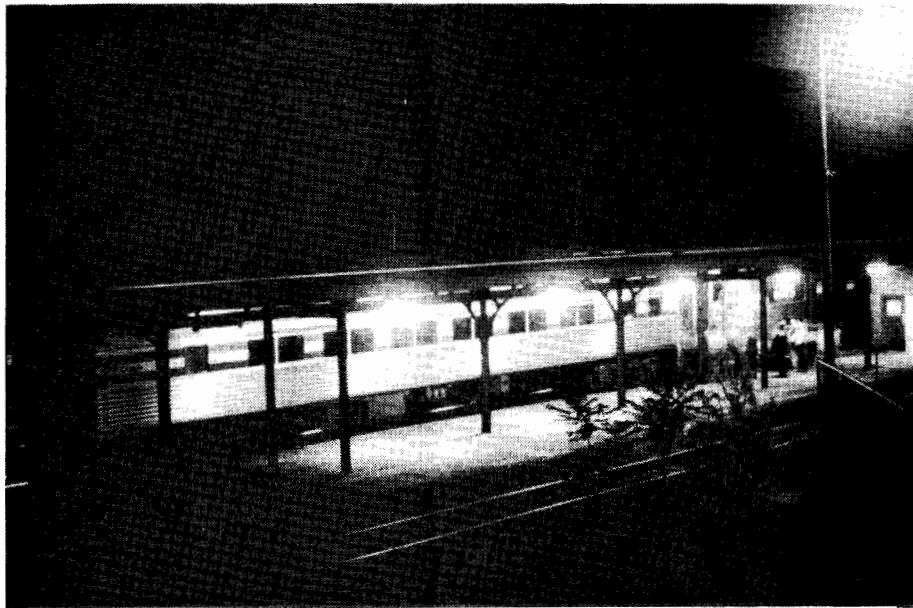


the 6:53



BROADWAY LIMITED AT CANTON. Photo by Paul Woodring & Jud Powell.

***Amtrak Wants To Downgrade
Or Close Agencies At
Elyria, Lima, Canton, Erie & Tri-State.***

OARP Raises Strong Protest!



September 1983

issue #54

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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AMTRAK WANTS TO DOWNGRADE OR CLOSE AGENCIES AT ELYRIA, LIMA, CANTON, ERIE, & TRI - STATE

Under the guise of "cost-cutting", Amtrak is taking a very hard look at 32 stations systemwide and proposes to downgrade or close its agencies at these stations.

IN OUR OWN STATE, THREE STATIONS ARE AFFECTED: ELYRIA, LIMA AND CANTON. ALSO IN OUR AREA: ERIE, PA, and TRI-STATE STATION, KY.

OARP is strongly opposed to downgrading or closing these stations. OARP knows that rail passenger will suffer and we believe that a 30 - 50% decrease in ridership to and from these stations may result. Amtrak's net losses in revenue will probably more than offset the minimal savings which would be had by unmanning these agencies. OARP understands that in some cases, displaced ticket agents will continue to be paid full salary whether they work or not.

We understand that basic Amtrak criteria for closing a station is the sale of ten or less tickets per day. But, it makes a big difference in the station revenue report if the agent sells ten one-way tickets from Elyria to Sandusky; versus ten round-trip tickets to Los Angeles!

Also, from looking at the list of 32 stations on Amtrak's list; we note that MOST of the stations are on routes with one train daily, or less, and that the train stops there in the middle of the night. In some cases the stations are not open for business during normal daytime business hours.

IT'S LIKE TELLING A SEARS, ROEBUCK STORE THAT IT CAN BE OPEN ONLY BETWEEN 10:00PM AND 6:00AM, BUT AT THE SAME TIME IT MUST DO MORE BUSINESS AND INCREASE REVENUE!

A resolution from OARP opposing station downgrading and closings appears elsewhere in this issue of "the 6:53". We have sent this, and two other resolutions, to Amtrak's President. Because Elyria seems to be in worst jeopardy at this time, we have contacted Congressman Pease's office through our OARP Regional Coordinator, Joe Brove.

OARP FEELS THAT, ONCE ANY STATION IS CLOSED, IT WILL BE VIRTUALLY IMPOSSIBLE TO GET IT REOPENED. AND, IN THE CASES OF ALL THREE OHIO STATIONS, THIS ORGANIZATION WORKED HARD TO GET THESE STATIONS OPENED AND STAFFED IN THE FIRST PLACE. OARP WORKED WITH THE CITY OFFICIALS IN LIMA TO GET THE OLD PENNSY DEPOT RENOVATED AND MANNED. AMTRAK BUILT A BRAND NEW STATION IN CANTON -- WITH A NEW BUS STATION NOW RIGHT ACROSS THE STREET. AND OARP WORKED WITH THE OFFICIALS IN ELYRIA TO GET THE "TEMPORARY" CLEVELAND STATION BUILDING MOVED TO ELYRIA AND STAFFED FOR THE BENEFIT OF THE RAIL PASSENGERS WHO PREFER TO USE THE ELYRIA STATION WITH ITS FREE PARKING AND EASIER ACCESS TO AND FROM WESTERN METROPOLITAN CLEVELAND.

Downgrading or closing these stations will hurt us in Ohio!

LIMA IS DOWNGRADED!

Amtrak has ALREADY acted to downgrade the LIMA station, by eliminating one of the two shifts that the station was open. LIMA is now open ONLY from 9:00pm to 6:00am daily. It is no longer open during the daytime on Mondays, Tuesdays and Wednesdays. Amtrak took this action early in August.

AMTRAK RIDERSHIP AT OHIO STATIONS
DURING CALENDAR YEAR 1982:

Station	Psgs ON	Psgs OFF	TOTALS
TOLEDO	30,440	29,353	59,793
CLEVELAND	19,846	19,031	38,877
CINCINNATI	10,724	11,169	21,893
LIMA	4,739	4,982	9,721
CANTON	4,082	4,146	8,226
ELYRIA	3,175	3,048	6,223
Bryan	2,592	2,654	5,246
Crestline	2,585	2,627	5,212
Sandusky	1,910	1,767	3,677
Hamilton	1,030	1,417	2,447

Data provided to OARP by Amtrak via
OhioDOT/Div. of Rail Transpt. Devel.

AVERAGE DAILY TICKET ISSUANCES at 32
AMTRAK STATIONS ON CLOSURE LIST:

Station	Past 12 Mo.	Past 6 Mo.
Camden, SC	2.6	1.8
CANTON, OH	5.5	6.5
Cut Bank, MT	2.8*	3.0
Deland, FL	6.0	6.6
Dodge City, KS	4.1	4.0
Edmonds, WA	6.7	9.0
Effingham, IL	5.5	6.1
ELYRIA, OH	3.7	3.5
ERIE, PA	7.5	9.1
Hamlet, NC	8.5	9.6
Hammond, LA	5.5	4.3
Hastings, NE	5.4	5.6
Hutchison, KS	4.0	3.3
Kissimmee, FL	3.5	3.6
Lamy, NM	4.8	4.3
LIMA, OH	8.0	8.0
Longview, TX	7.7	5.3
Lynchburg, VA	8.1	9.3
McComb, MS	7.8	8.3
Montpelier Jct, VT	5.5	4.3
Niagara Falls, NY	8.5	9.1
Ottumwa, IA	7.3*	8.1
Prince, WV	6.3	6.1
St. Albans, VT	3.2	2.6
Sanford, FL	5.6	5.0
Shelby, MT	5.4**	5.0
Southern Pines, NC	6.9	8.3
Temple, TX	7.4	4.3
Texarkana, TX	3.5	2.6
TRI-STATE STA, KY	4.5	4.5
Waterbury, VT	2.4	2.1
Winslow, AZ	7.4	8.3

* - eight months only
** - nine months only

Data courtesy
of RAIL
TRAVEL NEWS.

