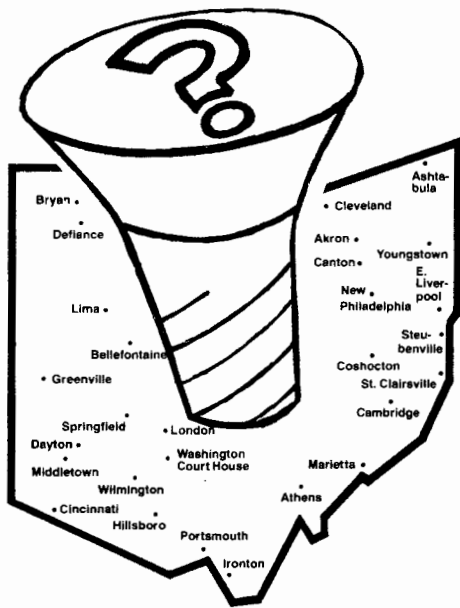


# the 6:53



***Who's Really Responsible For The  
Present State Of Rail Passenger Service  
In And Through Ohio?***

**OARP UPSET OVER "CARDINAL" PROPOSAL**



**January 1984**

**issue #56**

Official Publication of the  
OHIO ASSOCIATION OF RAILROAD PASSENGERS

— January 1984 —  
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PLEASE BE CONSIDERATE.....  
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OARP BELIEVES AMTRAK WANTS TO CLOSE ITS AGENCY AT LIMA SOON!

OARP has received a copy of a letter from Amtrak's President W. Graham Claytor to the Mayor of Bluffton, Ohio, Frederick Tschantz, concerning the future of the manned Amtrak station at Lima, Ohio. The letter reiterates at length Mr. Claytor's determination to cut costs so that overall services can be improved (??), lists the three Amtrak authorized travel agencies in Lima, and leads one to believe that the days of a manned station in Lima are numbered.

Word through the Amtrak grapevine is that the agency could be closed for good as early as March of this year. Hours of operation at Lima were reduced last year. The station is open daily for both trains but the reduced hours have made it very unattractive to go there in the middle of the night to pick up and pay for your tickets unless you're going out that same night on the train.

And, in Amtrak's continued drive to drive away business; the October 30, 1983 timetables (both froms A and 7) show that checked baggage is no longer handled to and from Lima, yet the Amtrak agent there still handles checked baggage! Also, the station is referenced as not being open at all departure times; and yet it is! At least at present it is.

It is clear to OARP that Amtrak is deliberately discouraging revenue and ridership through its Lima station so that it can justify closing the agency there completely and eliminating ticketing and baggage services.

OARP's Regional Coordinator in Lima, John Keller is keeping this situation alive before area civic officials. And OARP understands that the civic leaders are concerned. We remember back to 1973-1975 when one of young OARP's first projects was to work cooperatively with the city officials in Lima, and with Amtrak, to help get the old Pennsylvania Railroad depot there refurbished and staffed for Amtrak passengers. In Amtrak's early years Lima was an unmanned station stop; but passengers, citizens and civic officials lobbied hard then and succeeded in getting Amtrak to staff the depot and provide ticketing and checked baggage and express service.

OARP will continue to do what we are able to do to try to keep the Lima station manned and to try to work cooperatively with all concerned to seek some creative ways to provide better service for Amtrak passengers at Lima. Having the station staffed from 9:00pm until 6:00am is hardly creative, and not conducive to building revenue or attracting ridership, but it's all we've got at present.

We would ask that ALL OARP MEMBERS from west central Ohio who use the Lima Amtrak station WRITE (if you haven't already) TO CONGRESSMAN MICHAEL G. OXLEY, 1108 LONGWORTH HOUSE OFFICE BUILDING, WASHINGTON, DC 20515; or ROOM 205, 401 W. NORTH ST. LIMA, OH 45801. And... if you live in Lima or Allen County, contact your city and county officials. Amtrak usually will listen when elected officials complain. Your letter might help keep the Lima station open. You should get others to write also. Letters do make a difference. Do not be afraid to make yourself heard.

PROPOSED RESCHEDULING OF THE CARDINAL WILL KILL CINCINNATI;  
THE TRAIN WOULD COME THROUGH IN THE MIDDLE OF THE NIGHT!

Westbound, the CARDINAL would stop at Cincinnati's River Rd. Amtrak Station at 12:54am! Eastbound, the CARDINAL would stop there at 4:49am! OARP learned in mid-December what had been rumored for some time; that Amtrak is seriously looking at a drastic schedule change for the CARDINAL effective with the timetable change at the end of April 1984. According to an internal memo from Ira Silverman, Director of Route Marketing, to members of the Timetable Coordinating Committee; "Marketing requests that Train #51 depart New York at 6:30am (Sunday, Wednesday, and Friday) and 8:00pm from Chicago (Saturday, Thursday and Tuesday). The benefits of this change are: \* all connections in Chicago

- \* connections to CRESCENT and SILVER METEOR in Washington
- \* daylight operation through the scenic portion of the route
- \* complementary service to Trains #19/20 between Charlottesville and New York

"In addition to these benefits, Marketing's schedule models indicate that local route ridership will increase before any connections are included. Connecting revenues at Chicago are estimated to be over \$2.5 million. These models also indicate that operation 1 hour later westbound and 2 hours earlier eastbound than the above schedules would provide increased revenues as well as establishing connections to the COLONIAL and the MONTREALER."

Here's how the proposed schedule looks:

#51		#50
6:30am (WeFrSu)	Lv-NEW YORK CITY.....-Ar	10:37pm (WeFrSu)
7:55am	Lv-PHILADELPHIA.....-Ar-	9:13pm
11:05am	Lv-WASHINGTON, DC.....-Ar-	6:46pm
1:32pm	Lv-CHARLOTTESVILLE, VA.-Lv-	4:06pm
4:38pm	Lv-WHITE SULPHUR SPRINGS-Lv-	12:57pm
8:01pm	Lv-CHARLESTON, WV.....-Lv-	9:42am
9:08pm	Lv-HUNTINGTON, WV.....-Lv-	8:39am
12:54am (ThSaMo)	Lv-CINCINNATI, OHIO.....-Lv-	4:49am
4:05am	Lv-MUNCIE, IN.....-Lv-	1:35am (WeFrSu)
7:50am (ThSaMo)	Ar-CHICAGO, IL.....(CT)-Lv-	8:00pm (TuThSa)

In November Amtrak conducted another inspection trip over the Chessie System (B&O) between Cincinnati, Hamilton, Cottage Grove and Indianapolis to help determine whether or not rerouting the CARDINAL via Indianapolis would be desirable. Of course, rerouting the train and giving it a new schedule would also give Indianapolis lousy train times. The reroute may become necessary in the future as it is understood that the Chessie System would like to abandon portions of the Muncie line and it could no longer serve as a through line between Chicago and Cincinnati. OARP's immediate concern is that THE major stop on the CARDINAL route, Cincinnati, will be in the middle of the night in both directions. Remember what the middle-of-the-night train times did for the LAKE

SHORE LIMITED ridership at Cleveland? It plummeted! These train times alone will seriously impact the present large ridership on the CARDINAL to and from Cincinnati. Few persons will brave that part of Cincinnati to get a train at that hour of the night! Even fewer will brave the Hamilton, Ohio, station neighborhood at that time of night!

