

the 6:53



Amtrak's BROADWAY/CAPITOL at Crestline. John McCann photo.

Amtrak Closes Elyria, Tri-State Agencies

Ohio Tax Repeal Defeated

OARP Expects State To Proceed

With Plans For Expanded Amtrak Service

November 1983

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 CALL OTHERS AT REASONABLE HOURS

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Amtrak Eliminates Staffing At Elyria And Tri-State

Despite strong objections from OARP, citizens, legislators and civic officials, Amtrak closed its agencies at seven of its stations at the end of October; including Elyria, Ohio, and Tri-State Station, Kentucky, which is used by people from the Ironton area of southern Ohio. The LAKE SHORE LIMITED still stops daily at Elyria, and the CARDINAL still stops at Tri-State Station; but you can't buy your ticket there, or check your baggage there, or get up-to-the-minute train information there. There won't be assistance available for the elderly, or for mothers with small children. People requiring special ticketing that nearby travel agencies cannot handle are out of luck. Amtrak has employed "custodians" to open and close these stations and keep them presentable, but OARP is aware of problems in the past with adequate supervision of these "custodians" and we are watching closely to see what is happening at the Elyria and Tri-State Amtrak stations. Amtrak's President, W. Graham Claytor, Jr., has been stating over and over that by eliminating some staffed stations, costs will be saved, and all this "will improve service on the trains". We fail to understand Amtrak's logic. How will eliminating station agents improve on-train service? A station is not a train and a train is not a station. Do we board airplanes at unattended airports?

OARP suspects that some of the monies allegedly saved by cutting station staff has gone into hiring on-board train supervisors, who ride all the long-distance trains and supposedly are "in charge" over all the on-board personnel. Your OARP President and several other OARP members have recently observed on-board supervisors on several Amtrak trains. Note that we did not say we observed the on-board supervisors in action, because most of the time they seem to be quite inactive; often sitting in a corner of the lounge car, smoking and snacking for hours on end. Supervisors were not seen chatting with passengers, except when a negative situation arose. One was not even familiar with the route his train was on and was confused as to even what stations were coming up. Our comments do not, of course, apply to the entire Amtrak system, nor to all on-board supervisors. We are sure there are some positive, knowledgeable, friendly on-board supervisors out there. We just wish there were more of them.

Again, OARP led local fights, mainly in Elyria and in Lima (where the Amtrak station has NOT been closed, but the agency hours have been greatly reduced in a way which will guarantee that ticket sales will hit an all time low, and thereby justify closing the ticket office!) where our OARP Regional Coordinators, Joe Brove in Elyria and John Keller in Lima, put in many hours to try to keep Amtrak service levels unchanged.

In Lima there were several articles (OARP was prominently mentioned) in The Lima News and the Lima City Council took action to protest any consideration concerning eliminating

THESE AMTRAK STATIONS ARE NO LONGER STAFFED:

Cut Bank, MT
Effingham, IL
ELYRIA, OH
Hamlet, NC
Kissimmee, FL
TRI-STATE STATION, KY
Winslow, AZ

STAFFING HOURS HAVE BEEN REDUCED AT THESE AMTRAK STATIONS:

Deland, FL
Dodge City, KS
Hastings, NE
LIMA, OH
Longview, TX
Ottumwa, IA
Southern Pines, NC
Temple, TX
Texarkana, AK

SEASONAL STAFFING WILL BE INITIATED AT:

Montpelier Jct., VT
Waterbury, VT

long rail trip and they didn't want the hassle of going into Cleveland to get the train there. So Amtrak has lost some revenue instead of "improving service". Despite a yeoman effort by OARP's Joe Brove and Elyria Mayor Michael B. Keys to save the agent's jobs there, Amtrak refused to change its mind. Mayor Keys elicited support from mayors of surrounding communities, including Avon Lake, Grafton, Sheffield Lake, Lorain, North Ridgeville, Wellington and Vermilion. Resolutions were passed by the Lorain County Transit Board, the Lorain County Planning Commission, the Lorain County Commission, and a letter of protest was sent to Amtrak by the Lorain County Visitors Bureau. OARP has received copies on many of these resolutions and many letters. We must not overlook the many individual OARP members who wrote letters in protest of the station closings. We thank EVERYONE who pitched in to write letters and contact others to help. OARP's growing file of paperwork on this matter is already a couple of inches thick and still growing! OARP strongly believes that the closing of these Amtrak agencies is a major step BACKWARDS for Amtrak. We will be watching this situation very closely. We are especially watching Canton and Lima which MAY be the next stations in this area to have their agencies closed. We will stay on top of developments and keep you informed.

services to passengers at the Lima Amtrak station. The Municipal Council at nearby Bluffton, Ohio (a college town) also went on record in opposing downgrading service at Lima. Your OARP President recently used the BROADWAY LIMITED to go from Lima to Chicago. The Amtrak agent is on duty only at night, and consequently ticket sales are way down. Pres. Pulsifer bought his ticket there on a Friday morning. For the two preceding nights, the Amtrak agent had sold less than \$100 worth of tickets! Total! No one is going to visit the Lima Amtrak station at 1:30am to buy their ticket. We were told that, as soon as word came out that the Elyria Amtrak station would definitely be unstaffed on October 30th, several people came to get their Amtrak tickets refunded because they wouldn't ride without being able to check their baggage through for a

long rail trip and they didn't want the hassle of going into Cleveland to get the train there. So Amtrak has lost some revenue instead of "improving service". Despite a yeoman effort by OARP's Joe Brove and Elyria Mayor Michael B. Keys to save the agent's jobs there, Amtrak refused to change its mind. Mayor Keys elicited support from mayors of surrounding communities, including Avon Lake, Grafton, Sheffield Lake, Lorain, North Ridgeville, Wellington and Vermilion. Resolutions were passed by the Lorain County Transit Board, the Lorain County Planning Commission, the Lorain County Commission, and a letter of protest was sent to Amtrak by the Lorain County Visitors Bureau. OARP has received copies on many of these resolutions and many letters. We must not overlook the many individual OARP members who wrote letters in protest of the station closings. We thank EVERYONE who pitched in to write letters and contact others to help. OARP's growing file of paperwork on this matter is already a couple of inches thick and still growing! OARP strongly believes that the closing of these Amtrak agencies is a major step BACKWARDS for Amtrak. We will be watching this situation very closely. We are especially watching Canton and Lima which MAY be the next stations in this area to have their agencies closed. We will stay on top of developments and keep you informed.

NOTICE: THE AMTRAK AGENCIES AT ELYRIA, OHIO, AND TRI-STATE STATION, KENTUCKY, IN OUR AREA ARE NOW CLOSED ALTHOUGH THE AMTRAK TRAINS STILL STOP AT THESE STATIONS. WE NO LONGER RECOMMEND EITHER LOCALITY AS A SAFE PLACE TO LEAVE YOUR VEHICLE PARKED OVERNIGHT OR FOR EXTENDED PERIODS OF TIME.

