

the 6:53



***Amtrak/OhioDOT Evaluate Potential For
Cleveland-Columbus-Cincinnati Service***



November 1984

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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PLEASE BE CONSIDERATE.....
 CALL OTHERS AT REASONABLE HOURS

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 Washington, DC 20003. (NARP RAILNEWS HOTLINE evenings & weekends)

COVER PHOTO: Amtrak F40PH #279 departs downtown Columbus with the 3-C Corridor Inspection Train on Wednesday, September 19th, shortly after 1:00pm. The train, carrying Amtrak, Conrail and OhioDOT officials (including State Transportation Director Warren J. Smith) is enroute to Springfield, Dayton, Middletown and Cincinnati on the Conrail mainline. The Inspection Train spent three days in Ohio looking at routes linking Cleveland, Columbus and Cincinnati.

THIS PHOTO IS FEATURED ON OARP's 1985 CALENDAR, NOW AVAILABLE. Thanks to OARP member JOHN T. McCANN for this photo illustrating the downtown-to-downtown convenience of modern intercity passenger train service.

**Long-Time Goal of OARP
 Could Be Realized in 1985... With Help**

The biggest and most positive news for rail passenger advocates in Ohio is that it appears that we, at long last, have a very good chance at rail passenger service serving Ohio's 3-C Corridor, possibly by the Fall of 1985!

Amtrak and OhioDOT/RAIL officials, along with railroad officials, spent three days in September inspecting lines in the 3-C Corridor. OARP understands that this inspection trip is one of the best ever made by Amtrak! That's a good indication for Ohio.

The Biennial Budget for the State of Ohio is to include \$10.3 million for passenger rail! That's part of the Ohio Department of Transportation's budget for 1985-1986. This amount would include funds for both operations and for acquisition of equipment. Early in December the Celeste Administration will finalize its Biennial Budget and present it to the elected Legislators of the 116th General Assembly for passage prior to July 1st of 1985.

(continued... next page...)

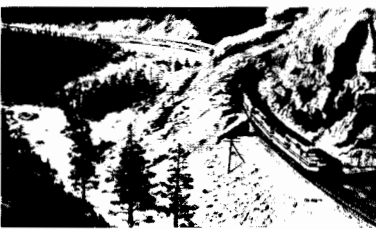
**TAKE AMTRAK FROM
 JANUARY TO DECEMBER.**

Amtrak's 1985 calendar, pictured here, is now available. This year's calendar features another beautiful painting by artist Gil Reid, from a series done exclusively for Amtrak.

The calendars are \$3.50 each. Or you can get 2 for \$6.00 and 3 for \$8.00. Calendars for 1980, 1981, 1982, 1983, and 1984 are also available for collectors at the same price.

To order,* make checks payable to: Amtrak
 Calendar, P.O. Box 7717, Dept. S Itasca, IL 60143.

*Allow 2 weeks for delivery.



Amtrak's California Zephyr, en route from Chicago to San Francisco, travels through the heart of the Rocky Mountains on the Denver and Rio Grande Western Railroad west of Denver.

**ALL
 ABOARD
 AMTRAK**

A REMINDER TO MEMBERS
 Starting January 1st, 1985, OARP's DUES STRUCTURE CHANGES:

A NEW MEMBERSHIP will be a minimum of \$10. for your first year's membership in OARP.

Membership RENEWALS will be a minimum of \$15. per year.

You may continue to enroll additional FAMILY MEMBERS to help swell our rolls for an additional \$5. per family member per year.

Early in November, OARP mailed a special "ACTION ALERT" to all OHIO OARP members and those on OARP's "gratis" mailing list in Ohio requesting letters in support for 3-C Corridor train service to be sent to Governor Celeste and to OhioDOT Director Warren Smith. Indications are that our OARP members have responded very well to our request and we understand (from an Ohio official) that a "significant" amount of mail is (at this writing) being received by the Governor's office and by the Transportation Director. The purpose of OARP's letter-writing request was to help determine that the Governor's Budget will contain an adequate amount of local-state share monies for the proposed 3-C Corridor service. The Amtrak 3-C Study (summarized elsewhere in this 6:53) indicates \$3.9 million in capital improvements will be needed before 3-C passenger train service can be implemented.