OARP is taking the stand of strongly opposing this move as it will kill the real appeal of the CARDINAL as an overnight conveyor between Cincinnati and the east coast.

OARP has, however, repeatedly asked Amtrak to adjust the CARDINAL's schedule by a few hours, especially westbound, to provide for better connections to western trains at Chicago. We are now told Amtrak "is not interested" in adjusting the schedule "by a few hours". In a letter to OARP's Mike Weber, Amtrak President Claytor wrote: "As Amtrak has indicated previously, we do not agree that the adjustment of the westbound CARDINAL 2 hours earlier would have an overall positive impact on the train's performance. While it is true that some passengers might choose to connect to the SOUTHWEST LIMITED, we still believe that the establishment of a one-directional connection to the SOUTHWEST LIMITED would be more than offset by losses of non-connecting travelers at Charleston and Huntington."

OARP reads into this that although Cincinnati has much higher ridership figures, Amtrak considers Huntington and Charleston as more important stations (no offense intended).

Claytor further states: "While we certainly wish to consider the input of as many sources as possible, I should note that the opinions of most individuals tend to be influenced by their particular location along a route and the gains that they foresee for their particular location. Naturally those individuals who reside in an area benefiting from a change with no offsetting losses tend to be more enthusiastic about a change in schedule than those who would be inconvenienced by a schedule change. It is the job of our Marketing Department to weigh all of the pluses and minuses of any schedule change to come up with the best overall pattern, given the information available to us."

OARP notes that it is this same Marketing Department which recently gave us a reinstated Auto-Train which reportedly carries as few as fourteen passengers on some trips, put the LAKE SHORE through Cleveland at 1:44am with a 33% drop in Cleveland revenue, runs large Fall promotional ads in mid-Winter (see the foliage from Amtrak), and says, but does not substantiate, that the CARDINAL will make \$2.5 million more from connecting with everything else at Chicago.

OARP is highly skeptical! Our Regional Coordinator in Cincinnati, Mike Weber has already called upon the offices of Congressmen Thomas Luken and Willis Gradison, Jr. Your OARP President has contacted, additionally, Congressmen Thomas Kindness and Bob McEwen, also Senators Glenn and Metzenbaum. NARP has been kept informed on developments. Mike Weber has also contacted many of the Cincinnati area travel agents and they are also opposed to the drastic schedule change. OARP understands that over thirty groups already booked on the CARDINAL out of Cincinnati after April will cancel if the schedule change is approved.

(continued . . .)

OARP understands that Amtrak President Claytor personally favors the drastic rescheduling of the CARDINAL, that he would rather reschedule the train on the existing route than reroute it via Indianapolis on the present schedule. From this OARP surmises that IF the CARDINAL ever does go via Indianapolis, the HOOSIER STATE will be discontinued or operated only on the days the CARDINAL doesn't run.

Historically, over the years, the most successful passenger service on the Chicago-Cincinnati-Washington route (NYC-C&O) saw a train leave Chicago in the late afternoon, leave Cincinnati in late evening, and arrive in Washington before noon. Westbound out of Washington late afternoon, into Cincinnati around 8:00am and into Chicago shortly after noon. Amtrak's former "RILEY" schedule served Cincinnati much better and provided adequate western connections at Chicago and got one to Washington at reasonable hours.

We have a feeling that the proposed CARDINAL schedule may now be "etched in stone" and, come April 29th, 1984, the ONLY DAYTIME AMTRAK SERVICE IN OHIO will be the portion of the westbound LAKE SHORE/LAKE CITIES west of Cleveland.

Nevertheless . . .

WE URGE OARP MEMBERS WHO USE THE CARDINAL TO WRITE LETTERS OPPOSING THE DRASTIC SCHEDULE CHANGE WHICH WILL NEGATIVELY IMPACT THE LARGEST STATION STOP ON ITS ROUTE. In your letter, you do not have to identify yourself as an OARP member. Keep your letter short and to the point. By all means, tell the elected officials you use the train and will find it less useful on the new schedule. Write to the two U.S. Senators and your Congressman, and to Congs. Gradison and Luken if you ride to and from Cincinnati specifically:

Sen. John H. Glenn  
U.S. Senate  
228 Dirksen Sen. Ofc. Bldg.  
Washington, DC 20510

Sen. Howard Metzenbaum  
U.S. Senate  
363 Russell Sen. Ofc. Bldg.  
Washington, DC 20510

Cong. Willis D. Gradison, Jr.  
U.S. House of Representatives  
Room 8008, 550 Main Street  
Cincinnati, OH 45202

Cong. Thomas A. Luken  
U.S. House of Representatives  
Room 3409, Federal Building  
Cincinnati, OH 45202

Cong. Bob McEwen  
U.S. House of Representatives  
Room 201, Federal Building  
Hillsboro, OH 45133

Cong. Thomas N. Kindness  
U.S. House of Representatives  
646 High Street  
Hamilton, OH 45011

Based on history repeating itself, OARP would be very surprised if the new CARDINAL schedule has any positive impact upon Amtrak. It crosses our minds that perhaps this move is another in a series of actions to reverse revenue and ridership levels and, down the track, justify killing the service completely.

WE MUST WORK TO SEEK WAYS TO MAKE THE OVERALL SERVICE BETTER, NOT WORSE, FOR THE MOST IMPORTANT STATIONS SERVED BY AMTRAK'S CARDINAL. AND CERTAINLY CINCINNATI, OHIO, CAN BE SERVED BETTER THAN BETWEEN 12:00-5:00AM!

#### BAGGAGE & EXPRESS EMBARGO INCONVENIENCES HOLIDAY PASSENGERS!

On December 30, 1983, without advance warning, Amtrak issued a Baggage and Express Embargo which took effect on January 1 and affected two of Amtrak's trains serving Ohio. The embargo affected the LAKE SHORE LIMITED, the BROADWAY LIMITED, the CAPITOL LIMITED, the Chicago-Detroit Corridor, and the CALIFORNIA ZEPHYR between Chicago and Denver only.