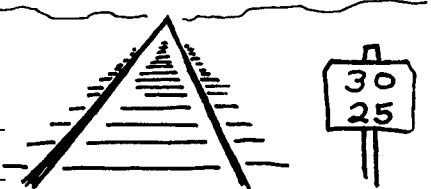
AMTRAK OFFICIAL ANGRY THAT OARP AND OTHERS "LEAKED" ADVANCE WORD THAT CERTAIN STATIONS WERE MARKED FOR AGENCY CLOSINGS!

OARP understands that Amtrak's Senior Director of Station Policy & Planning, W. Douglas Varn, is quite upset with OARP and others who made information about pending station closings public. In an interview reported in Amtrak News for November 1983, Varn is quoted as stating; "A list of stations that we had under review became public, and that was unfortunate, because it caused a lot of needless concern..."

We are sorry that Mr. Varn is upset. OARP does not regret at any time going to bat in behalf of the railroad passenger, who, obviously, is the person most affected by the closing of these various Amtrak agencies. OARP will continue to act in behalf of the passenger. Obviously Amtrak would like to take situations that negatively impact passengers and keep them a deep, dark secret. We think that's wrong. Thanks to an alert and active OARP, we've helped keep Lima and Canton stations open for passengers. We've lost the agencies at Elyria and Tri-State; but at least we tried hard to keep them open also. As it's said; it is better to have tried hard, and lost, than not to have tried at all.

"SLOW BOARDS" ACROSS NORTHERN INDIANA

A recent ride in the front end of the dome car on the BROADWAY/CAPITOL from Lima to Chicago confirmed that Conrail is now doing the same thing to this Amtrak route that it did in 1978-1979 to the NATIONAL LIMITED route between Dayton and Indianapolis. Conrail is setting several of these little signs beside the track and for miles and miles the Amtrak train plods along at 30 miles per hour. Of course, the schedule is padded so you really don't lose time at the end terminal; but the ride is often excruciatingly slow for no really apparent reason, although we suspect it's deferred maintenance on the tracks. From Bucyrus to Valparaiso, part of this line is single-track and part is still double-track. "Slow Boards" are in place on segments of both single and double-track. And, OARP understands that Conrail now wants Amtrak to pay part of the cost of the signalling changes necessitated by the single-tracking of the Ft. Wayne Division west of Bucyrus, Ohio. This once-busy double-tracked main line now sees only Amtrak's BROADWAY/CAPITOL and a local freight daily. All through freight traffic has been diverted to other Conrail lines. The pattern is the same; divert the traffic, downgrade the line, then abandon it forever.



U.S. CONGRESSMAN MIKE DEWINE ADDRESSES OARP'S FALL MEETING

OARP was very fortunate to have U.S. Congressman Michael Dewine (R-Cedarville), who represents Ohio's 7th District, as our guest speaker at our Fall Meeting October 22nd at the Best Western/Americana in Springfield. Dewine, an attorney, was a former member of the Ohio Senate. During his tenure in Columbus he was the Senate representative on the Board of the Ohio Rail Transportation Authority. Congressman Dewine is a rail transportation user. He told us he does use Amtrak when he can. Several years ago he took his family from Lima to Chicago to Denver and back on Amtrak. His most recent rail trip was to ride with his son from Washington, DC, to Philadelphia and back and attended one of the World Series games.



photo by Paul Woodring

Congressman Dewine and one of his district aides were our guests for lunch and then spent a little more than an hour with us. Mostly he answered questions from us, and most of the questions were about Amtrak and the Congressional attitude toward Amtrak. Congressman Dewine told us; "Just before I left Washington to come here, I asked my staff to research how many letters we got from the Seventh District in the past month pertaining to Amtrak. We could find only two! One was from Dave (David B. Marshall, Springfield) and the other was from Tom (Tom Pulsifer, Xenia)." Dewine added; "Now, it may be unfortunate, but Congress tends to regard Amtrak as a very low priority item right now. And this would apply to railroad transportation in general. We just don't get much contact from our constituents on Amtrak. Therefore, because we aren't getting letters on Amtrak; it just tends to be low priority." Dewine commented; "I'd like Amtrak to come through my District just as much as you do. If one thousand people go from Springfield to meet in Washington, I'd bet just one would even consider taking Amtrak to get there; because right now it's not convenient. You'd have to get to Lima or Cincinnati first."

OARP's FALL MEETING . . . Thirty-eight OARP members came to our Fall Meeting on October 22nd. This meeting was organized by David B. Marshall and Jim Saunders and was held at the Best Western/Americana Inn. All enjoyed a Roast Beef Luncheon which concluded with peach pie! Our thanks to David B. and Jim for their work in planning and arranging for this OARP Meeting.

Jolene Ritchlin, Deputy Director of OhioDOT's Division of Rail Transportation Development attended and spoke to us on State Issues 2 & 3. During lunch, Howard Harding, incorporating the input from some other members, drafted a short resolution which was passed later in the day with one dissenting vote:

WHEREAS EFFECTIVE STATE GOVERNMENT REQUIRES, AMONG OTHER FACTORS, A STABLE, EQUITABLE TAXATION SYSTEM, AND WHEREAS THE ECONOMIC HEALTH OF OHIO DEPENDS HEAVILY ON EFFECTIVE AND EFFICIENT TRANSPORTATION, AND WHEREAS PASSAGE OF STATE ISSUES 2 AND 3 WOULD BE DETRIMENTAL TO THE DEVELOPMENT OF RAIL PASSENGER AND FREIGHT SERVICE IN OHIO;
THEREFORE, WE, THE MEMBERS OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, OPPOSE THE PASSAGE OF STATE ISSUES 2 AND 3.

A copy of this resolution was forwarded by Pres. Pulsifer to the Committee for Ohio and OARP was duly listed as one of many, many statewide organizations opposing Issues 2 and 3. It should be noted here that OARP did not contribute monetarily to the Committee for Ohio.

We also passed, unanimously, a resolution submitted by member Mark J. Adamcik, that OARP supports efforts by OhioDOT/Rail to acquire and preserve key segments of railroad right-of-way required for future intercity rail passenger service. The "sense" of Mark's resolution was passed. The resolution itself was quite lengthy and included some specific line segments he felt should be preserved. After some discussion it was felt that we should pass the "sense" of his resolution and at some later time deal with the specifics; and convey the specifics to OhioDOT/Rail. All the changes to OARP's Constitution were approved. These were set forth in the last issue of "the 6:53". Dave Riddle volunteered to retype the now revised Constitution.

Bill Herndon's appointment as OARP's new Toledo Area Regional Coordinator was approved. The appointment of Manfred Orlow of Dayton as OARP's Political Affairs Coordinator was approved. Pres. Pulsifer thanked Al Wolf for his service as Political Affairs Coordinator and prepared a letter of appreciation to Willard B. Edson who served as Toledo Area Coordinator for many years.

