON which will be on the LEFT side of the street, with PARKING GARAGE entrance just before you get to the SHERATON's front entrance.

Caution! Highway Patrols, Dayton Police and Sheriff's Patrols are usually quite active along both I-75 and SR 4 and US 35. Please observe posted speeds.

COMING BY PUBLIC TRANSPORTATION? Greyhound's new terminal is in the Transportation Center which is just one block south of the SHERATON. Dayton RTA buses and trolley buses provide convenient service from the suburbs to downtown with most routes stopping on Main Street at the west doors to the SHERATON and a few routes serving Jefferson Street.

THIS SKETCH MAP WILL HELP YOU:



REGISTER NOW for the MAY 22nd OARP ANNUAL MEETING in DAYTON

=====

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

Please enclose \$10.00 per person. Make check payable to "O.A.R.P." and mail to: AL WOLF  
1497 MELROSE AVENUE  
DAYTON, OH 45409

MAY 22, 1982

=====

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

PHONE NUMBER \_\_\_\_\_

Please enclose \$10.00 per person. Make check payable to "O.A.R.P." and mail to: AL WOLF  
1497 MELROSE AVENUE  
DAYTON, OH 45409

MAY 22, 1982

=====

PLEASE NOTE / IMPORTANT INFORMATION!

- \* ADVANCE RESERVATIONS ARE NECESSARY AND MUST BE RECEIVED BY MAY 19th. REQUESTS FOR REFUNDS WILL NOT BE HONORED AFTER MAY 19th.
- \* PERSONS NOT PRE-REGISTERED (by mail or by phone call to Al Wolf) MUST PAY \$11.00 AT THE DOOR ON THE 22nd. This is a new policy, but a necessary one after the problems we had at Toledo on March 20th.
- \* If you need a registration receipt, ENCLOSE A SASE with your registration and check; otherwise receipts will be available May 22nd at the Meeting. Ask for one.
- \* Staying overnight? The phone number for the SHERATON DAYTON/DOWNTOWN is 513-223-2100. Sheraton's TOLL-FREE reservations line is 1-800-325-3535. Some rooms overlook the railroad tracks two blocks to the south!
- \* Our Coordinator AL WOLF can be reached at 513-294-7110.
- \* SEE YOU IN DAYTON MAY 22nd!

GROWING PROBLEM NECESSITATES MEETING POLICY CHANGE #####

To discourage persons who do not pre-register for meetings, starting with our upcoming OARP Annual Meeting May 22nd those who do not pre-register by mail or phone will have to pay one dollar more at the door. We actually ran into an awkward and slightly embarrassing problem at the recent OARP/NARP March 20th Meeting in Toledo thanks to fifteen people who showed up but who did not pre-register. We completely ran out of seating for four persons at the buffet luncheon! As of the night before the Toledo meeting we had 59 persons pre-registered. The Hillcrest Hotel did provide for extras (they are only required to provide for 5% more) and set 70 places in the dining room. Well, we ended up with 74 for lunch. Those four had to stand around holding their dinner plates for some time while already busy waitresses went to locate extra chairs and place settings and squeeze these people in to an already tight situation.

It's not that we don't welcome people to our meetings. We and the host hotel want to make sure that we have an accurate a head-count as possible. Usually the hotel must have a final head-count 48 hours prior to an event. Over that they'll usually always allow for 5% additional attendees at the last minute. This problem, persons who don't pre-register, has been a growing one. Your OARP President, following the embarrassing situation at Toledo, decided it was time to take corrective action. He ran the "dollar extra at the door" idea past several OARP officers and regional coordinators and all agreed that it should work by ENCOURAGING pre-registration. That is all we're asking.

DAYTON UNION STATION TO BE CLEANED UP, DECORATED FOR EVENT!

On May 23rd the Miami Valley Hospital will hold a benefit champagne brunch (by invitation only) at Dayton's Union Station which is being cleaned up and decorated for the event. OARP is providing assistance and several members are donating railroad passenger-oriented artifacts for display. Railway Exposition Company of Cincinnati will have three of their passenger cars on display up on Track 3.

Because of OARP's involvement in this event, we have received special permission to visit and walk through the Dayton Union Station immediately following our OARP Annual Meeting on May 22nd. We will walk to and from the Station as a group and tour the facility as a group. For security purposes this special permission was granted with the understanding that our group would stay together and not interfere with final arrangements being made for the Hospital Benefit the following day. Dayton Union Station is owned and operated by Conrail. It is used as a base for Conrail maintenance-of-way and signal crews, yet the waiting room area is virtually unchanged since the last NATIONAL LIMITED pulled out in the Fall of 1979. All Conrail, Chessie and GTW(DT&I) freights passing through Dayton pass right through Dayton Union Station.

"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 700+ 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 handy membership coupon printed in this issue.

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RED SIGNAL ON THE BACK COVER? This is the LAST ISSUE of "the 6:53" you'll receive unless... you tear off and return this entire page to OARP making corrections to the address label on back if needed.

MEMBERS: A red signal indicates your dues are seriously in arrears. Knowing of your past support we've carried you along for some time now expecting you'd renew. But we need to hear from you, along with your \$10.00 to help support the cause. Otherwise THIS is the final run of "the 6:53" for you.

OTHERS: You/your agency have been receiving a free subscription to "the 6:53" and we are pleased to send our publication to individuals/agencies involved in rail transportation concerns. We must periodically update our list of gratis subscriptions. If you wish to continue receiving "the 6:53", we must hear from you by returning this entire page to us. And, please make changes/corrections to your mailing label on back if necessary.

We sincerely appreciate everyone's support in the ongoing fight for better rail passenger transportation in Ohio and in America. We are not-for-profit. Your dues and donations keep our efforts going. We try to give you the best value for your dollar, but nothing is free... really. The per-copy cost for printing/folding/stapling this very "6:53" you're reading right now is about 17½¢. Add to that 20¢ for first class postage. Then multiply times six issues a year. It adds up, you see. The more we have in backing and support, the more we can do for you. OARP continues to be one of the largest state/regional ARPs in the U.S.A. and we continue to GROW (59 new members in the past 2½ months!) at a fairly steady rate.

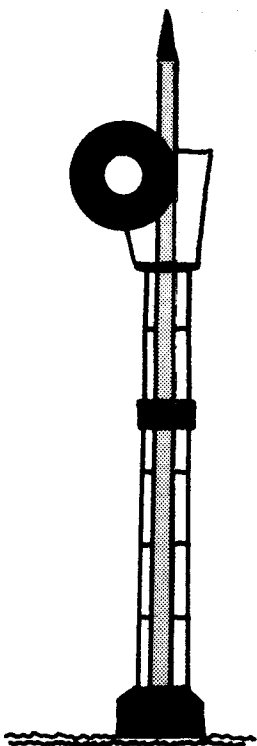
IF THERE'S NO INDICATION ON YOUR SIGNAL.... DON'T WORRY!

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JUST ARRIVED! New AMTRAK SYSTEMWIDE TIMETABLES effective April 24, 1982. For fastest service, send us a business letter size SASE (self-addressed stamped envelope) with 54¢ postage affixed (20+17+17) for a copy by return first-class mail. We've a good supply in stock.

If your signal  
displays a  
RED INDICATION...

...see important  
notice on page 23!



**the 6:53**  
**Ohio Association of**  
**Railroad Passengers**  
**P.O. Box 653**  
**Xenia, OH 45385-0653**



**FIRST CLASS MAIL**

HUTCH B M  
BILL HUTCHISON, JR.

5851 SOUTH RIDGE WEST  
ASHTABULA OH 44004