A VERY VISIBLE 3-C CORRIDOR INSPECTION TRIP...

Thanks to OhioDOT's Steve Fought (Communications) and some work by various OARP members, the 3-C Corridor Inspection Trip became a highly visible and well-publicized event. OhioDOT distributed a press release about the trip statewide. OARP followed up with local press contacts in many of the enroute cities and towns. The special train spent the better part of three days in Ohio. The \$7,000 cost for the inspection trip was funded in part (\$3,500) by the State.

The train consisted of Amtrak F40PH #279, a "Heritage" sleeping car, and Track Inspection Car #10,000. It originated in Washington and was forwarded to Pittsburgh September 18th on the CAPITOL LIMITED. It left Pittsburgh at 1:00am on the 19th as an extra train and operated to Cleveland via Alliance. The train left Cleveland at 8:00am and operated to Columbus arriving shortly after 11:30am with all Columbus TV stations on hand to cover its arrival. Media and press officials are allowed onto the train, and into the cab of #279, and conducted many interviews with officials. The train departed Columbus at 1:00pm enroute to Cincinnati via Springfield and Dayton. Ohio Transportation Director Warren J. Smith rode the Columbus-Cincinnati portion of the inspection trip. Thanks to advance word given to the Springfield newspapers by OARP -- and front-page coverage by the newspaper -- throngs of people were on hand as the train passed through Springfield. OhioDOT Director Smith was quite impressed with the show of support and, when the special arrived later in Dayton, he commented to OARP's Manfred Orlow and Tom Pulsifer that he'd changed his mind on the need for passenger trains in the 3-C Corridor and now thought the trains would be a good move for Ohio!

Leaving Dayton shortly after 3:00pm, the train ran to Cincinnati, via Middletown, and remained overnight at the River Road Amtrak Station. On Thursday the 20th, the inspection train left Cincinnati at 8:00am and operated to Dayton via the B&O, arriving in Dayton shortly after 11:30am. It departed Dayton at 12:30pm and returned to Columbus via the Conrail

line, remaining in Columbus overnight. Dayton witnessed the passage of two Amtrak "extras" on the 20th! The Chessie official inspection train, running as "Amtrak Extra 706" came through Dayton Union at 9:10am headed for Toledo. The 3-C inspection train came in at 11:40am. About 55 people were on hand at Dayton Union for the 3-C train. Again, media interviews were conducted. Upon the train's return passage through Springfield shortly after 1:00pm, those with radio scanners heard the engine crew alert those on Car #10,000 that "there's a lot of people up ahead waiting to see you; better get out on the back vestibule". OARP's David B. Marshall estimated at least 250 persons were waiting in the vicinity of the Esplanade to see the train!

On Friday the 21st, the special departed Columbus and ran to Cleveland via the NS (N&W) line through Bellevue. The train left the Capitol City at 8:00am and was seen passing through Bay Village shortly before noon. Upon arriving at Cleveland, the train interchanged to Conrail at "Mayfield Crossover" and returned to Pittsburgh via Conrail (via Alliance) as a special movement. It was combined with the CAPITOL LIMITED early in the morning of the 22nd for the return to Washington.

TV coverage of the inspection train was very good, including interviews with participants and shots of the train, even from-the-air shots as the train sped through Ohio. WDTN-TV-2 in Dayton even did a mini-series on passenger rail, with interviews and "flashbacks" to the NATIONAL LIMITED in Dayton. The Columbus TV stations stressed the good potential for the 3-C Corridor in their coverage. Columbus is the largest metropolitan area in the U.S. lacking Amtrak rail passenger service today. Despite the strong interest shown by the press and media and State officials in Columbus, OARP member Bob Kuhn noted in a letter to the editor of the Columbus Dispatch that he noted no one from the City of Columbus administration on hand when the 3-C train visited the city on September 19th. OARP has learned, however, that representatives from the city were on hand at an October 12th meeting sponsored by OhioDOT concerning locating the proposed Amtrak Station within the Ohio Center. We understand similar meetings will be held in the other 3-C Corridor cities to help coordinate planning. The City of Springfield has already expressed a good amount of interest in having the Amtrak service and has promised cooperation in station arrangements which may be complicated by a proposed relocation of Conrail tracks through part of downtown.