There was extensive discussion of the state of OARP's finances. It was noted that the current balance on hand as of October 18th was just \$294.91. After some discussion it was decided to go ahead with our 1984 OARP Calendar and try to urge more members to make donations for the Calendars, not only to spread knowledge about OARP further, but also to help cover more of the costs for this annual project.

OARP'S FINANCIAL REPORT
as of October 18, 1983:

PREVIOUS BALANCE...\$ 572.03
(May 10, 1983)
DEPOSITS.....\$5,279.63
(Dues & Donations)
EXPENDITURES.....\$5,556.75
BALANCE ON HAND...\$ 294.91
(October 18, 1983)

We do make complete copies of OARP's Treasurer's Report available to those who attend our quarterly meetings. If you have any questions on OARP's finances, kindly direct them to Fran Planner, OARP's Treasurer.

AMTRAK HAS A NEW "800" NUMBER!

Starting early in October, Amtrak initiated a new, nationwide, easy-to-remember "800" toll-free information and reservations number. It is:

1 - 800 - USA - RAIL

This new number can be used by anyone in any of the 48 contiguous states. The local numbers for reservations and information in major Amtrak cities are still in service.

OARP has reprinted its handy blue-on-grey business-card-size card listing the NEW 800 NUMBER and the local numbers for Cincinnati, Cleveland and Toledo. We hand these out to people stopping by our display at meetings and shows. You can request some by mail. Just send us a stamped, self-addressed envelope (any size) with your request

YOU, TOO, can help improve your Association's low treasury.....

- * Renew your OARP membership and include an extra donation if you can.
- * Introduce someone else to OARP through a gift membership.
- * Order OARP bumper stickers and calendars; one for yourself and the others to give away.
- * Order an OARP tankard and an OARP lapel pin.
- * When you request materials from OARP, include postage. We can ALWAYS use postage stamps.
- * When you tell OARP, "Put so-and-so on our mailing list", and you don't want to give them a gift membership, contribute a little something to help cover the costs. We figure each issue of "the 6:53" costs 16¢ apiece, then add 20¢ for first-class postage.

WE GOT 'EM A BIT LATE, BUT WE DO HAVE AMTRAK'S NEW (October 30th) NATIONWIDE TIMETABLE (form A) IN SUFFICIENT SUPPLY TO FILL YOUR REQUEST.

PLEASE SEND OARP A SELF-ADDRESSED BUSINESS-LETTER-SIZE ENVELOPE WITH 54¢ (20+17+17) IN POSTAGE AFFIXED.

Our present stock of EAST-MIDWEST (form 7) timetables (showing all the trains serving Ohio) is limited. We are trying to get more and may have them by the time you read this. Please send a business-letter-size self-addressed envelope with a 20¢ stamp affixed if you want us to send you a "Form 7".

OARP wonders if Amtrak yet realizes that on August 26, 1983, page 11-A of the Cleveland PLAIN DEALER carried a half-page Amtrak ad promoting its new AUTO-TRAIN service. In the top half of the same page appeared a large AP wirephoto of the Amtrak derailment at Rowland, N.C. One wonders if the ad/photo placement was deliberate. And at the cost of half-page ads in the PD, we think Amtrak should ask for an adjustment!

GOVERNOR CELESTE APPOINTS OHIO HIGH SPEED RAIL TASK FORCE

The long-awaited appointment of a 15-member Ohio High Speed Rail Task Force was made the afternoon of November 15 and announced by the Governor's Office. The Ohio HSR Task Force was established as part of H.B. 291. This advisory panel will review the advanced surface transportation systems of the world, assess Ohio's past and present role in the development of high speed passenger rail systems, and determine the future course for Ohio on high-speed rail.

The Ohio Senate appointed three to the HSR Task Force: Sen. Robert J. Boggs of Jefferson will also serve as the HSR Task Force Chairman; Sen. Thomas E. Carney of Girard; and Sen. Cooper Snyder of Blanchester. Senator Boggs is a member of OARP.

The Ohio House of Representatives appointed three of its members to the Task Force: Rep. Vernon Sykes of Akron; Rep. Walter McClaskey of Marion; and Rep. Ross Boggs of Andover.

Governor Celeste appointed nine members of the HSR Task Force: James Hilderbrand, vice-president and general manager of the Industrial Products Division of Ohio Brass Company of Mansfield and member of the American Public Transit Association; J. Philip Richley, former head of the OhioDOT under the Gilligan administration, former mayor of Youngstown and presently vice president of development for The Cafaro Corporation; Ron Nabakowski, Lorain County Commissioner and former member of the Ohio Senate; Blair Ross, vice president of Energy Resources Planning for American Electric Power, member of the American Railway Engineering Association and the National Transportation Research Board; Eula Bingham, vice president and university dean of graduate research at the University of Cincinnati; Robert Manning, lobbyist for the Ohio Railroad Association; Charles Fry, president and chairman of the board of M. H. I., Inc. of Springfield; Daniel Collins, assistant general secretary of the United Transportation Union; and Russell Geuther, general partner of McDonald & Company Securities, Inc.

The HSR Task Force members will serve until June 30, 1985. The first meeting of the Task Force will be Tuesday, November 29, 1983, at 9:30am at the Columbus Sheraton. Governor Celeste will address the group. OARP President Tom Pulsifer has also been invited to address this meeting and will outline the past role of ORTA in HSR development and also tell about OARP's current involvement with a step-by-step approach to development of passenger rail service in Ohio.

Although OARP had supported ORTA and "Issue 2" in 1982 and more recently had taken a position urging defeat of 1983's Issues 2 and 3 (the tax issues), other than for Senator Bob Boggs being a dues-paying member of OARP, OARP was bypassed in so far as having a direct role on this Ohio High Speed Rail Task Force. Senator Boggs has indicated that OARP is to be called upon to provide input to the Task Force.

OHIO DOT CHIEF REQUESTS AMTRAK STUDY ON EXTENDING PENNSYLVANIAN

On September 19th, OhioDOT's Director, Warren J. Smith wrote an official letter to Amtrak's Director of State & Local Services, Allan F. Edleston, requesting that Amtrak make the necessary patronage/operating expense studies to determine the feasibility of an extension of the PENNSYLVANIAN from Pittsburgh to Cleveland.

In his letter, Smith stated that "the choice of a Pittsburgh to Cleveland service as the first route (in Ohio) to obtain 403(b) service is strongly advocated by Senator Robert Boggs and the Ohio Association of Railroad Passengers (OARP) because it would be an extension of an existing service. Other Ohio studies have shown especially high ridership potential on the Cleveland-Columbus-Cincinnati corridor."