According to the embargo, baggage and express could be checked only from end-point to end-point. No checked baggage would be handled at intermediate stations except at Albany/Rensselaer on the LAKE SHORE route and at Pittsburgh on the BROADWAY/CAPITOL route. The embargo lasted three days; long enough to inconvenience and infuriate many holiday travelers. One OARP member reported it took over thirty minutes to unload and load LAKE SHORE LIMITED passengers one night at Cleveland because none of their bags could be checked. Luggage racks, aisles and vestibules were loaded to the gills, according to one passenger. Why a baggage and express embargo? Apparently the super-cold temperatures and snow were making it difficult to open baggage car doors on Heritage-fleet-equipped trains.

While we agree that the weather over the Holidays was nasty, the sticking baggage car door problem is not new. Is it that Amtrak just prefers not to deal with it? Is Amtrak trying to tell us that checked baggage and express service may soon be a thing of the past? Large crowbars have been a standard operating tool in the possession of Amtrak station personnel and train baggagemen for years. Your OARP President has even observed summertime use of crowbars to pry open recalcitrant baggage car doors! Why can't the doors be made more reliable? We'd like an answer to that! Intercity buses don't seem to have much problem with baggage compartment doors. And jet aircraft flying in snow and super-cold temperatures don't seem to have any problems. Why, it appears that it is easier to open standard railroad boxcar doors than an Amtrak baggage car. The bottom line, of course, is that (once more) the traveling public is inconvenienced and the intercity train becomes a less desirable intercity travel mode.

The Cleveland PLAIN DEALER carried, on December 6th, an article by Jonathan Hicks on Amtrak in Cleveland. The article featured quotes from OARP member Al Mladineo who is also a Cleveland travel agent. The Hicks article was generally "on track" and pointed up local opposition to the inconvenient train times of the LAKE SHORE LIMITED at Cleveland. On the 18th of December, the PLAIN DEALER carried letters to the editor from OARP member Tom Healey, William Roemer and OARP Regional Coordinator Jim Stevenson addressing the train-time problem and possible Cleveland - Pittsburgh - Philadelphia - New York service which OARP is working on through the Ohio Department of Transportation.

DO YOU HAVE YOUR 1984 OARP CALENDAR YET? ORDER ONE TODAY!

## WHO'S REALLY PUTTING THE SCREWS ON RAIL PASSENGER SERVICE IN OHIO?

— BY OARP PRESIDENT THOMAS R. PULSIFER

Here it is. 1984. George Orwell might tell us that "No Trains Is Better Intercity Transportation". That's the way it seems in Ohio. I sense a growing feeling of frustration among OARP members. Here we are, working as best we can for "improved and expanded" and rail passenger service just does not get "improved and expanded". If rail passenger transportation is so desirable -- the way of the future -- then why don't we have more and better trains?

Who's responsible?

Is it Amtrak? What's Amtrak doing for Ohio? Station agencies are closing. Train times at major cities worsen. Service frequency is not expanding; indeed, since 1979 Amtrak has withdrawn two routes from Ohio. And, despite improved rolling stock and motive power, Amtrak demonstrates incapability to deal with any crisis. And nagging perennial problems (such as sticking baggage car doors) endure without correction to plague efficiency in operations. Present operations are designed more for political expedience than serving bases of population.

Is it the Railroads? Ohio's rail network is steadily shrinking and we are the losers. Conrail, on the one hand publishes proclamations of profitability, and yet with the other hand further fractures the physical plant with downgrading of service and abandonments. And Chessie's tactics are becoming similar. Unfortunately for us, the remaining freight traffic is not always routed where lines should be kept intact for intercity passenger trains. This explains why the Dayton to Indianapolis mainline is gone and why lines such as Columbus to Pittsburgh, Toledo to Deshler, and Youngstown to Akron and Mansfield are in grave danger of being lost forever.

What did ORTA do for Ohio? ORTA concentrated on high-speed wheel-spinning exercises from 1976 until 1983 under the domination of a state legislator whose "mind is made up -- don't confuse me with the facts" and who frowned and fumed at mere mention of "Amtrak". All those years and all that money spent on high-speed studies and are we any further ahead today? You can answer that for yourself!

What about OhioDOT/Rail? Although OhioDOT/Rail is, at OARP's insistence, pursuing the extension of Amtrak's PENNSYLVANIAN to Cleveland, progress on this front seems excruciatingly slow. And, based on some recent events, we perceive that OhioDOT/Rail's sights seem still set on high-speed via the giant leap, not by less costly and more achievable steps.

Is it Congress or the Ohio General Assembly? There is hope through the political systems. There is a growing (slowly) awareness and concern among legislators for rail and mass transit; however, transportation policy reform ranks low on the activity scale.

(continued, next page...)

The political stage is where the future role of rail transportation will be played. This is a reality we must recognize and work with. Remember, Amtrak's CARDINAL runs again thanks to some friendly and influential politicians with support and assistance from OARP and others.

Maybe it's the stall-smiths! Just who are these stall-smiths anyway? I'm introducing a new term which may help to explain why things are presently the way they are. Stall-smiths! Stall-smiths are craftspersons (smiths) of stalling on rail passenger concerns, on issues, on projects. Oh, these persons aren't opposed to passenger rail improvements or expansion. Not at all. They're not stone-wallers. Stone-wallers object to things and they work to oppose things. Stall-smiths are actually in favor of rail passenger service development, but they won't let it proceed. They work very hard at stalling around; very often with a smile on their faces.

What is the role of OARP in all this? Is OARP doing all it can to help achieve progress? Probably not. We could always do more and perhaps we really need to do more. The most important concern we must be aware of is this present feeling of frustration which has been voiced.

OARP will not and must not give up the fight. For there are people right now -- people at Amtrak, people at OhioDOT/Rail, people in Congress and in our State Legislature -- that would like nothing better than for OARP to "buzz off", to get off their backs, and go out of business. Some of these folks are stall-smiths and that makes working cooperatively with them all the more of a challenge to us.

I'm reminded of the motto posted on the cafeteria bulletin board at my old high school in Massachusetts during my school days. It read; WINNERS NEVER QUIT, AND QUITTERS NEVER WIN.

If Ohioans are to be winners and go by rail, we must never quit or let the negative forces believe we are quitting. Better rail passenger service IS achievable in both the near-term and long-term future. We can be a part of this achievement, but we must work for it. It will not be handed to us without a challenge.

Yes, we do have good reason to feel frustrated, even burnout, over the present state of rail passenger services in Ohio. We must turn our voices of frustration into voices of action, of doing. The voice of OARP, individually and collectively, has to be heard louder and stronger than ever before.

So, who's really responsible for putting the screws to rail passenger service in Ohio?

Maybe to a greater or lesser extent, WE ARE ALL RESPONSIBLE.

But... we CAN do something about it!