Conrail's Dayton Terminal Superintendent Keith Smith had the Dayton Union Station opened on both days that the 3-C train visited the city. OARP wrote to Mr. Smith and thanked him for making the facility open to the public for the occasion.

For those interested in irony... Amtrak F40PH #279 powered the 3-C Inspection Train. Amtrak #279 was the unit featured on Amtrak's 1979 wall calendar depicting the NATIONAL LIMITED which, of course, served Columbus and Dayton until it was discontinued October 1, 1979.

The EXECUTIVE SUMMARY of the Amtrak 3-C Corridor Report starts on the next page...

AMTRAK'S C. ELAND - CINCINNATI ROUTE STUDY EXECUTIVE SUMMARY

Between September 19 and 21, 1984, Amtrak's Operating-Engineering Task Force, in conjunction with representatives of the Ohio Department of Transportation and the railroads, evaluated rail routes between Cleveland, Columbus and Cincinnati (3-C Route). This evaluation was in response to a request from the Ohio Department of Transportation to evaluate a potential for establishing 403(b) service between those points. Rail passenger service was last operated between Cleveland and Cincinnati in 1971 on what is now the Conrail route and was discontinued with the inception of Amtrak.

ROUTE MILES EVALUATED:	CR	Cleveland-Columbus	135.2 miles
	N&W	Cleveland-Columbus	156.8 miles
	CR	Columbus-Dayton	68.8 miles
	CR	Dayton-Cincinnati	53.0 miles
	B&O	Dayton-Cincinnati	57.5 miles
Summary:	CR	Cleveland-Cincinnati	257.0 miles
	CR-B&O	Cleveland-Cincinnati	261.5 miles

Amtrak last evaluated the proposed route in 1980. At that time, the general condition of the Conrail line precluded further consideration primarily due to the deteriorated tie and rail condition. The improvement in the Conrail lines since the last evaluation is impressive. By the end of October 1984, the entire Conrail route between Cleveland and Cincinnati will have continuous welded rail, except for two short segments of second main tracks that are slated for removal and conversion to single track with TCS (Traffic Control System) at some future date. The Conrail route has a traffic control system over virtually the entire route, and with the moderate volume of existing freight traffic, the lines have the capacity to handle additional traffic.

Unlike many lines which have been evaluated, the existing track conditions are satisfactory to permit implementation of the service without a significant amount of work. Typical of most rail lines where passenger service has not existed for 10 or more years, is the complete absence of stations and passenger handling facilities. The most significant capital items are as follows: [1] Track and station work at Cleveland to permit terminating, servicing, layover and originating trains including connecting cars; [2] The complete absence of a station facility at Columbus; and [3] The need to provide a satisfactory station facility in Dayton. Amtrak's preliminary estimate of capital work required to implement the service is approximately \$3.9 million; however, this is subject to the carriers' requirements, as well as detailed engineering studies and the negotiation of scope and costs.

The existing Conrail main line between Cleveland and Columbus is presently satisfactory for a 79mph operation. Conrail currently authorizes their TV (TrailVan) freight trains to operate at a maximum speed of 70 mph in this territory. In like manner, we believe the Conrail line between Columbus and Cincinnati is satisfactory for a 70mph passenger train speed and at some locations higher speeds, up to 79mph. Conrail authorizes freight trains to operate at a maximum speed of 50mph in this territory and formerly authorized TV trains (when last operated) to operate at 60mph. The proposed speeds can be accomplished without modification to the existing Conrail plant, except for the lengthening of some crossing protection circuits. The Conrail representatives discussed but could not commit to appropriate passenger train speeds.