On August 10, Mr. Wick Leatherwood of Amtrak participated in a meeting hosted by OhioDOT in Columbus on passenger rail service for Ohio. At that time, Mr. Leatherwood indicated that such a request for patronage and operating expense studies would be undertaken by Amtrak at no charge to the States of Ohio and Pennsylvania and no commitment implied. OARP will, of course, keep you informed on the progress in this regard.

"THE INTERNATIONAL RAILWAY TRAVELER", NEW BI-MONTHLY PUBLICATION BY OARP, NARP MEMBER OWEN C. HARDY

Owen C. Hardy, a member of OARP and NARP, has very recently launched a new, bi-monthly, 8-12 page "mini-magazine" that is titled THE INTERNATIONAL RAILWAY TRAVELER. It is, as far as we know, the ONLY publication in North America dealing exclusively with passenger train travel worldwide. Besides its international approach, IRT regards trains from a traveler's point of view, rather than from the more specialized slant of a "railfan". IRT is designed for rail transportation advocates because we need to know what's going on beyond our borders so we can more effectively and authoritatively deal with problems here at home.

Owen sent OARP a sample issue. It is carefully written, with excellent graphics and photo reproduction. We wish Owen success with this new publication and we also encourage you to subscribe to it. The regular subscription rate is \$15.00/year for six issues. BUT... if you are a member of NARP or OARP or any other rail passenger advocacy group, you qualify for a special \$10 rate.

Please make your check payable to THE INTERNATIONAL RAILWAY TRAVELER and mail to P.O. Box 35067, Louisville, KY 40232. You may contact Owen directly at this address, or call him at 502-456-1028.

You must state that you are an OARP member (or other organization) to qualify for the special \$10/year rate.

OARP Pres. Tom Pulsifer, along with John Edminson and John McCann, toured Amtrak's Chicago Reservations Bureau on October 28th and also met with Amtrak's Central Region Corporate Communications Director, Debbie Marciniak.

OARP AND OHIO DOT MEET IN AKRON TO DISCUSS RAIL SERVICE ----

---- BY HOWARD HARDING

On Tuesday, October 11th, Bill Hutchison and I, representing OARP, met in Akron with Richard Butch of OhioDOT's Rail Division staff. The purpose of the meeting was to clarify several details of OARP's Passenger Service System Proposal and to further open communications between OARP and OhioDOT.

As a result of this meeting the participants agreed to continue exchanging information and ideas regarding rail passenger service development for Ohio. We also agreed on the following:

- * Extension of Amtrak's PENNSYLVANIAN from Pittsburgh to at least Cleveland is a logical first step toward expanded rail passenger service for Ohio.
- * Extension of service to Detroit would be desirable, but may conflict with PennDOT preference for the current PENNSYLVANIAN schedule.
- * OARP's direct cost calculations for the PENNSYLVANIAN extension appear to be reasonable.
- * Neither OARP nor OhioDOT can now predict what the total subsidy cost to Ohio will be for this service, due to the complexity of Amtrak's "Fully Allocated Cost" computations.
- * The economic performance of this service, in terms of subsidy cost per passenger- or train-mile, will appear to be poor because all en-route costs must be covered by only one train per day in each direction.
- * We need Amtrak's ridership and cost estimates before proceeding further with this project; and we must be prepared to carefully scrutinize those estimates for reasonableness and equity.

We agreed to disagree regarding the feasibility of OARP's proposals for service expansions beyond Phase I. The basis for this disagreement is our divergent perspectives regarding the future price and availability of energy and the impact of travel on these variables.

We also disagree regarding the railroads' resistance to operating added passenger trains. OhioDOT staff appears to take the railroads' protestations much more literally than we do. And we believe that the income potential for the railroads from hauling unit trains of Amtrak cars is sufficient to entice them to seriously consider the proposals we have made.

"PANHANDLE" DOWNGRADING OFFICIAL -- On October 21, 1983, the Federal Railroad Administration approved Conrail's application (BS-Ap-No. 1941) to retire the automatic block and traffic control signal system and convert to single track operation that part of the Columbus to Pittsburgh main line between ND Cabin (Newark, Ohio) and Mingo Junction (near Steubenville), affecting 111.7 miles of formerly heavily used double-track railroad. OARP participated in a June hearing in Columbus and protested the acts of downgrading this high-capacity intercity rail transportation resource.



1984

CALENDARS READY

OARP's 1984 CALENDAR is available NOW! Our 9" by 12" CALENDAR features a full-color photo of Amtrak's eastbound CARDINAL with the Cincinnati skyline in the background. This year's CALENDAR photo reinforces the concept of the train being the desirable intercity travel mode. John T. McCann of West Carrollton, Ohio, took the photo for our 1984 CALENDAR which is printed on heavy white stock with a hole drilled at the top for easy hanging. In addition to the whole-year-at-a-glance, our 1984 CALENDAR features handy information; including Amtrak local station phone numbers, Amtrak regional sales and marketing office numbers, Amtrak reservations and information hotlines, the Ohio legislative information hotline, and OhioDOT/Rail's address and telephone number.

ORDER YOURS TODAY!

YOUR CALENDAR DONATIONS HELP
OARP DO MORE FOR YOU!

OARP 1984
CALENDARS
(Nov83)

<u>1984 CALENDAR PRICING:</u>				
1/\$1.00	2/\$2.00	3/\$3.00		
	4/\$4.00	5/\$5.00	10/\$6.00	
15/\$7.00	20/\$8.00	25/\$9.00	30/\$10.00	40/\$11.00
50/\$12.00	60/\$13.00	75/\$14.00	100/\$15.00	

We've structured our CALENDAR prices to help cover costs, yet make it easier for our members to order quantities to distribute to family, friends, businesses, associates, agencies.

Pricing INCLUDES first-class postage (calendars are shipped flat in an envelope) to give you the best service.

Please use the coupon at the right (or a facsimile) and order your CALENDARS in the quantities and at the prices shown in the table above. Again this year, OARP's CALENDAR has been printed by BNT PRINTING & PUBLISHING of Dayton, Ohio.

name _____
address _____
city/state/zip _____
quantity _____ amount enclosed \$ _____

Make checks/money orders payable to: O.A.R.P. We do not advise sending cash through the mails. Please allow two weeks for processing and shipping your calendar order.

MAIL THIS TO: OARP CALENDARS You may duplicate this form on a copier if you do not wish to tear up your "6:53".
P.O. BOX 653
XENIA, OH 45385

LET'S GET OHIO MOVING ON PASSENGER TRAINS OARP BUMPER STICKER

\$1.00 EACH

Help spread the word. There IS an alternative to the automobile for intercity travel and we CAN get more trains for Ohio BUT WE MUST WORK TO GET THERE BY TRAIN.

Get one for your car and extras to give to friends. Please make check/m.o. payable to O.A.R.P. and write to P.O. Box 653 in Xenia, OH 45385.