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Your 6:53 editor apologizes for the lateness in getting this issue out. The MARCH issue, with Meeting details, will be out around March first.

## STATE OF OHIO APPLIES FOR FRA "SEED MONEY" FOR HIGH SPEED

The State of Ohio has applied to the Federal Railroad Administration for \$249,800 of "seed money" from the FRA as a 50-50 match with state funds to perform high speed rail marketing and financing studies. This is the first time that Ohio has requested funds from FRA's Emerging Corridor money. The grant application was prepared by OhioDOT and submitted on January 5th along with a cover letter from Governor Celeste. The Scope of Work contains three parts; 1) Focus Group Market Analysis, 2) Refinement of Service Levels By Market Analysis, and 3) Alternative Capital Funding Source Study.

CONGRATULATIONS AND BEST WISHES FOR SUCCESS to OARP member and Regional Coordinator JOHN WILSON of Hamilton, Ohio! John, along with a staff of three, has opened his own travel agency, WEST CHESTER TRAVEL at 7324 Kingsgate Way in West Chester, Ohio (45069). This is located just off I-75 at the Tylersville Road exit, in the shopping center. His phone is 513-777-6770. Although he is a full service travel agency, he will concentrate on selling Amtrak trips and tours.

## BAGGAGE & EXPRESS . . . Amtrak's Inspection Train including Car

#10,000 was (at press time) scheduled to come into Cincinnati, January 30th on #51, then head west over the B&O line to St. Louis primarily, we understand, to look at the portion of that route between Odin and St. Louis as possible routing for the Carbondale - St. Louis - Kansas City service. *M. L. Clark Tyler, Amtrak Group VP/Passenger Services & Communications, is leaving at the end of January. OARP anticipates his move will result in a lot of top-level personnel shifting at Amtrak headquarters.* Amtrak's Board has approved plans to operate a new service between Mobile and New Orleans (also serving Pascagoula, Biloxi, Gulfport and Bay St. Louis on the Seaboard System (ex-L&N) trackage) with a start-up date of April 29, 1984. The new train will help passengers move to and from the 1984 World's Fair which opens in New Orleans May 12th.

*Railway Progress Institute's new HIGH SPEED RAIL DATA BANK, a compilation of specific information about proposed systems in the United States, was to open January 3, 1984. The DATA BANK has been established and will be operated as a service to RPI member companies and as an accommodation to help the media cover the emergence of this new mode of transportation.* Amtrak terminates TAMPA-CLEARWATER-ST. PETERSBURG RAIL service February 1, 1984 and institutes dedicated bus connections between trainside at Tampa and Sarasota/Bradenton and Clearwater/St. Petersburg. 550 people wrote to Amtrak about the change and 80% opposed it. Amtrak spokesman Clifford Black stated to the press that 550 letters amounted to a "low response". Amtrak's attitude implies that the public is always wrong. OARP understands that U.S. Rep. C. W. Bill Young (R-St. Petersburg) is furious about the change from rail service to bus service and has introduced a provision into the Amtrak Improvement Act of 1983 to require continuation of rail service.

*Amtrak 30-day round trip fares are AT LAST available on the HOOSIER STATE between Indianapolis and Chicago. Many Ohioans drive to Indianapolis to ride this service to and from Chicago because of its attractive schedule.*

## OARP PRESIDENT ADDRESSES FIRST MEETING OF GOVERNOR'S TASK FORCE ON HIGH SPEED RAIL

OARP President Tom Pulsifer addressed the opening meeting of Ohio Governor Celeste's recently appointed Task Force on High Speed Rail. The session, attended by about thirty, was held at the Sheraton Hotel in downtown Columbus on November 29th. Pulsifer spoke both as OARP President and as a former member of the now-defunct Rail Transportation Authority. He stressed the need to start to build from where we are today; that Amtrak is a necessary starting point along the tracks to achieving a future high speed passenger rail system.

*A copy of Pulsifer's speech may be obtained from OARP. Please send a business-letter size self-addressed envelope with 20¢ postage affixed.*

Other participants included: OhioDOT Director Warren Smith; Larry Jacobson and Dr. Tom Webb of Dalton-Dalton-Newport; Larry Falkner of Morrison-Knudsen; Marshall Beck of Bombardier; Lowell Smith of Morgan Guaranty Trust; Anthony Daniels of International Engineering; and Jolene Molitoris, Deputy Director of OhioDOT's Division of Rail Transportation Development. The session was chaired by Ohio Senator Robert J. Boggs. This meeting was open and positive. The consensus was that the Task Force would move ahead on high-speed rail A STEP AT A TIME (which is what OARP has been urging for a long time). Finally, it appeared someone was listening! Senator Boggs, at the conclusion of the meeting, stated that OARP would become directly involved with the various subcommittees of the Task Force. Your OARP President along with several OARP members attending this meeting as observers came away feeling good about this first session; that things were going to start to happen in a step-by-step series of achievable goals.

Then something happened . . .

The second meeting of the Task Force was January 9th, again at the Sheraton in downtown Columbus. From the opening remarks of Senator Boggs onward, the tone of the meeting was decidedly back to the Wilkowski days of ORTA; i.e. high-speed rail OR NOTHING, Amtrak is a failure, etc., etc. A gentleman from Deutsch-Eisenbahn of Frankfurt, Germany, was brought in with a film on tracking characteristics of bogies (trucks) at high speeds, along with overhead projected charts and graphs, all in German. This seemed to thoroughly confuse the members of the Task Force. Dr. Ray Ellis of Peat, Marwick, Mitchell & Company then discussed patronage forecasting. And again, some Task Force members appeared "lost". The meeting concluded with subcommittee meetings, but, despite what Sen. Boggs said publicly at the end of the first Task Force Meeting, OARP was not invited to participate in any of the subcommittees!

The Task Force meets the second Monday of each month. OARP intends to have at least one representative there at each meeting to report on what happens. The meetings are not publicized, however, by law they cannot be "closed" meetings.



OARP's 1984 CALENDARS have been selling quite well. We had orders for over 1,000 of them before we even started filling the orders! And, again this year, our CALENDARS are posted at each "station" in Amtrak's Chicago Reservation Bureau.

Our 9" x 12" CALENDAR features a full-color photo of Amtrak's eastbound CARDINAL with the Cincinnati skyline in the background. The photo reinforces the concept of the train being the desirable intercity travel mode. OARP member John McCann of West Carrollton, Ohio, took this year's CALENDAR photo.

Our 1984 CALENDAR 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 local Amtrak station phone numbers, Amtrak regional sales and marketing office numbers, Amtrak reservations and information "hotlines", the Ohio Legislative information "hotline", and Ohio DOT/Rail's address and phone number.

ORDER YOURS TODAY!