A preliminary estimate of potential schedules via the Conrail route is six hours between Cleveland and Cincinnati. These schedules are based upon the above speeds and contemplate the conversion of the two segments of jointed rail to single track with a traffic control system (Alton to London, Cold Springs to Tates Point; located on the line between Columbus and Dayton via Springfield).

The B&O route from Dayton to Cincinnati provides access to the larger population of Hamilton (as compared to Middletown). OhioDOT identified an additional site which potentially could serve as a suburban Cincinnati location; however, the B&O route is slower by approximately 25 minutes, which in turn impacts upon schedule flexibility. Capital costs might be somewhat higher on the B&O route, as compared to the Conrail route, if the impact of slow running is to be reduced.

The N&W alternative lacks suitable connections at both Columbus and Cleveland and is not recommended for further consideration.

The Conrail route between Cleveland and Cincinnati is the recommended route. This route permits the best schedules and, most likely, would provide a more reliable operation. It serves Middletown, which is about 15 miles from Hamilton. The possibility of a suburban Cincinnati stop on the Conrail route was not addressed.

PROPOSED STATION STOPS: After review with the OhioDOT representatives, the following station stops are proposed:

Via Conrail: Cleveland, Galion, Columbus, Springfield, Dayton, Middletown, Cincinnati.

Via CR-B&O: Cleveland, Galion, Columbus, Springfield, Dayton, Hamilton, Tri-County, Cincinnati

When reviewed from a transportation and engineering standpoint, the Cleveland-Columbus-Cincinnati route has considerable merit.

The Report was prepared by James L. Larson of Amtrak.

AMTRAK's PROPOSED SCHEDULE (The State of Ohio is interested in two frequencies each way daily. Amtrak's discussions with Conrail and the B&O were generally based upon one frequency each way. Potential capital costs are also based on one frequency daily. Amtrak believes the capital costs as projected should not change materially with the addition of a second frequency. Conrail requirements may nevertheless change substantially. It should be emphasized that the preliminary estimates of capital requirements are Amtrak projections and do not reflect any estimates of the carriers involved nor do they represent the carriers' final requirements; however, Conrail representatives were present, identified and discussed capital requirements at the time the initial estimates were prepared.)

8:00a	8:00a	Lv CLEVELAND	Ar 10:10p	11:05p
9:20a	9:20a	Lv GALION	Ar 8:30p	9:25p
10:20a	10:20a	Ar COLUMBUS	Lv 7:35p	8:30p
10:30a	10:30a	Lv	Ar 7:30p	8:25p
11:30a	11:30a	Lv SPRINGFIELD	Lv 6:30p	7:25p
12:20p	12:20p	Lv DAYTON	Lv 5:40p	6:35p
	12:50p	Lv MIDDLETOWN	Lv 5:10p	
	1:15p	Lv HAMILTON	Lv 5:40p	
	2:25p	2:00p Ar CINCINNATI	Lv 4:00p	4:30p

Add five minutes to the above running times if a suburban station is provided to serve the Cincinnati suburbs.

PRELIMINARY ESTIMATE OF CAPITAL REQUIREMENTS:

		In Millions
CLEVELAND	Terminal facilities, water, plat- forms, parking location, standby power, interlocked crossover.	\$1.25
GALION	Shelter, platform, lighting	0.10
COLUMBUS	Station (not including property)	1.00
SPRINGFIELD	Shelter, platform, lighting	0.10
DAYTON	Renovation of existing facility as a temporary station.	0.35
MIDDLETOWN or HAMILTON	Shelter, platform, lighting or platform and renovation.	0.10
SUBURBAN CINCINNATI	Shelter, platform and lighting	0.10
CINCINNATI RIVER ROAD	480v. standby and misc. work	0.05
	Lengthen crossing protection circuits	0.50
	Sub-Total	\$3.55
	10% Contingency	.35
	TOTAL	\$3.90