PASSENGERS ARE LOSERS
WHEN MANNED AMTRAK
STATIONS CLOSE

Services lost:

- * Special assistance to the elderly and handicapped.
- * A safer waiting room, especially at night train times.
- * Up-to-date train arrival information, especially in cases when late trains are making up time.
- * Someone to take care of passengers in cases of service disruptions.
- * Checked baggage service; especially for elderly and handicapped passengers; also mothers with small children.
- * Only manned Amtrak stations can handle prepaid ticket orders and ticketing for anyone on a pass.
- * Manned Amtrak stations can handle refunds if travel plans change and they can change tickets for different travel dates or arrange for different accommodations.
- * Amtrak agents are representatives of Amtrak in the local community where they live and work.

OARP IS OPPOSED TO
THE DOWNGRADING AND
POSSIBLE CLOSING OF
THE FIVE AMTRAK STA-
TIONS IN OUR AREA!

THIS IS CONVENIENCE ? ? ? ?

OARP member Judy Gray of Columbus, OH, rides Amtrak's BROADWAY LIMITED quite often between Crestline and Newark, NJ. Crestline is an unmanned Amtrak station. The eastbound BROADWAY presently leaves Crestline at 11:30pm. Mrs. Gray told everyone at our 10th Anniversary Meeting about a recent experience. Although she held a coach seat reservation all the way from Crestline to Newark, the conductor at Crestline would only accept her fare payment as far as Pittsburgh. He made her get off there, at 3:33 in the morning (!), and go into the station and pay the agent the remainder of her fare to Newark, then get back on the train to continue her trip. When she got back on her seat had been taken so she had to locate another seat and move all her luggage.

Is Amtrak really making it easier to ride their trains?

ACTION ALERT

ACTION ALERT

As we go to press, OARP has it on pretty reliable authority that Amtrak may well close the ELYRIA station, possibly as soon as October 1st. We understand that LIMA and CANTON will be downgraded (jobs abolished, station agency open at night for train times) but not closed completely. We hear conflicting information about ERIE and TRI-STATE so we do not know yet what direction Amtrak is moving with those.

ELYRIA is in U.S. Congressman DONALD J. PEASE's district and we know he has been pretty supportive of Amtrak service in his district. He should hear from you if you live in his district; or if you use the ELYRIA Amtrak station. Write to him at:

1127 Longworth House Office Building
Washington, DC 20515 Phone 202-225-3401

or: 1936 Cooper-Foster Park Road
Lorain, OH 44053 Phone 216-282-5003

Regarding downgrading LIMA, write Congressman MICHAEL OXLEY, 1108 Longworth House Office Building, Washington, DC 20515.

Regarding downgrading CANTON, write Congressman RALPH REGULA, 2209 Rayburn House Office Building, Washington, DC 20515.

You may also express your displeasure to Amtrak directly:

W. Graham Claytor, Jr. Eugene N. Eden
President Vice President
Amtrak Passenger Services
400 N. Capitol Street, N.W. Amtrak
Washington, DC 20001 (same address)

A short, simple letter will do nicely. You do not need to say you are a member of OARP. Mention that you do ride Amtrak and that you do use the stations in question. Mention that downgrading them or closing them will make it difficult for you to travel Amtrak. Mention that having the Lima and Canton agencies open only at night makes it hard to do business with them if you are not there to ride the train.

You may send copies of your letter(s) to OARP for our files.

OARP PASSES THREE RESOLUTIONS ON AMTRAK CONCERNS.....

Members of the Ohio Association of Railroad Passengers met on July 16, 1983, in Columbus, Ohio, and passed by unanimous vote these three resolutions during our Midsummer Meeting, held as part of our Tenth Anniversary Celebration. All of the resolutions affect the Amtrak trains serving Ohio. All came about due to conditions we feel are, or will be, detrimental to maintaining and improving ridership to and from Ohio points served by these trains.

#1 - CONCERNING POSSIBLE CLOSING OF AMTRAK STATIONS

Whereas OARP understands that Amtrak is presently considering the closing of ticket offices and eliminating checked baggage service at Elyria, Erie, Lima, Canton and Tri-State Station as part of a system-wide cost control program; and whereas OARP feels that at least a 30% to 50% decrease in Amtrak ridership may result from these closings; and whereas OARP knows that these station closings will make it more difficult for passengers to secure tickets, information and arrange their train transportation; NOW, THEREFORE BE IT RESOLVED THAT OARP STRENUOUSLY OBJECTS TO THE PROPOSED CLOSING OF THESE STATIONS, AND BE IT FURTHER RESOLVED THAT OARP REQUESTS AMTRAK TO EXPLORE POSITIVE MEANS OF ENCOURAGING RIDERSHIP, THEREBY BUILDING REVENUE AND REDUCING THE PERCENTAGE OF COSTS TO SALES AT THESE STATIONS IN QUESTION.

#2 - CONCERNING THE SCHEDULE OF AMTRAK #48-448

Whereas, on April 24, 1983, Amtrak changed the schedule of the eastbound Lake Shore Limited (#48-448) so as to make train time at Cleveland, a major stop on this route, very unattractive to passengers (at 1:44-1:49 am) and thereby discouraging people from using the train; and whereas Cleveland area residents are deprived of local public transit access to and from the Amtrak station at that hour; and whereas this train is presently the only Amtrak train, including its westbound counterpart, serving Cleveland, NOW THEREFORE BE IT RESOLVED THAT OARP STRENUOUSLY OBJECTS TO THE PRESENT SCHEDULING OF THE EASTBOUND LAKE SHORE LIMITED AND REQUESTS THAT, EFFECTIVE WITH THE OCTOBER 1983 TIMETABLE CHANGE, THE SCHEDULE OF THIS TRAIN, #48-448, BE ADJUSTED SO AS TO DEPART CLEVELAND NO LATER THAN MIDNIGHT AND ARRIVE AT ITS EAST COAST TERMINALS AT MID-DAY.