OHIO SENATE HONORS OARP

The Ohio Senate adopted Senate Resolution #699 on October 18, 1983, honoring OARP on its Tenth Anniversary. The Resolution was sponsored by Sen. Robert Boggs and Sen. Harry Meshel and was presented to OARP at our Fall Meeting in Springfield on October 22nd by Jolene Ritchlin, Deputy Director of Ohio DOT/Rail.

GET A FRIEND TO JOIN OARP

BLANCHETTE HEADS THE NEW H.S.R.A.

Robert Blanchette, President of TGV-US has been named Chairman of the new High Speed Rail Association. Former Amtrak President Paul H. Reistrup is the Treasurer of the HSRA. Don Deer, President of Capitol Ideas of Washington is the organization's President and Robert J. Casey, Executive Director of the Pennsylvania High Speed Intercity Rail Passenger Commission is the Secretary of the HSRA. HSRA was formed for the purpose of promoting the new mode and new industry of high speed rail passenger service.

CINCINNATI CITY PLANNERS HAVE RECEIVED APPROVAL FOR A \$300,000 FEDERAL GRANT TO STUDY CONSTRUCTION OF A LIGHT RAIL TRANSIT LINE LINKING DOWNTOWN, WESTERN HILLS, THE UNIVERSITY OF CINCINNATI AND NORWOOD. ALTHOUGH LIGHT RAIL IS THE PREFERRED MODE, OTHER SYSTEMS WILL BE CONSIDERED IN THE PLANNING STUDY. THE CITY IS CURRENTLY NEGOTIATING WITH THE CHESSIE SYSTEM FOR 13 MILES OF ABANDONED RAILROAD RIGHT-OF-WAY EXTENDING FROM NEAR CENTRAL PARKWAY TO THE CITY LIMITS BEYOND WESTWOOD.

AMTRAK RIDERSHIP -- TRAINS SERVING OHIO
(Data: Amtrak) FY 1983 %
 FY 1982 ThruSep chng.

LAKE CITIES &	FY 1982	ThruSep	chng.
DETROIT CORRIDOR	394,997	382,032	- 3.3
BROADWAY/CAPITOL	261,400	269,834	+ 3.2
CARDINAL	66,434	81,751	+23.1
LAKE SHORE	334,751	371,531	+11.0

REMEMBER AMTRAK'S NEW TOLL-FREE PHONE NUMBER:

1 - 800 - USA - RAIL

GOOD FROM ANYWHERE IN THE U.S.A., EVEN OHIO!

Yes! The Pulsifer family went Amtraking, courtesy of OARP. As reported in the September "6:53", your OARP President did attend the Fall NARP Directors' Meeting in Boston early in October and the entire family enjoyed the Fall visit to Grandma Pulsifer's home in Massachusetts. A good trip was had by all on the LAKE SHORE from Elyria to Boston and back. \$500 was donated by many OARP members towards the Amtrak travel voucher. The Amtrak portion cost \$484 and the remainder was used for Boston & Maine RR commuter tickets.

AMTRAK'S PRESIDENT CLAYTOR RESPONDS TO THE THREE RESOLUTIONS (STATION CLOSINGS, TRAIN TIME AT CLEVELAND, CARDINAL CONNECTIONS) PASSED AT OARP'S MIDSUMMER MEETING, JULY 16, 1983:

September 28, 1983

Dear Mr. Pulsifer:

Thank you for your letter of July 18, 1983. I apologize for the delay in responding. Regrettably, your letter was inadvertently misplaced.

As a part of Amtrak's ongoing review of its operating budget, Amtrak tries to identify areas where cost savings can be achieved without significant losses of ridership, revenue or quality of service. One area of service that is undergoing a careful review at this time is Amtrak's station operations because they constitute a significant cost to Amtrak. In the past year, Amtrak has taken some constructive steps to clarify its expectations with respect to stations, to assemble the relevant data to better analyze station performance, and to organize its station improvement efforts.

Among the criteria that we consider in determining whether a station should be staffed are the frequency of train service, the estimated number of passengers using the facility, the amount of baggage and express handled, the ratio of revenues to station operating costs, the availability of travel agencies to provide ticketing services, and the location and staffing level of the next nearest Amtrak facility. In most cases, even if Amtrak elected to remove its ticket agents, we would continue stopping the train, and a custodian would ensure that the station waiting area would continue to be cleaned, opened/closed, and made available to our passengers. Amtrak has over sixty such caretaker arrangements in effect across the system, and passengers have easily adapted themselves to this type of arrangement.

Passenger comments will certainly be taken into consideration when making decisions regarding station unmanning. A final decision has not yet been made, but you will be notified as soon as definite plans are announced.

Ridership on the eastbound Lake Shore Limited is particularly good to upstate New York, a statistics show a strong market for maintaining connections from the western trains. Although I recognize that the time at Cleveland is not optimal, I believe that the current schedule allows for the maximum revenue generation for the entire route.

The scheduling of the westbound Cardinal is very complex and significantly impacts other services as well. Train 51 operates independently in the Northeast Corridor, but an earlier departure from New York may require operating this train with a combined unreserved consist from Boston. On busier travel days the travel demand would very easily exceed the maximum consist level. Your proposal would also make the times at Charleston and Huntington less attractive and may cost ridership from those points. Operationally, it would be extremely difficult to handle another train at the time necessary to connect with the Southwest Limited. We are, however, considering a substantial change in the Cardinal's schedule that would indeed provide better connections both ways at Chicago, and will have our studies of such change complete in time to put any that turn out to be feasible in effect for our April, 1984 timetable change.

(continued, next page . . .)

I share your concern for good rail passenger service and appreciate your thoughtful comments. You can be sure that we are working toward the same goals.

Sincerely,

/s/ W. Graham Claytor, Jr.
President

CHANGES IN THE WIND FOR AMTRAK'S CARDINAL SERVICE ? ? ? ? ?

Mr. Claytor's letter (above) states that Amtrak is looking at a major change in the CARDINAL's schedule. Unofficially, it appears that a twelve-hour (or so) "flip-flop" of the present schedule is under active consideration. It also appears that Amtrak has a renewed interest in routing the CARDINAL between Cincinnati and Chicago via Indianapolis, using the B&O line through Hamilton, Connersville and Rushville and then the route of the HOOSIER STATE from Indianapolis to Chicago.

Picking up Indianapolis would obviously strengthen the CARDINAL and OARP understands that the developers of the Union Station in Indianapolis have very recently become aware that Amtrak's presence in Union Station would be a benefit to the redevelopment project [Cincinnati Union Terminal: TAKE NOTE!] now underway. During FY 1982 35,287 passengers boarded or alighted Amtrak's HOOSIER STATE at Indianapolis. Adding rail passenger service to and from the East Coast should be an added benefit.