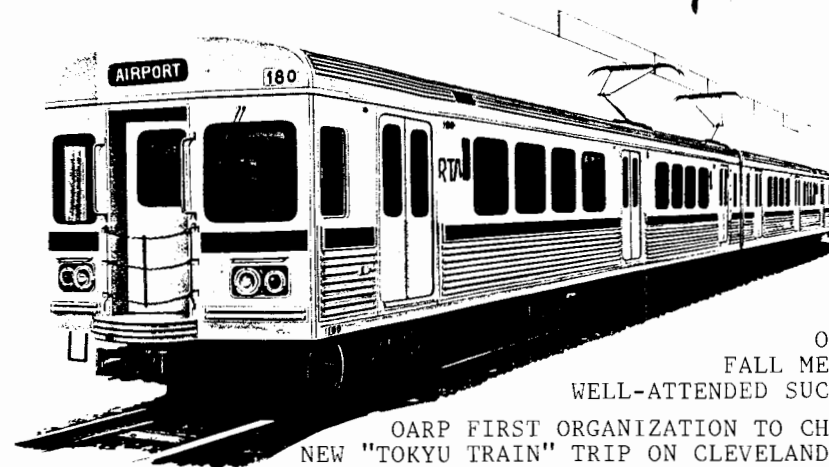
OARP thanks OhioDOT's Division of Rail Transportation Development for providing us with a copy of Amtrak's Report. The full report comprised 44 pages. OARP has provided all officers and regional coordinators with a reduced-size (to save costs) copy of the full report for their information and review.

OARP CONCERNED WITH RUNNING TIME - ELATED WITH PMTM PROJECTION

There is one thing in the Amtrak 3-C Corridor Report that we are not happy with, and that is the projected six hour running time between Cleveland and Cincinnati. That's much too long. You can drive it, at the legal speeds, in five hours! Add to the six hours time spent getting to the origination station and in getting to your destination at the other end and the train loses its competitive edge with other modes. We believe that the schedule can be tightened and we urge OhioDOT, Amtrak and Conrail to work cooperatively and do so! In 1968, Penn Central operated its 3-C Corridor train on a 5 hour 15 minute running time, with a few additional stops! Track conditions and railroad TCS capabilities today should provide even better timings. OARP will insist on reducing the six hour running time as proposed by Amtrak.

On the plus side... we are elated with the initial PMTM, passenger-mile-per-train-mile, figures which have been projected by Amtrak for the 3-C Corridor service: 160! The minimum PMTM average allowed is 80 PMTM. The Amtrak projection is DOUBLE this figure! The PMTM projection was related to OARP twice by Amtrak's State & Community Affairs Officer Wick Leatherwood; once at the September 17th High-Speed Task Force Meeting in Columbus, and on September 20th when the 3-C Inspection Train stopped in Dayton. The 3-C Corridor connection with the LAKE SHORE LIMITED at Cleveland will also help; higher revenues from tickets and longer trips will be possible.

We expect to have more information on the 3-C Corridor Plan for you in the January issue of the 6:53.



OARP's
FALL MEETING
WELL-ATTENDED SUCCESS!

OARP FIRST ORGANIZATION TO CHARTER
NEW "TOKYU TRAIN" TRIP ON CLEVELAND RTA!

When OARP members and guests arrived at Stouffer's Inn-On-The-Square in Cleveland for our Fall Meeting we learned we were sharing the hotel with the Michael Jackson entourage, performing in Cleveland that weekend! The "Victory Tour" did not deter OARP in any way; in fact, we had a successful and well-attended (58) meeting. Our October 20th Fall Meeting opened with "Coffee, Crullers & Conversation", a "3-C" coffee break sponsored by Bombardier, Inc. of Boucherville, Quebec. OARP's Cleveland Area Regional Coordinator Jim Stevenson welcomed everyone to Cleveland. OARP President Tom Pulsifer introduced Passenger Train Journal publisher Kevin McKinney who attended our meeting including the RTA charter trip. Kevin McKinney also does consultant work for Bombardier, Inc. Tom then introduced Marshall Beck, Marketing Director of Bombardier who gave us a very interesting presentation on the LRC trains, manufactured by Bombardier, using slides and also videotape. Beck also discussed the potential of LRC equipment in Ohio's 3-C Corridor future.