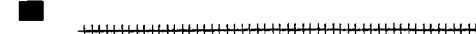
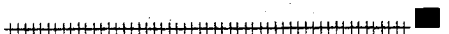
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50/\$12.00	60/\$13.00	75/\$14.00	100/\$15.00	

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.

		OARP 1984 CALENDARS (JAN 84)
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.		
<u>MAIL THIS TO:</u> OARP CALENDARS P.O. BOX 653 XENIA, OH 45385		You may duplicate this form on a copier if you do not wish to tear up your "6:53".
		

ADVANCE REGISTRATION FORM FOR THE OARP/NARP MEETING - MARCH 17

NAME \_\_\_\_\_ \$15.00 PER PERSON  
 INCLUDES MEAL  
 ADDRESS \_\_\_\_\_ MAKE CHECK PAYABLE  
 TO MICHIGAN A.R.P.  
 CITY-STATE-ZIP \_\_\_\_\_ MAIL TO:  
 PHONE \_\_\_\_\_ JOHN DELORA  
 1869 BRYS  
 DEADLINE: MARCH 12TH GROSSE POINTE WOODS, MI 48236  
 NO REFUNDS AFTER MARCH 12TH OARP

OARP will hold a short meeting as part of the NARP Region 6 Annual Meeting (Ohio-Indiana-Michigan) which will be held in Detroit on March 17th. The site is The Mexican Village Restaurant which is only three blocks from the Amtrak Station in Detroit. The meetings will commence after arrival of the westbound LAKE CITIES and end around 7:30pm to allow plenty of time to get back to catch the eastbound LAKE CITIES. The meeting fee of \$15.00 includes your meal. A cash bar will be provided. We anticipate that most attendees from Ohio will ride the LAKE CITIES between Toledo and Detroit. OARP will attempt to set aside part of one coach in each direction so we can all sit together on the train. Complete details on

this meeting will be in the March issue of "the 6:53", but you should plan now to attend and you can use the form above (or copy thereof) to get your registration in. Unconfirmed, at this time, word is that Amtrak's AL EDELSTON (Director of State & Local Services) will be the guest speaker.

The main thrust of the day will be the NARP Regional Meeting and provides an opportunity for members of NARP, OhioARP, IndARP and the MichiganARP to get together to discuss common concerns.

OARP PRESIDENT APPOINTS NEW REGIONAL COORDINATORS FOR COLUMBUS AND CENTRAL OHIO

OARP Pres. Tom Pulsifer has appointed BRAD UPHAM (3233 Dale Avenue, Columbus 43213, 614-235-2006 and ALEX HEINGARTNER (205 W. Lincoln Avenue, Delaware 43015, 614-369-4383) as our new Regional Coordinators for Columbus and Central Ohio. A vote by the membership to confirm these appointments will be taken at the March 17th membership meeting in Detroit. Both Brad and Alex can best be reached by phone in the evening. They succeed DAVE LEBOLD who asked to be relieved of the Regional Coordinator duties, although he intends to remain involved as an active OARP member and work with various OARP concerns and projects as time permits. Alex and Brad met on January 9th with Dave Lebold, Tom Pulsifer and Manfred Orlow at a Columbus restaurant to discuss current concerns.

GUEST EDITORIAL

— by OARP member Al Mladineo

If NARP, OARP and all other ARP groups ceased to exist, Amtrak would be strong enough to survive. There is no doubt that early support was necessary to keep the infant rail passenger service on track and growing.

Mrs. Judy Gray and Mr. Norman Burkhardt reported in the 6:53 recently of some practices in Amtrak that will require corporate study. It is this type of reporting that shows the need for the continuation of work being done by OARP. Amtrak is rolling but OARP members can help refine and polish the industry.

In defense of Amtrak, I feel Mrs. Gray should have purchased her Amtrak tickets from an Amtrak appointed travel agent in Columbus once the reservation was made, knowing that the Crestline station is unmanned. Checking the rules governing ticket sales aboard a train; the conductor should have sold Mrs. Gray a full one-way ticket to her destination and the return portion with the discount applied sold by the agent in Newark, NJ. The ticket sales are governed by Section E-9, Part (D) Purchase Prior To Departure, and Section E-14, Part (B) Basis For Ticket Exchange, under "Exceptions". Amtrak must police its industry and make sure the harrassment Mrs. Gray suffered does not happen again.

Mr. Burkhardt's case is different. All travel agencies are in business to make a profit. Many agencies have inexperienced employees and are not qualified to sell Amtrak or many other services. The marketplace will weed out the weak in due time. OARP was correct in reporting the incident to the regional sales manager. My advice to the membership is to support good Amtrak travel agents by turning all your business to them and telling your friends to do the same. In the meantime, keep the legitimate complaints coming, for this is the tack OARP can take to polish the young giant Amtrak.

(Al Mladineo, a long-time member of NARP and OARP, is a travel agent with 'Round The World Travel Agency, Inc. in Cleveland, Ohio.)

As a FOLLOW-UP to OARP member Norman Burkhardt's situation reported in our last issue; OARP has been in contact with the director of the travel agency involved, Amtrak's regional sales manager, and Mr. Burkhardt. The travel agency director expressed concern that the incident was reported in the 6:53; however, Mr. Burkhardt came to OARP for help after he had made several attempts on his own to resolve the situation directly with the travel agency's branch office in Newark, Ohio. Your OARP President has taken the position that we will get concerned when an OARP member encounters problems and frustrations which cannot seem to be resolved by the member, and that everyone involved must work together to make it easier for people to go by Amtrak. In Mr. Burkhardt's case, it appears that breakdowns in communication contributed in turning a relatively minor incident into a major one.

OARP WINDOW DECALS ARE COMING SOON. SEE THE MARCH "6:53"!



## ABANDONMENT ALERT

OARP's Howard Harding, Bill Hutchison and Doug Hudson are carefully examining a recently obtained list of upcoming Conrail abandonments in northeastern Ohio to determine what effect these will have on routing conventional rail passenger service between Pittsburgh-Youngstown-Cleveland. OARP is very concerned that loss of even a small key line segment might negatively impact the ability of a Cleveland-Pittsburgh passenger train to run via Youngstown and Warren. In another possible abandonment concern, we have been advised that Conrail may attempt to abandon that portion of the Columbus-Pittsburgh "Panhandle" mainline between Coshocton and Cadiz, and this would prevent this route from being used as a "through" route.

OARP's AL WOLF attended the recent (January 21st) meeting of the Indiana ARP in downtown Indianapolis. Prime topics; The Indianapolis - Cincinnati "Shelbyville" Line (work is 6 months ahead of schedule, entire line could be used by the end of 1984), the CARDINAL (IndARP supports reroute via Indianapolis, proposed splitting the LAKE SHORE at Cleveland and sending one leg down the "Bellefontaine" line to St. Louis, interconnecting with the CARDINAL at Indianapolis), and Indianapolis Union Station (redevelopment expected to be completed by end of 1984 with full completion in 1985 - four tracks to be retained for Amtrak's use).