However, OARP is also aware that a twelve-hour "flip-flop" of the present schedule, while doing wonders for the outstanding scenery enroute in Virginia and West Virginia, might spell disaster for Cincinnati ridership as the train would likely stop in the very late evening westbound or in the wee hours of the morning eastbound. It is not clear, either, whether or not the proposed changes would replace the HOOSIER STATE or make the CARDINAL a second train on the Chicago-Indianapolis line.

For some time now, the Chessie System has made rumblings that they'd like to move the CARDINAL off its present route through east central Indiana as portions of that line would be likely candidates for abandonment thanks largely to little on-line freight business and presence of more desirable (but longer) alternative routings for through freight traffic over other CSX Corporation lines. As always, OARP will attempt to stay on top of developments and keep you informed.

NEW HOURS AT CANTON !

11:00pm - 6:30am DAILY
10:00am - 7:00pm MO-TU-WE

These slightly improved Amtrak agency hours at the Canton, Ohio, station should benefit passengers through better daytime hours on the weekdays.

OARP COORDINATOR MEETS LEGISLATORS

OARP Regional Coordinator Bill Hutchison of Ashtabula met on October 13th with three area legislators in Unionville; State Senator Robert J. Boggs, State Representative Ross Boggs, and U.S. Congressman Dennis Eckart of the 11th District. Passenger rail was the prime topic!

OARP REPRESENTED AT INTERSTATE HIGH-SPEED RAIL COMPACT MEET

OARP's newly appointed Political Affairs Coordinator, Manfred O. Orlow of Dayton attended the Autumn 1983 Meeting of the High-Speed Rail Compact, November 16-18, at the Hyatt Regency in Indianapolis. Here is Manfred's account of the Meeting:

Ohio's two official representatives to this conference were Senator Robert Boggs and Jolene Ritchlin, Deputy Director of OhioDOT's Division of Rail Transportation Development. Although some of the meetings were for the official Compact delegates only, most of the sessions were open to other registered attendees who represented many areas of rail activities.

One highlight of the sessions was an address by Ohio Senator Boggs about the Governor's newly appointed High-Speed Rail Task Force. Boggs pledged that "Ohio is moving again on high-speed rail!"

During a coffee break an OhioDOT/Rail staffer commented that the new Task Force will need to move quickly in order to reach a decision of feasibility within the one-year life of the Task Force, although it could be extended if necessary, according to another OhioDOT official. Former ORTA Executive Director Robert J. Casey, now with Pennsylvania's High-Speed Rail Commission, commented that "We have a real group of decision-makers here today. Much better than before."

TGV-USA President Robert Blanchette, formerly Federal Railroad Administrator, delivered one of the keynote speeches. He said, "We'll be able to stamp 'Made in the U.S.A.' on TGV technology if necessary!"

Many other railroad officials from the Midwest were in attendance. A strong force in the development of high-speed rail continues to be the 140-member Railway Progress Institute. RPI was represented at this Compact Meeting by its President, Robert Matthews. In his address, Matthews outlined a new data bank service which will coordinate membership and government activities during the upcoming years for the organization. It was indicated to OARP that we would have access to this information in some way. Important to OARP about the RPI is that they are the most effective continually-funded lobby group pushing for better and increased rail passenger service on behalf of the business community. Matthews' address was well received by the group.

One of the afternoon sessions featured a round-table discussion concluding that any hope for high-speed rail in the U.S. is going to center around the necessary, but inevitable, private enterprise — government funding efforts. Panel member John Burrell somewhat surprised everyone in the room by announcing that "the money is there now for high-speed rail, and it could be pledged in a matter of hours by the investors if the package is put together right and if the biggest change in the American infrastructure in thirty years is handled as a business with all of the risks and profits implied therein."

Approximately 70 people were in attendance at this Meeting.

The State of Indiana has awarded a \$500,000 grant to the Shelby County Commission to help finance the rehabilitation of 58 miles of Conrail track between Shelbyville and Lawrenceburg, the central portion of the direct rail route between Cincinnati and Indianapolis. Indiana's Dept. of Commerce is arranging a \$757,000 loan to assist shippers on the line and another \$542,000 will come from the U.S. Dept. of Transportation.

Amtrak has released its 1982 ANNUAL REPORT and it is a very attractively produced and readable report. You can request a copy from the National Railroad Passenger Corp., 400 N. Capitol St., N.W., Washington, DC 20001. OARP made copies available to all attending our Fall Meeting.

OARP's HOWARD HARDING has been named to the Subcommittee on Intercity Rail Passenger Systems of the Transportation Research Board of the National Research Council. The NRC is the principal operating agency of the National Academy of Sciences and the National Academy of Engineering to serve government and other organizations. The Subcommittee will be meeting in Washington in mid-January to discuss High Speed Rail Technology. George Haikalis of New York is the Subcommittee's Chairman.

Word has been received of the death of two Columbus area OARP members, VERNON C. UNDERWOOD and B. W. PEARCE. We extend our most sincere sympathy to the families of Mr. Underwood and Mr. Pearce.

OARP again thanks member BOB VAN WORMER for another donation of two cartons of passenger railroads for OARP's growing archives. OARP does accept donations of railroad transportation materials, especially passenger related and of significance to Ohio. It is also possible to name OARP in your will as recipient of such materials. Someday... we will be able to adequately catalogue these donations and make them more readily available for inspection and research projects. Until then, be assured that all donations to OARP are in safe storage.

1,100 passengers rode the "Dayton Flyer" special passenger train which made an October 22nd round trip from the Detroit area to Fairborn, Ohio, and back over the DT&I. At Fairborn, passengers on the 20-car special were bussed to the Air Force Museum for a three-hour visit. The special utilized three SEMTA diesels and SEMTA commuter coaches. SEMTA's Pontiac - Detroit weekday commuter service ended in mid-October due to funding problems. Michigan ARP filed legal action to prevent cessation of the commuter trains. OARP understands that if means are not found soon to restore this rail passenger service, the locomotives and equipment will be sold to other commuter rail operators.

Shortly before the Columbus Day recess, the U.S. House voted 151-198 to reject an amendment permitting Amtrak to discharge its obligation of more than \$800 million to the Federal Government by issuing preferred stock to the U.S. Dept. of Transportation which is the guarantor of Amtrak's debt. The amendment was offered during debate on HR 3648 to authorize \$730 million in FY 1984 subsidies for Amtrak.

Amtrak officially dedicated its new passenger station at HUNTINGTON, WV, on November 11th after opening the new facility for business in October. The new station is just 1 1/2 blocks from the old depot, and is located at Eighth Avenue and Tenth Street in downtown Huntington. There is plenty of free parking at the new location. The November 11th dedication was hosted jointly by Amtrak and the Chessie System. Amtrak has also opened new passenger stations at Anaheim, CA, and New Carrollton, MD. The New Carrollton station replaces Capitol Beltway and now provides direct access between Amtrak and the Washington, DC, METRO.