Following the LRC presentation, OARP's Bill Hutchison introduced U.S. Congressman Dennis E. Eckart (D-11th, Mentor) who spoke to us on Amtrak and Conrail and answered several audience questions. Eckart is one Congressman who has a high interest in rail transportation concerns and is supportive of passenger train transportation. Everyone then moved from the Versailles Room to the New York Room for a delicious luncheon featuring roast chicken. An assortment of donated door prizes were given out. A special award plaque was presented to Rodger Sillars, one of the 24 original "founders" of OARP, in recognition of his ten years of service to OARP as our Vice-President. The OARP Business Meeting followed. The Secretary's Reports and Treasurer's Report were approved as submitted. There was no Old Business. There were several matters under New Business. A proposed budget for OARP for 1985 was presented and approved. An addition to Article

II of OARP's Constitution was approved. This was done to conform to IRS requirements for Section 501(c)(4) tax deductible status which we are seeking. A motion from the floor was approved authorizing OARP officers to be reimbursed for travel expenses when representing OARP in an official capacity. Manfred Orlow noted that while OARP's President was recently appointed a non-voting member of the Governor's High-Speed Rail Task Force representing OARP, he could not claim travel reimbursement from the State for the monthly trip to and from Columbus. Your President did not participate in conducting or voting on this motion. An encouraging status report was given on the Ohio 3-C Corridor 403(b) Service Proposal. President Pulsifer held up the front pages from the Springfield News-Sun which gave the inspection trip super positive coverage. Howard Harding spoke briefly about the recent NARP Board Meeting in Kansas City, outlining the new procedures for election of NARP directors. NARP ballots will now be handled by NARP, by mail.

Following the OARP Meeting everyone adjourned to Terminal Tower where we boarded a special two-car "train" of the new Tokyu cars for a special charter inspection trip over the RTA's "Red" Line. The train consisted of one single cab car and one double cab car. OARP's Rodg Sillars, Superintendent of the Paratransit Program for the RTA and former Vice President of OARP, was our tourguide. Our "train" went first to the east end of the line at Windermere, then west to the end of the line at the Hopkins Airport before heading back to Terminal Tower. Photo/Inspection stops were made at Windermere, Airport and at Westpark stations. One of the problems of contemporary society manifested itself when our westbound train was "rocked" by youths near West 65th Street station. No one was injured; just startled. There was no apparent damage to the cars. The "Red" Line parallels both the N&W and Conrail and we were treated to several freight trains on the adjacent trackage. Rodg Sillars told us that we were the first "outside" group to charter a trip using the new Tokyu equipment which was placed into revenue service on the RTA only one month earlier. We found the new cars clean and comfortable and surprisingly smooth-riding. Along with the new heavy-rail transit cars, the RTA is also improving track conditions along its lines. Although we could not work in a tour of the now-completed East 55th Street RTA Shops, we did "run slow" past the facility so everyone could get a good look at the new buildings and the rail equipment. Our two-hour charter trip terminated at Union Terminal shortly before 5:00pm to conclude a tightly-scheduled but successful day. We'd like to give special thanks to Rodg Sillars for making arrangements for our meeting and for the RTA charter arrangements; to David B. Marshall for helping provide AV equipment for Marshall Beck's use; and to John McCann for providing Amtrak items for door prizes.