#3 - CONCERNING CARDINAL CONNECTIONS AT CHICAGO

Whereas Amtrak's Cardinal (#51) presently misses connecting at Chicago with the Southwest Limited (#3) by only five minutes; and whereas the Cardinal also misses connecting at Chicago with the Eagle (#21) by only thirty minutes; and whereas ridership on the Cardinal west of Cincinnati appears to be declining due, in part, to the lack of a direct connection at Chicago to one of the "Western" Amtrak trains; NOW THEREFORE BE IT RESOLVED THAT OARP REQUESTS AMTRAK TO ADJUST THE SCHEDULE OF THE WESTBOUND CARDINAL (#51), EFFECTIVE WITH THE OCTOBER 1983 TIMETABLE CHANGE, SO AS TO PROVIDE A GUARANTEED CONNECTION WITH THE SOUTHWEST LIMITED (#3) AT CHICAGO.

The three resolutions were sent, with a cover letter from OARP Pres. Pulsifer, to Amtrak President W. Graham Claytor, Jr. on July 18th. At the time this issue went to press, we had not yet received any response from Amtrak on our resolutions. The "grapevine", however, hints rumors of changes in the winds this Fall for the CARDINAL and the LAKE SHORE with the latter being re-named the CENTURY LIMITED.

OARP RAIL PLAN FOCAL POINT OF ODOT PASSENGER RAIL WORKSHOP

Sixteen officials, including three from OARP, participated in a passenger rail service work session in Columbus on August 10th. The workshop was arranged by the OhioDOT's Division of Railroad Transportation Development. Purpose of the session was to bring interested parties together to explore various possibilities for developing some type of rail passenger service that could be implemented in the near future. Focal point of the two hour meeting was OARP's Passenger Service System Proposal which we released back in January of this year and which has the attention and interest of Ohio Governor Richard F. Celeste.

Representing OARP were Howard Harding and Bill Hutchison the two who did the bulk of the work on our OARP Rail Plan; and OARP's President Tom Pulsifer. Also in attendance were: Robert Brown, Asst. Director, OhioDOT; Jolene Ritchlin, Deputy Director, OhioDOT's Rail Division; Rick Butch, George Stanforth and Andrea Leon of the Rail Division staff; Ohio Senator Robert J. Boggs; Don Bryan, Deputy Director, Pennsylvania DOT, along with William Parkin of the PennDOT staff; Wick Leatherwood, Manager of State & Community Affairs, Amtrak; James Derwin, Manager of Regulatory Studies, Chessie System; Ron Park, Government Affairs Representative, Conrail, along with Joe Gill, attorney for Conrail; Robert Manning of the Ohio Railroad Association.

The work session was generally optimistic and positive. Howard Harding and Bill Hutchison discussed the OARP Plan at some length and focused in on extending Amtrak's PENNSYLVANIAN service (Philadelphia-Pittsburgh) on to Youngstown, Cleveland and even on to Toledo and Detroit. It is felt that this would be the easiest service to implement in the near future. Ron Park of Conrail requested help from OARP in identifying specific route segments to be used for this service and we have already provided this information to Conrail. Howard and Bill will be meeting soon with Rick Butch, chief engineer with OhioDOT/Rail, to go over our Rail Plan in detail, especially cost figures and ridership data. The PennDOT people expressed a willingness to cooperate with Ohio in considering an extension of the PENNSYLVANIAN service as long as doing so would not be detrimental to the service in Pennsylvania. The railroad people promised to cooperate; however, as expected, they expressed reservations about lots of passenger trains getting in the way of their freight trains. This work session was a first step to finally get Ohio moving on additional rail passenger service. More activity along these lines will be taking place this Fall and we will be keeping you posted.

REMEMBER! "Real People Express" OHIO SEGMENT on NBC-TV on Sept. 14th. 2nd & 3rd parts of program are Sept. 21 & 28!

introduced by Bill H.

July 16, 1983. Our Ohio Association of

Railroad Passengers is ten years old. We have traveled together this far and we're still building up strength in numbers and experience. We're ten years into a journey of dedication to transportation improvement -- a journey which does not end with today's celebration. We have not arrived at a terminal. This is just a station stop on a continuing journey. We will depart from here into a new decade with both ongoing and new challenges to confront us. How well we meet these challenges depends on how we regard ten mileposts we have passed on our journey. I believe these ten mileposts are, in a sense, green signals to OARP's continuing and future success as we move forward together.

Milepost One - Go First Class! As an effective organization we must always do the best we can with the resources available to us. And as an effective individual member, you must do the best you can do. In our rail transportation advocacy role we are dealing with professionals. We must be as professional as we can. It has worked for us over our first ten years. Whatever the task -- we give it our best effort.

Milepost Two - Watch Your Step! You'll probably fall if you try to depend on an unsteady stepbox. Lay a solid, believable, factual foundation. This applies to our credibility. I'm always conscious of the image that OARP projects to others. What image do you, as an OARP member, project to others? Because we do watch our steps, I'm aware that OARP is held in pretty high esteem by a lot of people. And that's a plus for us! We've built up our credibility and we'll keep it high.

Milepost Three - Build Upon That Foundation! We're constructive! That is how we've made progress. By human nature it's too easy to blame, to criticize, to tear down. Progress will not be achieved with criticism, complaining, and destruction. Progress and achievement demand positive, optimistic attitudes. Even when we find things we believe are wrong, constructive suggestions on our part will help work wonders. We must be builders.

Milepost Four - Cooperate! We must always work with others moving in the same direction. That means when the train is called, that's not the time to go back into the station. Go with the others. Get on board and get things moving forward together. Our own OARP Rail Plan is but one fine example of achievement through the accomplishments of teamwork.

Milepost Five - Carry Your Own Baggage! Be responsible. In a volunteer association, as we are, it's vital to success that if you put something in motion, you need to stick with it and follow through. Getting others involved, as we often do, alleviates individual burdens and spreads out the workload. OARP is known for getting involved in projects and our people are known as doers. That's good for all of us!

Milepost Six - Look Both Ways! We must be alert. We must always be aware of things going on, not just nationwide, but especially close to home. Over the years, thanks to some very alert OARP members, we have been able to learn about and consequently move fast on some concerns affecting Ohio's rail passenger services. This ability to act fast has not only helped OARP, but it has helped the cause of better transportation services for all rail passengers.

Milepost Seven - Guard Your Transportation Resources! We need to be ever vigilant and watch out for our transportation resources. (continued)

The future of public transportation will surely be jeopardized by the loss of our transportation resources and the loss of intermodal connections. Like it or not, many railroad branchlines and even some mainlines are being abandoned and, in some cases, segments of the right-of-way are being sold to adjacent landowners. That makes it difficult to rebuild a railroad in the future. What about that abandoned rail line in your county? What about the loss of bus connections to that city sixty miles away where you can get Amtrak? In order to use or improve our transportation resources in the future, we must be concerned with the status of these resources today. This is an area in which we must become more involved. And more aware. And more alert.

Milepost Eight - Prepare For Derailments! Our train will not always run through rose gardens! We must not become discouraged with defeat, and we've had some defeats in our first ten years. Defeat gives us another chance; an opportunity to pick up the pieces, to put them together so they'll work, and to try harder next time. There will be derailments. It's how we get back on track that counts!