## OHIO'S 80 MPH TRAINS: YESTERDAY AND TOMORROW

(from Discussion at the NARP Board Meeting)

Englund: "We did 'Operation Rejuvenation' in the mid-50's in Ohio. [NYC Pres. Alfred] Perlman gave me a million extra trainmiles a year, and he said go out there and do something with this mess because the Ohio politicians were raising a lot of hell with it. So we put on five round-trips a day between Cleveland, Columbus, Dayton, and Cincinnati, and we gutted our prices and we did a good job.

"Business was phenomenal! We started out with three or four coaches on our train—64-seaters—and we found we had to raise it up to 10, 12, 14 coaches on a train, two diners, plus the head-end equipment, and we really did a knock-down, drag-out business.

"You know what killed us? Cincinnati Union Terminal. We unbalanced the number of people and cars coming into that terminal. We wound up contributing \$4.50 from every ticket to CUI. We need to figure out how to get around those terminal expenses, because they're monstrous."

NARP Pres. Mathis: "Carl, is it your view that if Ohio had, today, 80 mph [top speed] trains between Cleveland, Columbus, and Cincinnati, and no major terminal costs at either end, that it would be successful?"

Englund: "If we could reconcile the labor situation, I think it would do pretty dangone well. There is a market—a good one—and we had it worked out, and we did extremely well. But we did well with the kind of a volume that would support what you're talking about. It would never in the world support a super-railroad."

Transportation consultant CARL R. ENGLUND, JR., speaking at the October 1983 NARP Board Meeting in Boston. Remarks reprinted here courtesy of NARP NEWS, Vol. 18, No. 1, January 1984.

We're still assembling incoming reports on Amtrak vs. The Winter of '83-'84. While no one would fault the fact that severe weather does occur and does disrupt normal routines, the main gripe by passengers seems to be that the passengers are usually the LAST to be told anything about delays or disruptions of service.

Passengers can be apprehensive even if everything is normal, especially if they are first time travelers. Under abnormal circumstances, OARP believes passengers deserve to be kept informed of conditions that affect them.

It appears that Amtrak must try harder, prepare contingency plans, so that when train service is disrupted, passengers can be kept intelligently informed and allowed to make alternative travel plans if necessary.

JOIN & SUPPORT YOUR OARP!

## OARP POLLS PRESIDENTIAL CANDIDATES

In an effort to better inform OARP members as to the Presidential candidates' stands in regards to passenger rail transportation, our new Political Affairs Coordinator, Manfred Orlow has prepared a questionnaire which has been sent to all of the announced Presidential candidates. We will publish the results in an upcoming issue of "the 6:53".

The Questions Asked . . .

1. For several years now, the present Administration has chosen to push for lower Federal subsidy amounts for Amtrak. What priority do you give to Amtrak funding, and do you think the government has done a good job to establish and maintain our national rail passenger system?
2. At present, the states must pay for all Amtrak intrastate service revenue deficits. Do you support this policy or do you feel a comprehensive interstate rail network with intrastate feeder lines warrants whole or partial Federal support?
3. The airlines and the trucking industry continue to receive substantial direct and indirect Federal subsidies not reported as income whereas rail must pay for all costs incurred. Are you aware of this, and how do you feel the government can be more equally supportive of competing modes of transportation?
4. Many sections of the country are now planning the new high speed 150+ mph systems. Even though House Bill #4308 establishes a Federal study group for these, what would you see your Administration doing on a national basis to plan for future long term mobility options in an energy conscious society?

OARP MEMBERS INTERESTED IN HELPING REDESIGN OUR MEMBERSHIP BROCHURE SHOULD CONTACT PRES. TOM PULSIFER SOON. INPUT IS NEEDED. WE MUST EITHER PRODUCE A NEW BROCHURE OR REPRINT THE EXISTING ONE AS CURRENT STOCK IS RUNNING LOW.

OARP CAN PROVIDE YOU WITH MATERIALS TO HELP YOU GO AMTRAK...

NATIONWIDE TIMETABLE (send a business-letter size self-addressed envelope with 54¢ (20+17+17) in postage affixed)

EAST-MIDWEST TIMETABLE (send a business-letter size SASE (Amtrak Form 7) with a 20¢ postage stamp affixed)

WELCOME ABOARD BROCHURE (send a business-letter size SASE with a 20¢ postage stamp affixed)

OARP RAIL TRAVEL GUIDE TO OHIO & NEIGHBORING STATES tells you how to get to the Amtrak stations along with helpful travel tips (just send a 20¢ postage stamp for this item)

AND... DON'T FORGET AMTRAK'S NEW

TOLL-FREE PHONE NUMBER . . . 1 - 800 - USA - RAIL

OUR THANKS to OARP member DAVE RIDDLE of Columbus for retyping the entire OARP Constitution after several additions and changes were approved at our Fall Meeting last October. If you'd like to have a copy of our Bylaws please send us a business-letter size self-addressed envelope with a 20¢ postage stamp affixed.

WE CONGRATULATE OARP REGIONAL COORDINATOR DAVE DAWSON on his recent graduation from Ohio University, Summa Cum Laude with a B.S. in Journalism! Dave has landed a transportation related job with People Express and thus will be leaving Ohio, but he promises to stay a member of OARP and hopes to get back occasionally for OARP meetings. OARP wishes Dave all our best wishes for his future success! As a result, Dave has submitted his resignation at Athens-Chillicothe Area Regional Coordinator. At present this appointed post is vacant.

Long-time OARP member JOHN C. SLADE of Hamilton, Ohio, died on Christmas Eve at the age of 81. A well-known native of Hamilton-Fairfield, John Slade provided quite a bit of local support to get Amtrak's CARDINAL to stop for passengers at Hamilton. Slade was also a pioneer in local radio broadcasting. He was the founder of WMOH in Hamilton. OARP extends our deepest sympathy to the family of John C. Slade.

OARP has learned that the Chessie (B&O) System has put out a "rusty rail" bulletin between Perrysburg and Deshler, part of the Detroit-Toledo-Dayton-Cincinnati main line. "Rusty Rail" means that automatic crossing protection may not function properly and all trains must approach crossings prepared to "stop and protect". Most, if not all, trains are being rerouted via Fostoria and Walbridge (a longer route). The main line would be the preferred route for direct passenger service, but it would be OARP's guess that the B&O will move fast to abandon this line as it is not needed for "present conditions" of rail traffic.