CLEVELAND RAPID TRANSIT IMPROVEMENTS -- OARP member Mark J. Adamcik reports that the Cleveland RTA made extensive improvements to its Airport - Windermere "Red" Line this past Summer. With the aid of a newly purchased Plasser track tamping machine, ties were replaced on the westbound track from W. 29th to W. 117th and on the eastbound track from the Airport to W. 55th. Rail on most curves has been replaced with total rail replacement from CUT to E. 55th. New ballast has been spread and tracks have been resurfaced. New bridge guard rails have been installed. Mark also reports that the new Tokuyu Cars for the "Red" Line are arriving. They are being assembled by GE. They differ from the present "Airporter" cars in that the new cars have three side doors, versus two on the older cars.

ATTENTION: AMTRAK ROUTE & SERVICE PLANNERS . . .

Dig out your October 3, 1983 issue of U.S. NEWS & WORLD REPORT and turn to pages 54 and 55. There's a neat map of the United States there showing America's Great Urban Areas.

Now we must draw in lines (rail lines) linking up the urban clusters. We note very obviously that Amtrak already links up quite a few of the urban clusters on this map.

But... ye gods! Look at this!

There's a logical stretch of urban clusters from the East Coast right across Columbus and Indianapolis to St. Louis and Kansas City (the former NATIONAL LIMITED route).

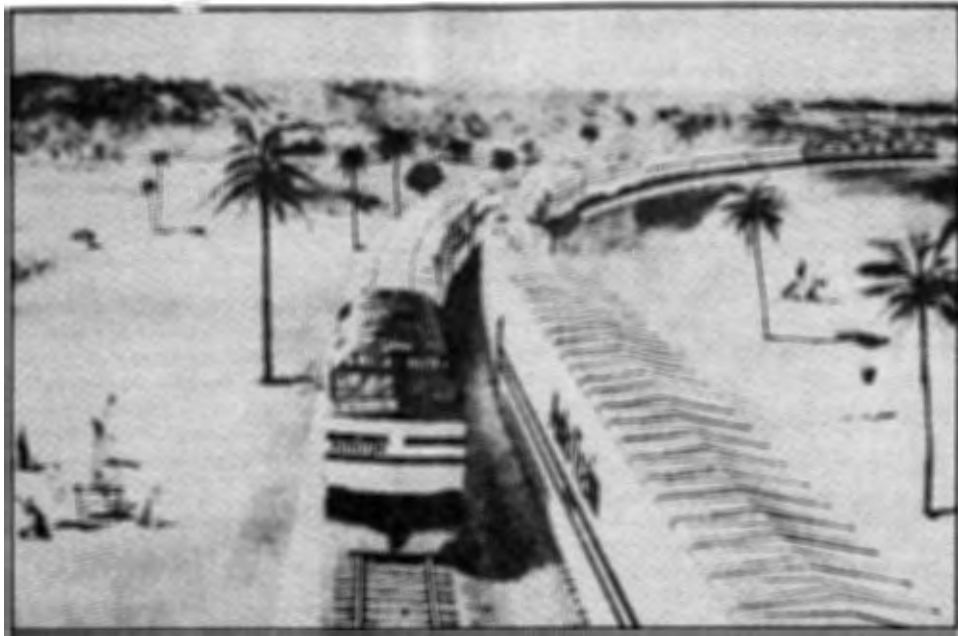
And there's a neat group of urban clusters from Kansas City on down through Oklahoma City to Dallas (the former LONE STAR route).

And... would you believe it! The ghost of the old FLORIDIAN is outlined right on this map of urban clusters.

WE STILL THINK THAT AMTRAK SHOULD SERVE THE PEOPLE OF AMERICA AND THAT MEANS THAT SOME HUGE URBAN CLUSTER AREAS LIKE PITTSBURGH - CLEVELAND and CLEVELAND - COLUMBUS - CINCINNATI MERIT AMTRAK RAIL PASSENGER SERVICE. IT'S ONLY LOGICAL. AND... IF YOU SERVE THE GREAT CLUSTERS OF PEOPLE, YOU'LL ALSO SERVE THE GREATEST NUMBER OF ELECTED LEGISLATORS!

Over 200 persons gathered in Washington, DC on September 23rd for what was billed as the first national conference on high-speed rail to be held in the U.S. The conference, titled "HIGH SPEED RAIL - THE CHALLENGE OF A NEW INDUSTRY", was sponsored by the Railway Progress Institute. Featured speakers included representatives from regional high-speed rail groups, along with U.S. Senator David Durenberger, U.S. Rep. Dan Glickman and Sen. Roger Jepsen. Senator Durenberger and Rep. Glickman both voiced the feeling that the private sector in the U.S. must mobilize to create public understanding of and support for high-speed rail.

1984 OARP TRAIN CALENDAR AVAILABLE NOW! ORDER YOURS TODAY!



Far from the Winter's chill, Florida golfers enjoy their day in the sun as Amtrak's AUTO-TRAIN meets the SILVER METEOR, on Amtrak's 1984 Wall Calendar. The newly-inaugurated AUTO-TRAIN carries passengers and their automobiles between the Washington, DC, area and Florida; the SILVER METEOR provides daily New York-Florida service. Another in a series of classic railroad renderings by noted railroad artist Gil Reid, the full-color calendar is on sale for \$3.50, two calendars are \$6.00 and three are \$8.00. Calendars for 1980 through 1983 are available to collectors at the same price(s). To order, send your check to: AMTRAK CALENDAR, P.O. Box 7717, Dept. S-OARP, Itasca, IL 60143. Allow two weeks for delivery.

— THE AUTOMOBILE —

- * Kills 45,000 people a year.
- * Maims 4,000,000 people a year.
- * Consumes 23 billion dollars worth of imported oil annually.
- * Produces 90 percent of the lead in the air.
- * Emits 15 percent of nitrogen-causing acid rain.
- * Ejects benzene, a leukemia-causing chemical agent.
- * Creates, in all major cities, dirty air and smog which cause respiratory ailments and eye trouble.
- * Requires the bulldozing of thousands of acres of farm and forest land every year.
- * Necessitates energy-intensive construction projects.

WHEN WILL OUR LEADERS BE ABLE TO SEE THESE LARGER ISSUES?
WHEN WILL WE REVERSE THESE TRENDS BY BRINGING BACK THE
PASSENGER TRAIN?

— contributed by Samuel E. Stokes

AMTRAK EXTENDS POPULAR "ALL ABOARD AMERICA" FARES TO MARCH 1
Amtrak has extended the popular "All Aboard America" Fare Program past the September 30, 1983 cutoff date until March 1, 1984. These special fares may not be used, however, during the peak holiday travel periods from November 23 - 27 or December 16 - January 3. "All Aboard America" divides Amtrak's system into three regions and allows travelers to make any round trip within one of the regions for \$175, or for \$225 within two adjoining regions, or \$299 for all three regions. Tickets must be purchased at least five days prior to your trip. You may take 30 days for a trip and you can make one stopover in each direction in addition to the destination. Your return trip may be over an alternate route. Contact Amtrak (1-800-USA-RAIL) for details on the popular "All Aboard America" round-trip fares.