Milepost Nine - Get On The Train! If we want to get there; we've got to get on the train. We can't help much by standing aside and watching it pass by. That's the way opportunities are lost. Once more, I urge you; those of you here today in Columbus as well as all who will read this message later in "the 6:53" -- get involved as much as you can in the ongoing work of your OARP. Especially in your community; that local involvement is so important and we've seen its importance over and over in our first decade. Some of us can give only a little while others like to give a lot. The amount of involvement is not important. What is important is that we ARE involved. We are DOING SOMETHING for better passenger trains.

Milepost Ten - Get Others On The Train! I don't want you to just reach out and touch someone! I want you to reach out and get them on board the train, too! I am proud that OARP has, over the years, shown a constant pattern of growth. We have never really lost a significant number of members. However, I would be less than honest if I called OARP's growth phenomenal. It isn't. Since the Help Save Amtrak crisis of two years ago, our membership has topped out at around 700 and stayed there. We must continue to build up OARP's strength by redoubling our corporate and our individual efforts to get others on the train, and involved in the fight for better rail transportation services. Aside from NARP, as far as I know we're still "Number Two", with Citizens For Rail California still out ahead of OARP in terms of membership. In our next decade let's work on our outreach; and get 'em on board.

I think some of you came today expecting a reiteration of OARP's ten year history. Accomplishments and achievements and all those nice things to make us feel good about ourselves and our OARP. And we can. We DO have a great organization! I'm proud of OARP and I'm sure you are too. We've got our train coupled together and we're moving forward together. And, as I've said many times, I wouldn't continue as your President without your fine support. You ALL are the ones who make this organization go! We're dealing with today and looking down the tracks to tomorrow. We're not ignoring where our tracks have been, but more important stations lie ahead. We were born in a crisis in 1973, with loss of the NATIONAL LIMITED then a reality. And we have this station crisis facing us today in 1983. We must move on. ALL ABOARD!



[Above] The Christopher Inn in Columbus, Ohio, site of OARP's TENTH ANNIVERSARY CELEBRATION on July 16, 1983.

[Right] Food on an Amdinette is never like this! OARP members partake of the sumptuous buffet at OARP's TENTH ANNIVERSARY CELEBRATION.

Both photos taken by OARP member LARRY CHAGNON.

Close to ninety OARP members and guests attended our TENTH ANNIVERSARY CELEBRATION, held on a very warm July 16, 1983, in Columbus, Ohio, the city where OARP was founded on a similarly hot July 29, 1973.

A tight, but well-planned agenda kept everything "on schedule" but also allowed everyone to socialize. Everyone who attended seemed to enjoy themselves and many commented that this was certainly an event to remember.

We have extra copies of the souvenir TIMETABLE FOR THE DAY, typeset and printed specially for July 16, 1983, and listing the Charter Members (the first one hundred) of OARP. We'll send you one if you'll send OARP a self-addressed business-letter-size envelope with a 20¢ stamp affixed. The "TIMETABLE..." is patterned after a railroad timetable in design and format listing the day's events.

If you did not attend, you missed an outstanding event in OARP's ongoing life, a day not just meaningful, but also fun!



OARP's FALL MEETING
Saturday
OCTOBER 22, 1983
at the
BEST WESTERN/AMERICANA
SPRINGFIELD, OHIO
I-70 at S.R. 72

Special Guest Speaker
U.S. CONGRESSMAN
MICHAEL DEWINE



OUR GUEST SPEAKERS

Our featured guest speaker, PAUL H. REISTRUP, former president and chief executive officer of Amtrak, was able to spend almost the entire day with us. Mr. Reistrup is currently vice president of R. L. Banks & Associates, a Washington-based transportation consulting firm.



Attorney-Lobbyist ROBERT E. MAPES of Pickerington, Ohio, a former legislative draftsman, spoke to us in our morning session on effectively communicating with our elected officials.



ANTHONY J. ROMERSA gave a presentation on the Railway Progress Institute's U.S. Public Transit Program. Mr. Romersa is a vice president of The Vapor Corporation in Chicago, a railway equipment supplier. (In the foreground is State Sen. Boggs.)



THOMAS M. JONES, Assistant General Manager for Support Services for the Central Ohio Transit Authority addressed our morning session on the subject of intermodal transit possibilities for Ohio's major cities.

All photos on this page were taken by JOHN T. McCANN.

OARP AWARDS

OARP Pres. Pulsifer presents our founder and first president, David S. Marshall, a custom-made plaque featuring a model of a railroad passenger car. Marshall was honored for his work to establish OARP and for his service to OARP in our first decade.

All photos on this page by JOHN McCANN except where noted.



Amtrak Sales Managers Gary Stupka and Fred Frayer assist Al Wolf and Tom Pulsifer in handing out a very large number of door prizes assembled for this event.

Amtrak donated \$100 worth of door prize items for the occasion of OARP's Tenth Anniversary!



[Below] OARP's Pres. Pulsifer presents Paul H. Reistrup with a commemorative wall plaque featuring the OARP logo. Reistrup gave the keynote address on July 16th; "Amtrak, High-Speed Rail, and YOU".



[Above] A rather dumbfounded Tom Pulsifer, with wife Eloise and daughter Bethany, accepts a \$500 Amtrak travel voucher as a surprise gift made possible by a sizeable number of individual OARP members to honor Tom's service to OARP in its first ten years. OARP's John McCann and Al Wolf look on.

This photo was taken by OARP member CHUCK YOUNG.



THANK YOU!

Eloise, Bethany and I want to offer our most sincere thanks to ALL the OARP members and friends who made the surprise gift to us possible. Honestly, I had no idea that you were all up to something! The \$500 Amtrak prepaid travel voucher which was presented to us at the very end of our OARP TENTH ANNIVERSARY CELEBRATION will be used, as intended, by the Pulsifer family. It will enable me to attend the October NARP Directors Meeting in Boston and, at the same time, allow Eloise and Bethany to spend some time visiting Grandma Pulsifer in Massachusetts.

Al Wolf told me that 153 persons contributed to this gift; from Ohio, Indiana, Kentucky, Pennsylvania, California, New Jersey, New York, Maryland, Oklahoma, Arizona, Canada, and even one response from Saudi Arabia!

Eloise Bethany WE THANK ALL OF YOU!
Tom

ARTHUR WILKOWSKI RESIGNS FROM OHIO LEGISLATURE

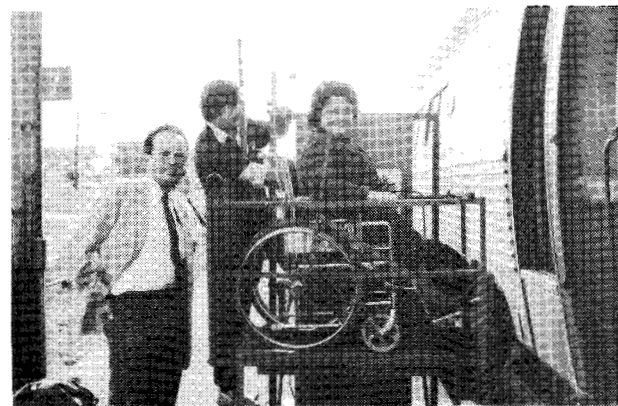
The feisty Democrat from Toledo who established the Ohio Rail Transportation Authority in 1975-76 and who fought stubbornly to establish a high-speed rail passenger system in Ohio has decided to call it quits. Art Wilkowsky resigned from the Ohio House of Representatives effective Tuesday, July 19th. Wilkowsky, 54, served 14 years in the General Assembly. Following the crushing defeat of the high-speed rail issue last November, Wilkowsky admitted to reporters that he was finally "burned out and could not find any new causes to champion. An attorney, Wilkowsky will work full-time at his Toledo law firm and, it is said, will establish a law office in Columbus sometime in the near future.



photo: Nate Clark

HANDICAPPED ACCESS IN ACTION

OARP members HOWARD and PATTY



HOWARD and PATTY HARDING of Akron are shown boarding the LAKE SHORE LIMITED at Cleveland in this photo by OARP member Mark Adamcik. Amtrak encourages handicapped passengers needing special assistance, as with the special wheelchair lift at larger stations, to give them advance notice of their special travel needs so that personnel will be ready to provide assistance.