The Arkansas ARP has contacted OARP for advice in publishing its own rail station/travel guide for Amtrak's EAGLE route. Your OARP President has provided ArkARP President Bill Pollard with a supply of OARP's handy Rail Travel Guide and additional information. We learned that ArkARP purchased telephone answering devices for the Amtrak agents at Little Rock, Texarkana and Longview several years ago so that calls would not go unanswered when the Amtrak offices were closed. The tapes provide office hour information to callers.

Large sections of rural America are feeling the effects of the bus industry's drive to eliminate unprofitable intercity routes. (Sound familiar???)

Trailways has dropped about 50 routes since deregulation took effect about a year ago, and has been discontinuing stops since 1979.

Greyhound says it has dropped 1,300 small towns and flagstops from its schedules since deregulation began.

The American Bus Association reports that ridership on intercity routes has declined 5% in the last ten years.

Your OARP President has written to Amtrak's Vice President for Transportation Marketing, ROBERT GALL, inquiring as to why Amtrak fails to display its new nationwide "800" number superimposed on its 30-second TV spots that are carried on nationwide TV programming. We consider this omission a major advertising blunder! Amtrak entices people to ride but fails to take the first step to get 'em on board!

AS ALWAYS, WE THANK ALL OF YOU WHO'VE BEEN SENDING IN NEWS CLIPS AND COPIES OF CORRESPONDENCE. OARP DEPENDS ON THIS, AND YOUR HELP IS APPRECIATED THOUGH WE JUST CANNOT ACKNOWLEDGE INDIVIDUAL SUBMISSIONS. WE THANK YOU FOR HELPING OARP KEEP UP ON LOCAL CONCERNS.

## OARP's STATE LEGISLATIVE DIRECTORY REVISED FOR "SECOND SESSION" -----

In 1983 OARP became one of the first ARPs to make a professional complete state legislative directory available to its members, to help them contact their elected officials, the decision-makers.

Now we are pleased to announce the availability of a newly published and revised LEGISLATIVE DIRECTORY FOR THE 115th OHIO GENERAL ASSEMBLY, SECOND SESSION.

To save on expenses, we will NOT automatically mail a copy of this "SECOND SESSION" DIRECTORY to all OARP members in Ohio. Small supplies will be distributed to all OARP officers and regional coordinators.

PLEASE WRITE OR CALL OARP IF YOU WOULD LIKE A COPY. WE'LL MAIL YOU A COPY POSTPAID. If you want more than one DIRECTORY, we'd appreciate a small donation for postage, or a donation of some postage stamps. Thank you!

KyARP's President DON MAXWELL of Ashland, KY has been appointed by Amtrak as Caretaker of their recently de-staffed station at TRI-STATE (CATLETTSBURG).

Don assures OARP now that it IS safe to park autos for periods of time at TRI-STATE (contrary to what we published in the November issue of "the 6:53").

Don is also a member of OARP and a NARP Regional Director from Region Five.

WE STILL, HOWEVER, DO NOT ADVISE LONG-TERM PARKING OF AUTOS AT THE ELYRIA, OHIO, AMTRAK STATION. That station has also been recently de-staffed by Amtrak.

## TAGGING TV SPOTS WITH '800' NUMBER "INAPPROPRIATE" SAYS GALL

OARP President Pulsifer wrote Amtrak's VP/Transportation Marketing, Robert E. Gall, complimenting Amtrak on their 30 second TV spots (currently seen on national programming) and wondering why the new 800-USA-RAIL number could not be shown throughout the commercial at the bottom of the screen. This is known as "tagging" the commercial, or spot. Gall replied

to Pulsifer that, "...this is not the most appropriate media to publish our new nationwide '800' number. ...tagging a television commercial with some secondary thought can be useful, but the 'tag' is a piece of information which is only picked up by a comparatively small number of the viewing audience. Clearly, there are a great number of pieces of specific information which we could place into our television commercials, but that would not necessarily make a more effective ad. What we have done is to insure that the '800' number is in all of our appropriate print campaigns. ...including our 'small market' campaign which reaches approximately 104 markets across the United States. ...Call volume is up substantially due to this and other programs, and this is translated into revenue improvements."

OARP feels Amtrak is missing out by not tagging the TV spots. Amtrak should use every opportunity to make it easier to go by train, and that starts with making the '800' number more available to the general public.

Amtrak's MICHIGAN EXECUTIVE (Ann Arbor-Detroit commuter run) made its final trip January 13th. The State withdrew support.

The facilities for future rail passenger service in Ohio continue to disappear. Conrail is removing the "station tracks" from Dayton's Union Station, used through September 1979 by Amtrak's NATIONAL LIMITED. Once fixed facilities are removed, it then becomes either more costly, or even impossible in some cases, to put them back in place for future service.

RECOMMENDED READING Rick Sherwood gave me a copy of Ira Fistell's book AMERICA BY TRAIN which is published by Burt Franklin & Company, 235 East 44th Street, New York, NY 10017 and sells for \$7.95 in paperback format. This handy volume is in four parts. The first part describes America's passenger rail system and how to use it. Part two details 49 major cities in the U.S. in terms of rail access. Part three gives mile by mile descriptions of all Amtrak routes, detailing all the little towns you pass through. The final part details major tourist attractions in the U.S. and how to reach them by train. Upon reading my copy it became evident that my book was incorrectly bound by the printer; one "signature" was missing and one was duplicated. I wrote the publisher and they promptly sent a fresh copy and didn't even ask the faulty copy to be returned.

This handy guidebook, AMERICA BY TRAIN, is quite useful and it certainly will provide you with a lot of interesting information as you travel around the U.S. by train. However, it suffers from careless proofreading (look what happened to LaCrosse, Indiana, on page 198) and curious omissions (the obvious scenic attraction between South Portsmouth and Cincinnati is the parallel Ohio River; yet this fact is not mentioned and the route description itself omits a chunk of the route between South Portsmouth and Cincinnati). The Part Two city guides are, in some cases, very brief on information; however, a lot of important phone numbers are listed. That does make it easier for you to call ahead for more complete information on local transit, lodging, and local attractions.

To me, the best and most useful feature is the route by route station listings in Part Three. With this in hand on your trip, you can determine exactly where you are. The Amtrak timetable tells you only where the trains stop, not all the places you pass through. I hope that future editions of AMERICA BY TRAIN will expand and improve upon the good groundwork that marks this first edition. You should be able to get this book at local booksellers; or, they can order it for you.