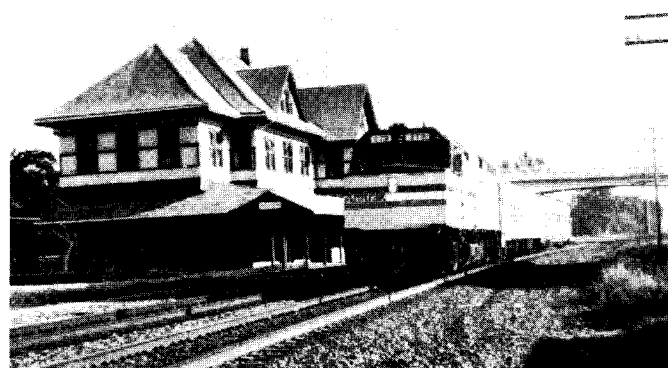
We apologize to you for the poor quality of the photos in the September 6:53. Because of this we are changing printers and also photo labs.



**Photo
Section**

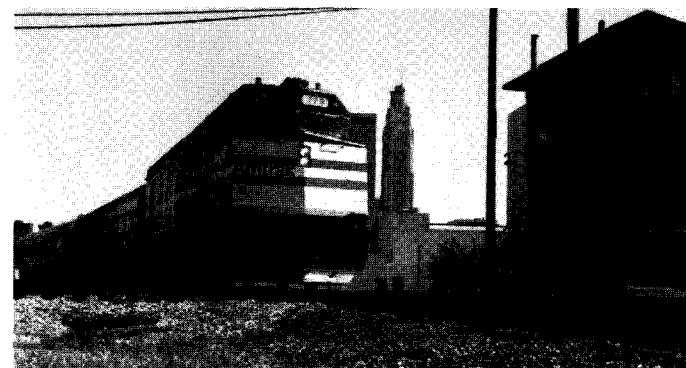
**The 3-C
Trip**

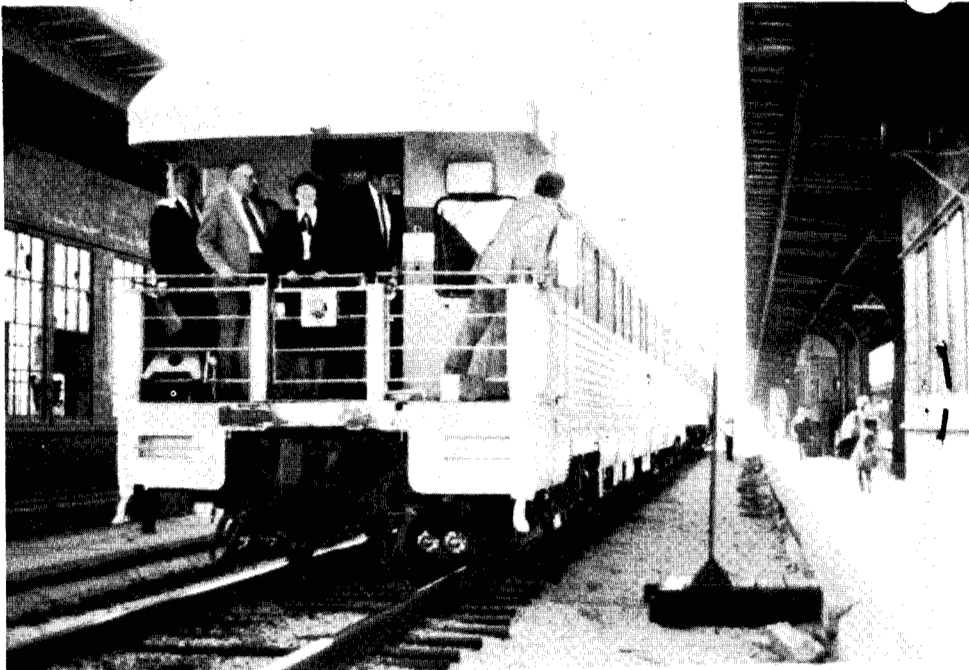
(ABOVE) By dawn's early light, the 3-C Corridor Inspection Special prepares to depart Cleveland's Lakefront Amtrak Station September 19th.
(Mark J. Adamcik photo)