SEND ME OARP TANKARDS

@ \$5.00 each, postpaid.

THE OARP TANKARD is a quality, clear glass, Colonial-style tankard. It will hold 12 oz. of your favorite beverage. Or, it will hold pens and pencils on your desk. Logo and all printing, as shown, are in dark blue.

SEND ME LAPEL PINS

@ \$3.50 each, postpaid.

THE OARP LAPEL PIN, with a sturdy clasp, may be worn by men and women. It features the OARP logo in Spanish Gold with a dark blue background. Actual pin is about 7/8" diameter.

XMAS IDEAS

PLEASE MAKE CHECK/M.O. PAYABLE TO: O.A.R.P. and mail to: P.O. BOX 653, XENIA, OH 45385

Kindly allow 4-6 weeks for handling your order.

NOW AVAILABLE! OARP's revised (August 1983) RAIL TRAVEL GUIDE TO OHIO AND ADJACENT STATES. Send OARP a 20¢ postage stamp. Quantities available/estimate postage.

JOIN OARP TODAY and help get Ohio moving on passenger trains!

We are NOT another railfan club. We are rail transportation advocates! OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 700 strong and moving forward together for better trains in the 1980's. GET ON BOARD!

A NEW MEMBERSHIP IN OARP IS STILL JUST \$5.00 for your first year; \$10.00 thereafter. Please allow 4-6 weeks for your membership to be processed.

NAME _____ CHECK HERE IF YOU CAN BE ACTIVE IN THE ONGOING WORK OF YOUR OARP!

ADDRESS _____

CITY-STATE-ZIP _____

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Mail this coupon with your check to: OARP, MEMBERSHIP SERVICES, P.O. BOX 653, XENIA, OH 45385.

SEPT 83

BAGGAGE & EXPRESS

How the once-mighty transportation routes are falling. The

BROADWAY LIMITED route (ex-PRR Pgh.-Chi. mainline) is now single track between Bucyrus and Lima (60 mi.) and the work crews are progressing westward. The BROADWAY and one daily Conrail freight are the only regular trains using this once busy line which will eventually be single-tracked as far as Valparaiso. Second track is being removed. Passing tracks are few and far between and this, OARP believes, may contribute to lengthy delays for Amtrak's BROADWAY on this route if Conrail increases their freight traffic over this line.

OARP now subscribes to MASS TRANSIT and also to the OFFICIAL RAILWAY GUIDE which now contains the complete Amtrak Tariffs. This will be useful when we have staffed displays and someone comes up and asks "Whazit cost to go on the Amtrak from Cincinnati to Washington?" We've already unearthed some interesting fares; Cincinnati to Hamilton is \$10.00 OW, while Cincinnati to Richmond, Indiana (more than twice the distance) is just \$10.50! Hamilton to Richmond, however, is \$9.50 OW.

Is Amtrak taking over the Jamaica Railways' "Catadupa Choo-Choo"? Our own David S. Marshall and his family, while on a vacation in August, saw and photographed two 16-passenger Amtrak vans parked at the airport at Montego Bay picking up a load of people on an Amtrak Tour. We wonder why we can't have Amtrak 16-passenger vans in this country; to shuttle Amtrak passengers between Dayton and trainside at Cincinnati or Lima, or between Akron and trainside at Cleveland. HMMMM!

Amtrak is slated to start construction this month on its new station at Omaha, Nebraska, on the site of the present station. We're awaiting word on the status of construction of the new Amtrak station at Huntington, West Virginia, being built for Amtrak by the Chessie System.

Our printer and OARP regret the occurrence, but it seems a number of copies of our JULY 1983 issue of "the 6:53" were bound incorrectly, resulting in either missing pages or duplicate pages. Please let us correct the situation if you were one who received a bad copy in the mail.

Travel Expense Management reported recently that BUS travel may soon improve to a point where it's a good option for the business traveler. Deregulation is bringing about more competition. Some of the smaller intercity bus lines will be the first to upgrade accommodations and services for the business traveler.

The French National Railways' TGV, without a single modification to the train or to the tracks, has been able to increase its speed from 162mph to 186mph, its designed maximum speed. In its first year the TGV high speed operations earned \$76.4 million more than its operating cost!

Pittsburgh-Columbus mainline update: We've received no official word yet as a result of the June 6th FRA hearing in Columbus on Conrail's proposed downgrading of track and signals on this line between Newark and Mingo Junction. West of Newark, however, things are happening on the Chessie-owned portion of this intercity route. This line is now single-tracked between Heath and Port Columbus with trains operating only by train orders. The automatic block signals are completely out of service between these points.

OARP's Willard Edson reports that the City of Toledo, Conrail and Amtrak have cooperated in various improvements at Toledo's station; including washing and painting of walls, replacement of light bulbs, repair of stairways, trimming shrubbery and repaving of the driveways.

OARP understands that the new Federal Railroad Administrator is to be JOHN RILEY, former aide to Minnesota Senator David Durenberger(R). We also understand that Riley is pro-passenger rail, having been closely involved with both Amtrak and with the high-speed rail movement. He succeeds Robert W. Blanchette who recently retired as FRA Administrator.

The August issue of Rail Travel News carried an article by OARP's Bill Hutchison entitled "NY-TORONTO OVERNIGHT?", justifying with facts and figures a Toronto-Hamilton-Buffalo LAKE SHORE LIMITED section.

The Champaign-Decatur (via Tolono) portion of Amtrak's ILLINI service was discontinued in mid-July. Amtrak's CALIFORNIA ZEPHYR is now running via the scenic D&RGW Moffat Tunnel route between Denver-Ogden. Some CZ delays recently have been caused by sun kinks in the rails and by high water in the Great Salt Lake.

Top ten states for tourist spending (1981 figures): California, Florida, Texas, New York, Pennsylvania, New Jersey, OHIO, Illinois, Nevada and Michigan. Now... which of these ten states has some of the most inconveniently scheduled Amtrak service. You guessed it! That's why an ACTIVE OARP is needed to HELP GET OHIO MOVING ON PASSENGER TRAINS!