— TRP

A REMINDER TO OUR MEMBERS... Our membership RENEWAL schedule works like this: Those with last names beginning with "A" thru "F" renew in the first quarter of the year. "G" thru "L" renews in the second quarter; "M" thru "R" in the third, and "S" thru "Z" in the last. Our policy has been, if you're in the "A-F" group and join as a new member during the final quarter of the year, we give you the benefit of the next year. If you fail to respond to your yellow membership renewal card we send you a grey postcard reminder. If you don't respond to that, "the 6:53" will leave the station without you on board. IF YOU WANT MORE AND BETTER PASSENGER TRAINS IN OHIO, WE NEED YOU IN OARP! WORKING TOGETHER IS THE MOST EFFECTIVE AND EFFICIENT WAY TO ACCOMPLISH OUR GOALS. PLEASE RENEW PROMPTLY!

## BAGGAGE & EXPRESS

Amtrak's advertising intelligence is just galling! Several OARP members sent in clips of AMTRAK'S NEW FALL FARES ad (½ page) which ran in the magazine section of Ohio's major newspapers on January 8, 1984! The ad spoke of restrictions over the Thanksgiving and Christmas Holidays and "breathtaking foliage" (in mid-January). What a waste of precious advertising dollars! *House Joint Resolution #8 is up for consideration in the Kentucky Legislature. HJR #8 would direct the Legislative Research Commission to establish a task force on rail passenger service in Kentucky. A second bill, HB #143 will allow Kentucky to join the Midwest Interstate High Speed Intercity Rail Compact.* Of the seventy original commercial tenants of the Cincinnati Union Terminal development (which opened in August of 1980) only three remain today. Cincinnati City Manager, Sylvester Murray, has asked CUT developer Steve Skilken to show that he has not defaulted on his lease agreement with the City. Under terms of that agreement, Skilken was to turn the art deco building into a viable urban shopping mall. Several of the commercial tenants have charged Skilken with failure to adequately advertise and promote the facility. Most promotion efforts ended about six months after the mall opened.

**PLANNING AHEAD:** One-way Amtrak fare between Toledo and Detroit is \$11.50; round-trip \$23.00 (no RT excursion rate in effect). Even at this cost, it is important that you plan to attend the MARCH 17th OARP/NARP MEETING in DETROIT if at all possible. Important issues will be discussed and courses for action will be laid out. Participate in the ongoing work of your Association. Plan NOW to come and make your voice heard.

OARP is carefully watching developments in Columbus. The Central Ohio Transit Authority (COTA) is planning to spend a surplus of \$10 million to help build a highway, an extension of I-670 from downtown to the Port Columbus Airport. Supposedly an exclusive "bus lane" on the expressway would benefit mass transit; however, a lot of people are upset that mass transit monies are to be used to build a highway that will primarily benefit the private automobile. OARP understands that the COTA action may set a nationwide precedent in using transit funds to fund a public highway project. There is no federal law to prevent this. Most Amtrak fares went up on December 1, 1983, without any advance notice.

OARP's President Tom Pulsifer, while on a business trip to the Detroit area, had an opportunity for a breakfast meeting with NARP Director John DeLora and MichARP President Dietrich Bergmann on December 10th. Greyhound has announced that it wants to raise its Ohio intrastate fares an average of 22% on eighteen routes within the state. OARP's Howard Harding was quoted in an Akron Beacon Journal feature article on January 1st regarding the expected impact of Conrail abandonments on freight and future passenger services in the greater Akron area. A correction printed January 4th further highlighted Harding's comments. The Office of Technology Assessment released on January 13th its report entitled U.S. PASSENGER RAIL TECHNOLOGIES. Write: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 and ask for Report #052-003-00938-2. Cost is \$4.75. You can charge it on Mastercard or Visa by calling the GPO at 202-783-3238. Your OARP President would like to thank everyone who sent Holiday Greetings to him and to OARP!

THANKS TO THE TWELVE OARP MEMBERS (Ray Kline, Bob Reed, George Bayless, John McCann, Bettie Nickell, Dr. Gordon Murphy, Mr. & Mrs. Clarence Cross, Al & Allan Wolf, Manfred Orlow and Tom Pulsifer) OARP's display at the Thanksgiving Weekend R.R. Show in Dayton was a success. Regional Coordinator Al Wolf recruited our volunteer workers. We completely exhausted a carton and a half of Amtrak Nationwide timetables by mid-afternoon on Sunday. We signed up a couple of new OARP members and sold quite a few OARP Calendars. We are told well over 4000 attended this annual event at the Montgomery County Fairgrounds. Many visitors to our display had questions about Amtrak and, thanks to the large supply of timetables and brochures, we were able to help these people "go by train".

OARP expects to be represented at the 1984 RAILFEST, March 3 & 4, in Kirtland, near Cleveland.

"I say it without apology, I am a believer in a strong rail passenger system. High speed rail systems will revolutionize U.S. transportation (but) I do not believe there is a role for Federal financial assistance in the development of high-speed rail systems at the present time." — new FRA Administrator, John Riley

===== coupon =====

COMING . . . In the next issue of "RAIL", edited by OARP member Robert M. Boyce, a newsletter for all concerned with improving railroad passenger service.

\* Rail abandonments vs. passenger potential: Is there any remedy?

\* Mysterious non-routes: Lessons for the planners from mis-cues and mis-nomers of historic rail lines.

These stories and more . . .

For four issues, send \$2.00 to: ROBERT M. BOYCE, EDITOR, "RAIL", 1080 LINCOLN ROAD, COLUMBUS, OH 43212

name \_\_\_\_\_

address \_\_\_\_\_

city/state/zip \_\_\_\_\_

OARP has received word of the death of member JOSEPH J. HORST of Columbus this past Fall. We extend our sincere sympathy to the Horst family.

OARP's HOWARD HARDING attended the recent Transportation Research Board Conference in Washington, DC, January 15-19. Howard is a member of the TRB's Committee on Intercity Rail Passenger Systems. Over 400 attended portions of the TRB Conference. Howard will prepare a full report on this Conference for the March issue of "the 6:53".

WATCH! FEBRUARY 8TH

NATIONAL GEOGRAPHIC SPECIAL ON PBS - TV

"LOVE THOSE TRAINS"

CHECK LOCAL LISTINGS FOR BROADCAST TIME



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.

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  
ADDRESS \_\_\_\_\_ YOU CAN BE ACTIVE  
CITY-STATE-ZIP \_\_\_\_\_ IN THE ONGOING WORK  
OF YOUR OARP!

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

JAN 84

"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: SAT., MARCH 17, 1984  
1pm - 8pm — in DETROIT

in conjunction with the Annual NARP Region Six Meeting. DETAILS & REGISTRATION FORM INSIDE THIS ISSUE!

Guest Speaker from AM-TRAK. \$15.00 Registration Fee includes your meal. OARP will hold a short business meeting. Important issues and concerns will be discussed. OARP members: Plan to ride Amtrak's LAKE CITIES to and from Detroit March 17th. PLAN NOW TO ATTEND!



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



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