OARP member NORMAN E. BURKHARDT of Frazeyburg, OH, contacted OARP after an unsettling experience with an authorized Amtrak travel agency in Newark, OH. Norm wrote that he tried to arrange a round-trip on Amtrak from Indianapolis to Seattle in October, going out via the PIONEER and returning via the EMPIRE BUILDER. The agency kept insisting that he fly. Then they refused to settle for less than a round-trip via the BUILDER. Then they overcharged him for his tickets. On top of that they wouldn't accept his American Express card for Amtrak tickets. After three hours of getting nowhere, Norm gave up with the agency. He then called the Amtrak 800 number and within 20 minutes his entire trip was arranged the way he wanted it and the proper tickets were mailed to him. Norm stated he was really pleased with the service Amtrak gave him, and that he does not plan to patronize that particular travel agency any more.

OARP has passed the particulars in this case on to Amtrak's regional sales manager with jurisdiction over the travel agency in question. It is unfortunate that these things happen. It happens very rarely, but we do appreciate being informed of situations like this so that we can help those in charge to take action to correct a negative situation.

THANKS, WILLARD! Early this Fall, Willard B. Edson asked to be relieved of his post as OARP's Toledo Area Regional Coordinator. Willard's enjoying retirement now, and he's active in several Toledo area organizations and activities. Of course, we respected his wishes. Willard himself recommended that Bill Herndon succeed him and Bill did accept the appointment which was then approved at OARP's Fall Meeting. Willard Edson was one of our first members, back in 1973 when OARP was started. In fact, earlier in the 70's, Willard tried himself to get an Ohio ARP started on his own, because he saw the definite need for such an organization. Willard has been a loyal member and has really pitched in and helped OARP out when we needed him. He's promised that he'll still be a loyal member and do what he can when the needs arise. This is to say, "THANK YOU, WILLARD!", for all that you've done for our OARP and our cause.

GETTING THE MOST OUT OF YOUR OARP TANKARDS & LAPEL PINS...

Although our OARP TANKARDS are good Anchor-Hocking of Ohio products, we do not advise subjecting them to extreme heat or cold, or to quick changes of temperature. The thick glass bottom may crack or break. So, please be careful if you are one who likes a "frosted mug" for your evening brew!

An idea: Your OARP President keep one of our TANKARDS on his desk at work, filled with pens and pencils. Several business clients have seen the mug and asked about OARP. This is a good conversation starter. It also helped bring OARP a new member! You do not have to use your TANKARD to drink from!

A few members have reported that the clasps of some OARP LOGO LAPEL PINS don't grip tightly. There is a good quick remedy to this without replacing the whole pin. Take a small file and "rough up" the surface of the pin slightly. You will then find that the clasp "clasps" much better. Apparently some of our LAPEL PINS were manufactured with "too smooth" a surface on the pin. If our recommended remedy still doesn't work for your LAPEL PIN, contact your OARP President and we will work something out for you. Your OARP President wore his OARP LAPEL PIN on a recent business trip to Chicago and it prompted several people to inquire about OARP. It can be a conversation starter for YOU, too! Every OARP member should have one of our LAPEL PINS.

ORDER YOUR OARP LAPEL PIN & OARP TANKARDS TODAY!!

PAUL REISTRUP will be in Akron for the AKRON RAILROAD CLUB's ANNUAL CHRISTMAS BANQUET, December 9th at Sanginiti's Restaurant, 207 East Market Street. Cocktails at 6:30. Prime Rib Dinner at 7:30. Cost is \$12.95 per person. Make your reservations with Gary Dillon, 144 Roswell Street, Akron 44305, prior to December 5th.

OARP has received Sales Offer #84-006 from Amtrak (Passenger Cars For Sale). Bids close January 3rd on this last major offering of Amtrak passenger equipment. OARP will make a copy of this 16-page Sales Offer available in return for a \$1.00 donation to cover our copying charge and postage. The 11 cars stored at River Road in Cincinnati are included in this Amtrak Sales Offer.

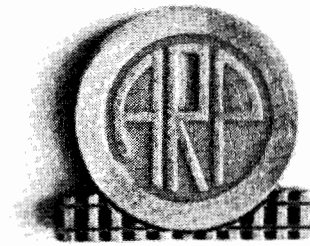
AMTRAK TO DETROIT FOR THE MARCH 17th REGION SIX NARP MEETING & OARP MEETING: Current Group Rate \$34.00 RT from Cleveland. CONTACT: "Amtrak A1" Mladineo at 'Round The World Travel Agency, Inc. 3615 Euclid Avenue Cleveland, OH 44115 CALL 216-432-2233

THANKS to all the hard-working OARP members who've helped at our various displays this Fall: BILL HUTCHISON (Oct. 1/Jefferson, OH); MARK ADAMCIK & JIM STEVENSON (Oct. 7/ Cleveland, OH); HAROLD WOLFF & JIM STEVENSON (Oct. 23/Medina, OH); HAROLD ZWEIFEL, BRAD UPHAM, LARRY & MEG GREY, JUDY GRAY, ALEX HEINGARTNER, BOB & GERRY BOYCE, BILL BAKER, SYLVESTER STANLEY, BEN & MARION LIBBY, DAVE RIDDLE, DAVE LEBOLD & MIKE MELFI (Nov. 4-5-6/Columbus, OH); and DAVE B. MARSHALL, MERLE HORST, JIM SAUNDERS, JOHN McCANN & TOM PULSIFER (Nov. 13/Springfield, OH). THANKS ALSO to FRED FRAYER and BILL SIEVERS for the Amtrak materials! AL WOLF is busily scheduling our helpers for the two-day Dayton R.R. Show Thanksgiving weekend at the Montgomery County Fairgrounds.



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.



XMAS IDEAS

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.

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

Kindly allow 2-3 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 _____ PHONE _____ Mail this coupon with your check to: OARP, MEMBERSHIP SERVICES, P.O. BOX 653, XENIA, OH 45385. NOV 83

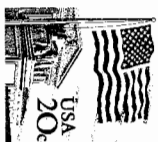
"the 6:53" is the official bi-monthly publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL 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: in conjunction with the Annual NARP Region Six Meeting
SATURDAY / MARCH 17, 1984
in DETROIT, MICHIGAN

Details forthcoming. Plan to ride Amtrak's LAKE CITIES to and from Detroit for this meeting which will be hosted by the Michigan ARP.



**OHIO ASSOCIATION OF
RAILROAD PASSENGERS**
P.O. BOX 653
XENIA, OHIO 45385-0653
RAIL TRANSPORTATION ADVOCATES



FIRST CLASS MAIL

BILL HUTCHISON, JR.

5851 SOUTH RIDGE WEST
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