We're glad to report that OARP Regional Coordinator Howard Harding has recuperated nicely from surgery in mid-July which forced him to miss our OARP TENTH ANNIVERSARY, the first meeting he'd missed since joining OARP. He was able to return to his work full-time by mid-August.

RAIL DIVERSIFIED OF OHIO (P.O. Box 1527, Stow, OH 44224) will run a passenger extra, Akron to Willard and return on Sunday, Oct. 23, 1983. They hope to operate with steam locomotive #4070 of the Cuyahoga Valley Line. Call 1-216-688-9942 between 9am-4pm for information on this excursion through north central Ohio.

OARP's Al Wolf reports that on August 1st the Miami Valley (Dayton) Regional Transit Authority Board reversed an earlier vote and thus gave up plans to acquire a mostly-abandoned ex-PC, ex-Conrail right of way through Dayton's south suburbs for a light rail transit line. The citizens of Montgomery County will be the ultimate losers. Area newspapers and many civic officials supported acquisition of the right of way, as did the Council of Citizens, a local transportation advisory group. Two vocal members of the RTA Board swayed the final vote with their short-sighted pessimism. Meanwhile, it is reported that a bipartisan citizen group, including Dayton Mayor Paul Leonard, will lobby the Federal Highway Administration for \$47 million for various local highway projects. Acquisition of the rail right of way would have cost only \$1.5 million! In the early 70's Dayton was one of the first cities in the country to apply for Federal funds for a light-rail system linking downtown Dayton with the growing south suburbs.

New York, Vermont and Montreal will study the feasibility of a high-speed passenger rail line linking Montreal with New York City.

THANKS to OARP Regional Coordinator John Keller and his son John, Jr., for helping to keep the weeds and grass mowed at the Lima Amtrak station. At the other end of the state, OARP Regional Coordinator Craig Colley tends the Amtrak shelter at South Portsmouth.

OARP extends our sincere sympathy to the family of Ted and Gertrude Kauer of Columbus, both of whom passed away this Summer. Ted was a former state highway director and also served on the board of the Ohio Rail Transportation Authority.

OARP's Bill Hutchison reports that his Congressman, Dennis Eckart is a co-sponsor of H.R. 1509, The Economic Recovery Through Railroad Revitalization and Railroad Restoration Act of 1983, introduced by Cong. Silvio Conte. H.R. 1727, the Environmental Works Act, introduced by Cong. Bob Edgar, also merits support by rail transportation advocates. Both bills would lead to improved rail systems, including mass transit.

OARP participated in a recent study on transportation consumer organizations conducted by Prof. Dennis Young of the Harriman College for Urban and Policy Studies at the State University of New York at Stony Brook. We thank Prof. Young for sending OARP a copy of the report.

Michigan ARP will be observing its 10th Anniversary on October 22nd with a meeting at Grosse Pointe Woods. OARP extends our congratulations and best wishes to our friends in the Wolverine State!

OARP's Doug Hudson and Scott Cameron put together a nice display on passenger rail for the Warren Public Library's display case during the entire month of July. On July 23rd Doug Hudson met with Congressman Lyle Williams to request his support for restoring rail passenger service to Youngstown and Warren. His meeting was reported in the Youngstown Vindicator.

Ohio voters: CAUTION! Your OARP President has been advised by OhioDOT officials that if the Tax Repeal Amendment passes on November 8th, it appears THERE WILL BE NO MONEY FOR PASSENGER RAIL DEVELOPMENT AT ALL!

THANKS to all who are sending in OARP RAIL TRIP & STATION REPORTS following their rail trips. Generally, Amtrak food service rates the most comments; food quality generally quite good these days, but service can be agonizingly slow, especially when trains are crowded, due to cuts in number of crewpersons working food service cars. CARDINAL passengers frequently encounter only an Amcafe (no tables) with one harried attendant trying to keep up with horrendously long lines of hungry passengers who deserve better than an Amcafe on a long-haul run. OARP's Dave Shreiner sent in a report on the Alaska Railroad and we had a trip report on the Quebec, North Shore & Labrador's passenger train from OARP's Dr. Gordon K. Murphy. A business letter size stamped self-addressed envelope brings you four Report Forms by return mail.

Congrats to OARP members on the arrival of new little rail passengers; to the Mark Stangas - a baby girl, and to the John Edminsons-twin boys.

AMTRAK RIDERSHIP/THE OHIO TRAINS (June 83 vs. June 82): LAKE CITIES & MICHIGAN CORRIDOR UP 9.3%; BROADWAY/CAPITOL UP 13.7%; CARDINAL DOWN 11.3%; LAKE SHORE UP 9.5%; SYSTEM UP 3.3%. Fiscal Year to date: LAKE CITIES & MICHIGAN CORRIDOR DOWN 8.0%; BROADWAY/CAPITOL UP .7%; CARDINAL UP 36.5%; LAKE SHORE UP 11.4%; SYSTEM DOWN 1.0%. (Data from Amtrak)

Our thanks to Attorney Bob Mapes for providing OARP with a seven page document on lobbying techniques. We plan to run excerpts from time to time in "the 6:53" and can provide a copy of the entire document by request to your OARP President.

OARP will be represented with a display at the Depot Festival, Oct. 1, at the Ashtabula County Fairgrounds. The Festival is being organized by our own Bill Hutchison this year.

NEWS/INFORMATION UPDATES ON THE AMTRAK STATION CLOSINGS WILL BE CHANNELLED THROUGH ALL OARP OFFICERS AND REGIONAL COORDINATORS FOR DISSEMINATION LOCALLY, (This issue went to press Sept. 6)

WITHOUT THEIR HELP, OARP'S TENTH ANNIVERSARY CELEBRATION
WOULD NOT HAVE BEEN THE SUCCESS IT WAS

Our guest speakers; PAUL H. REISTRUP, ANTHONY J. ROMERSA, ROBERT E. MAPES and THOMAS M. JONES. Our hard-working Tenth Anniversary Committee; BOB BOYCE, LARRY and MEG GREY, DAVE LEBOLD, DAVID B. MARSHALL, JIM SAUNDERS, TOM PULSIFER, CARL and FRAN PLANNER and MALINDA WOLF. Our hard-working Committee Chairman, AL WOLF. SHERRIE GAVER and the Staff of The Christopher Inn. DAVE BECK, JOHN McCANN and BOB HOPPER for financial assistance. FRED RICHARDSON and LARRY JACOBSON of DALTON-DALTON-NEWPORT (Cleveland-Akron-Columbus) for providing morning coffee and rolls. RICK DOBSON of RANDD ASSOCIATES (Dayton) for helping us on the tankards and lapel pins. BOB HARDIN (Detroit), FRED FRAYER (Cincinnati) and GARY STUPKA (Toledo) of Amtrak Sales for providing \$100 worth of door prize items for the occasion. JOHN HOWARD of THE TRAIN STATION (Columbus), GRAUDUSS, INC. (Trotwood), SMITTY'S (Kettering), STECK & STEVENS (Dayton), MANFRED ORLOW, JOHN McCANN and TOM PULSIFER for acquiring, providing and assembling the varied components of David S. Marshall's special custom-made plaque. DENNY LIVESAY of QUALITY GRAPHS (New Carlisle) and CARL PLANNER of THE PEERLESS PRESS (Dayton) for special printing jobs. BILL BAKER, DAVE MALLORY and DON MAXWELL who were on "standby" to provide transportation for our guest speakers. BRAD UPHAM for preparing the handout sheets on The Ohio Center and for assisting with the Tour following the events at The Christopher Inn. MERLE HORST and DAVID B. MARSHALL for recording the entire day on audio tape. AMTRAK for timetables and miscellaneous handout items. AL WOLF, DAVE LEBOLD, MANFRED ORLOW, JOHN McCANN and TOM PULSIFER for assisting with a multitude of little tasks that helped make the entire day run more smoothly. LARRY and MEG GREY for staffing the registration table during most of the day. Last of all we thank the 88 who came to Columbus July 16th and made OUR day a success!

WE THANK YOU, ALL !

PAUL REISTRUP ADDRESSES TENTH ANNIVERSARY CELEBRATION -----
by Robert M. Boyce

The Ohio Rail Transportation Authority's one-cent sales tax proposal to fund its high-speed passenger rail plan failed at the polls last November because it was "too grandiose" and had no market to support it. That was former Amtrak president Paul Reistrup's reaction during his talk before OARP's Tenth Anniversary Celebration on July 16th. Reistrup said that all successful high-speed trains -- such as Japan's Shinkansen and France's TGV -- have been built within existing markets of flourishing passenger service. He added that California's high-speed plan is proposed for a flourishing market -- the San Diego - Los Angeles corridor.

Reistrup also deplored Amtrak's present policy of not expanding service. Amtrak reported a banner year in 1982. Its revenues rose by 10% despite a 9.1% drop in passengers; and it posted a 50% revenue-to-cost ratio compared to 42.1% in 1981. Amtrak achieved its goal of 50% revenue-to-cost ratio three years early; yet Amtrak's president W. Graham Claytor has declared a policy of zero expansion, unless a state or states enter into some type of cost subsidy agreement with Amtrak to fund expanded or new services.

PROPOSED AMENDMENTS TO OARP'S CONSTITUTION to allow for Ohio incorporation and to aid in the filing for federal tax-exempt status as a 501(c)(4) organization will be voted upon at the October 22nd OARP Fall Meeting.

1) AMEND ARTICLE I as follows:

ARTICLE I - NAME This ~~association~~ corporation ~~is~~ shall be known as the Ohio Association of Railroad Passengers (OARP), whose principal business office is located in Ohio, in the City of Xenia, Greene County.

2) ADD TO ARTICLE VI as follows:

ARTICLE VI - OFFICERS

SECTION 2 - ELECTION AND TERM OF OFFICE The officers will be elected at the annual meeting for one year terms. Each officer shall hold office until his successor shall have been duly elected by the membership at the annual meeting and shall have qualified as a member. The names of the persons who are the initial officers of this corporation are as follows:
Thomas R. Pulsifer, President
Rodger J. Sillars, Vice President
Francine G. Planner, Treasurer
William C. Glasser, Secretary

3) ADD TO ARTICLE VIII as follows:

ARTICLE VIII - CONTRACTS, CHECKS, DEPOSITS AND FUNDS

SECTION 5 - RESTRICTIONS No part of the net earnings of the corporation shall inure to the benefit of, or be distributable to, its members, trustees, officers, or other private persons, except that the corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in ARTICLE II hereof.

4) ADD ARTICLE XII as follows:

ARTICLE XII - DISSOLUTION OF THE CORPORATION Upon the dissolution of the corporation, the officers shall, after paying or making provision for the payment of all liabilities of the corporation, dispose of all of the assets of the corporation exclusively for purposes of the corporation in such manner, or to such organization or organizations organized and operated exclusively for charitable, educational, religious, scientific, or social welfare purposes as shall at the time qualify as an exempt organization under Section 501(c)(3) or (4) of the Internal Revenue Code of 1954, as the officers shall determine.

Any such assets not so disposed shall be disposed of by the Court of Common Pleas of the county in which

(continued...)

the principal business office of the corporation is then located, exclusively for such purposes or to such organization or organizations, as said Court shall determine, which are organized and operated exclusively for such purposes.

The following amendment to OARP's Constitution is not related to incorporation and tax-exempt status, but has been submitted for consideration at this time:

5) AMEND ARTICLE III as follows:

ARTICLE III - MEMBERSHIP MEMBERS

SECTION 1 - MEMBERSHIP All persons who wish to promote rail passenger service in Ohio can be members. New members are subject to annual dues of not less than 50% nor more than 75% of regular annual dues. Terms and rates for regular membership and renewals shall be determined annually by the President in consultation with the Treasurer and Membership Services Director and shall be ratified by a vote of the membership. Each member will be entitled to one vote on all matters which are brought to a vote at any duly called meeting.

SECTION 2 - MEMBERS AS SPOKESPERSONS No OARP member shall speak out publicly to the media as, or in such manner to be construed as, an official spokesperson of OARP on OARP policy(ies) without first having cleared it with at least one OARP officer; and no member shall speak out or act on behalf of OARP in such manner as to undermine the effectiveness and reputation of, or cause embarrassment to, the Association.

WANT A COMPLETE COPY OF THE PRESENT OARP CONSTITUTION ??????

Send OARP a business-letter-size self-addressed envelope and \$1.00 to cover copying charges and postage. We'll have a limited number of copies available at the October Meeting.

AMTRAK AUTO TRAIN SERVICE TO START UP SUNDAY, OCTOBER 30th!!

Amtrak has begun accepting reservations for its AUTO TRAIN service which starts operations October 30th between Lorton, VA, a few miles south of Washington, DC, and Sanford, FL, north of Orlando. The trains, carrying passengers and their automobiles, will depart Lorton at 4:30pm Sun-Wed-Fri, and arrive Sanford at 10:00am the next day. Northbound, the Auto Train leaves Sanford at 4:30pm Tue-Thu-Sat, arriving at Lorton at 10:00am the following day. Daily service will begin in the Spring of 1984. Amtrak Auto Train reservations can be made through any Amtrak agent, or authorized Amtrak travel agent, or by calling (in Ohio) 1-800-621-0317. Fares are \$200 (ow) for the auto, \$130 (ow) for adults, and \$98 (ow) for children 2-11. Bedrooms and roomettes area extra. Fares INCLUDE all on-board meals and complimentary snacks!

Several OARP members have asked us for copies of the tape recording of PAUL H. REISTRUP's remarks at our OARP TENTH ANNIVERSARY CELEBRATION. For a limited time we will make a copy for you, on a cassette tape, and mail it directly to you, in return for a \$3.00 donation to OARP to help cover the cost of the blank tape, mailing box and postage. Please direct these requests to your OARP President and allow a good 4-6 weeks for processing your request. Thank you!

HOUSE OF REPRESENTATIVES (PENNSYLVANIA'S!!!!!!) HONORS OARP!

At our Tenth Anniversary Celebration a citation of commendation from the House of Representatives of the Commonwealth of Pennsylvania was read into the record by OARP member Paul Bunting who is a resident of Pennsylvania. The resolution was sponsored by Rep. Richard A. Geist of Altoona in honor of OARP's ten years of achievement. We also read into the record that day a personal note from Ohio Governor Celeste and a letter from OhioDOT/Rail's Deputy Director Jolene M. Ritchlin. We've also received several letters of congratulations from both individuals and organizations, including Ross Capon, Executive Director of NARP in Washington.

The HIGH SPEED RAIL ASSOCIATION (HSRA) has been established to promote the cause of high-speed rail passenger service, with its organizational meeting on August 4th in Washington. OARP's Tom Pulsifer has been appointed a member of the HSRA's Communications Committee.

OARP's FALL MEETING IS OCTOBER 22nd IN SPRINGFIELD, OHIO !

Complete information on this meeting appears on the following pages. We will meet from 11:00am until 4:00pm at the Best Western/Americana Inn which is easy to find at I-70 at SR 72 (S. Limestone St.). U.S. Congressman Michael Dewine will speak to us immediately after lunch. The cost for the meeting is just \$9.00 and this includes your lunch. Plan now to journey over to Springfield and be with us Oct. 22nd.

Among the topics for action, information and discussion are the Amtrak station closings, OARP's incorporation and pursuit of tax-exempt status with the IRS, OhioDOT/Rail's push for additional Amtrak service in Ohio, the Fall NARP Directors' Meeting in Boston, OARP appointments, amendments to OARP's Constitution, etc. Come! Participate! Get informed and share your concerns as well.

We hope to have the new Amtrak timetables available as well as a supply of the new Amtrak Auto Train materials. You'll also be able to purchase OARP Tankards and OARP Lapel Pins at reduced costs. We may have our 1984 OARP full-color calendars ready by that date!

And, most important; you'll get to meet U.S. Congressman Mike Dewine from Ohio's 7th District. He will eat with us, speak to us, and; hopefully, will have time in his busy schedule that day to answer some of your questions about the Washington scene and transportation legislation.

WE'LL SEE YOU IN SPRINGFIELD, OHIO, ON OCTOBER 22nd, 1983 !

OARP FALL MEETING / OCTOBER 22, 1983 — SPRINGFIELD, OHIO
 GETTING THERE... BY CAR: The Best Western (11 W. Leffel La.)
 is right at the interchange of I-70 and S.R. 72 on the south edge of Springfield. Go 1 block north and turn left (west) on Leffel Lane. You can see the Best Western easily from I-70. OARP officers and regional coordinators will coordinate carpools. Contact them if you need a ride or can share space with others.

GETTING THERE... BY BUS: Greyhound and Trailways both stop in downtown Springfield. Contact David B. Marshall (513-399-1947) PRIOR TO OCTOBER 22nd if you wish to be met at the bus station.

GETTING THERE... BY TRAIN: OARP is actively working so that someday in the not too distant future people will be able to ride in and out of Springfield on a "3-C Corridor" passenger train. We strongly believe that modern intercity rail passenger transportation can provide a desirable alternative to the highly petroleum-intensive transport modes upon which we are presently forced to rely for almost all intercity trips within Ohio.

- A G E N D A :** 10:30am Registration, Displays open
 11:00am WELCOME TO SPRINGFIELD
 11:15am OARP FALL MEETING - part one
 12:00nn LUNCHEON
 1:00pm GUEST SPEAKER: CONGRESSMAN MICHAEL DEWINE
 Congressman Dewine, a Republican from Cedarville, represents Ohio's Seventh District which includes Springfield. An attorney, Congressman Dewine was formerly in the Ohio Senate where he also served as the Senate representative to the Board of the Ohio Rail Transportation Authority.
- 2:00pm OARP FALL MEETING - part two
 4:00pm Adjourn

APPOINTMENTS of two OARP members will be ratified by vote of the membership at our October 22nd Meeting. Al Wolf has asked to be relieved of his duties as Political Affairs Coordinator. Pres. Pulsifer will appoint Manfred Orlow of Dayton to this post. Willard Edson has asked to be relieved of his duties as Regional Coordinator for the Toledo area. Pres. Pulsifer will appoint Bill Herndon of Toledo to this post. Additionally, Dave Lebold has asked to be relieved of his post as Columbus area Regional Coordinator. At press time, we have not yet found a member, or members (as a team effort) to handle the duties. Dave will continue to serve us until replacement(s) can be appointed.

REGISTRATION FORM • OARP/SPRINGFIELD • OCTOBER 22, 1983

NAME _____ ENCLOSE \$9.00
 PER PERSON, making checks payable to O.A.R.P.
 ADDRESS _____
 CITY/STATE/ZIP _____

PHONE _____ MAIL TO: OARP FALL MEETING
 DAVID B. MARSHALL
 50 VILLA ROAD
 SPRINGFIELD, OH 45503
 Reservation Deadline/OCT. 18, 1983

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REGISTRATION FORM • OARP/SPRINGFIELD • OCTOBER 22, 1983

NAME _____ ENCLOSE \$9.00
 PER PERSON, making checks payable to O.A.R.P.
 ADDRESS _____
 CITY/STATE/ZIP _____

PHONE _____ MAIL TO: OARP FALL MEETING
 DAVID B. MARSHALL
 50 VILLA ROAD
 SPRINGFIELD, OH 45503
 Reservation Deadline/OCT. 18, 1983

• • • • •

FALL MEETING LUNCHEON MENU: *Roast Top Sirloin of Beef, au jus*
Oven Browned Potatoes
Hot Rolls *Green Beans*
peach Pie *Tossed Salad*
Choice of Beverage: Coffee - Tea - Milk

LAST MINUTE RESERVATIONS (after October 18th) may be telephoned in to David B. Marshall at 513-399-1947 or to Tom Pulsifer at 513-372-9868 [6pm-9pm].

REMEMBER! Reservation deadline is October 18th. We will be unable to honor refund requests after that date. If you make a "last-minute" reservation by phone you may pay your \$9.00 at the door on the 22nd. If you attend and did not pre-register by either mail or phone, the cost for the meeting and luncheon will be \$10.00. We do this to encourage pre-registration so that both OARP and the Best Western/Springfield can serve you better and provide adequate accommodations in our meeting room.

SEE YOU AT THE OARP FALL MEETING, SATURDAY, OCTOBER 22nd!

"the 6:53" is the official bi-monthly publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, 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 OARP NOW and HELP US FIGHT FOR THE RAIL TRANSPORTATION ALTERNATIVE! Annual dues are \$5 (min.) for NEW MEMBERS and \$10 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

NEXT MEETING: OARP FALL MEETING

SATURDAY, OCTOBER 22, 1983

11:00am - 4:00pm \$9.00

BEST WESTERN / AMERICANA INN
SPRINGFIELD, OHIO

Guest Speaker:

U.S. CONGRESSMAN MICHAEL DEWINE



OHIO ASSOCIATION OF
RAILROAD PASSENGERS

P.O. BOX 653
XENIA, OHIO 45385-0653

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