(CENTER) The southbound train passes a landmark, the ex-NYCRR depot in downtown Galion.
(John T. McCann photo)

(BELOW) A Columbus landmark, the Leveque Tower is framed between the 3-C Inspection Train and "Scioto" Tower.
(Brad Upham photo)





(LEFT) The 3-C Corridor Inspection Train prepares to depart Dayton for Cincinnati on September 19th. From the left are Amtrak's State and Community Affairs Officer Wick Leatherwood, Amtrak's Chief Engineer, James L. Larson, and OhioDOT/Rail's Deputy Director Jolene Molitoris. (Tom Pulsifer photo)

(RIGHT) OhioDOT/Rail's Jolene Molitoris is interviewed by the Columbus media during the stop on September 19th at the site of the former Swan Street Amtrak Station; now a Columbus Police Precinct Headquarters and slated for demolition in 1985 for a highway interchange. Construction of an Amtrak station facility at the Ohio Center is proposed.

(Brad Upham photo)



(BELOW) All Columbus TV stations were on hand when the Inspection Train pulled into the Capitol City at noon on September 19th. Interviews with the inspection team lasted nearly one hour! (RIGHT) OARP members Chuck Young and John Edminson chat with the engine crew at Dayton. Dayton's Convention Center appears in the background, close to the station.

(both photos by John McCann)



(BELOW) The 3-C Corridor Inspection Train shortly after its arrival at the River Road Amtrak Station in Cincinnati on September 19th.

(John McCann photo)





(ABOVE) The 3-C Corridor Inspection Train heads east through downtown Springfield on September 20th at the site of the former NYCRR depot. Close inspection reveals groups of people on each side of the tracks. Thanks to front page publicity in the Springfield newspapers, hundreds of people gathered at grade crossings all through the city to watch the special passenger train pass, on both days. OARP learned that city police even turned out to help with "crowd control". The presence of so many interested citizens as the special passed through Springfield helped convince several officials on board that this passenger train service IS wanted.

(BELOW) Amtrak, OhioDOT and Conrail officials are out on the back platform of inspection car #10,000 to acknowledge the presence of the citizens of Springfield. (David B. Marshall photos)



JOIN OARP HOSTS MIKE WEBER AND JOHN WILSON FOR A MIDWINTER ESCORTED ONE-DAY EXCURSION ON AMTRAK'S "CARDINAL" THROUGH SCENIC NEW RIVER GORGE — on SUNDAY, JANUARY 20TH, 1985

Leave CINCINNATI at 6:18am, return at 11:59pm with a 1 1/2 hour layover in White Sulphur Springs, WV. View the Ohio Valley and New River Gorge in daylight. Members of Retain The Train (WV) and the Kentucky ARP are being invited to join this escorted group train trip. Good chance to meet rail passenger advocates from our neighbor states!

Adults \$61.00. Children under 12 \$31.00. Meals and snacks on board are not included. Reservation deadline for this OARP-sponsored train trip is JANUARY 13th. Make checks payable to WEST CHESTER TRAVEL and mail to: W. Mike Weber, 14 Joywood Drive, Cincinnati, OH 45218. Questions? Contact Mike or John. See page 2 (Directory) for phone numbers.

This train trip runs rain or shine... or snow! Let's fill up Amtrak's CARDINAL with passenger rail advocates for this MIDWINTER EXCURSION on Sunday, the 20th of January!

Come Along on OARP's Spring RAILTOUR!

OARP will sponsor A CAPITOL - CRESCENT RAILTOUR in April 1985 featuring two days and two nights in WASHINGTON, DC, plus two days and two nights in NEW ORLEANS, also a brief visit to CHICAGO. This RAILTOUR will be ESCORTED by OARP's JOHN K. WILSON. You may originate from any Ohio point arriving in Washington on April 19th (Fri). Leave Washington on the 21st (Sun) on Amtrak's CRESCENT and arrive New Orleans on April 22nd (Mon). Leave New Orleans April 24th (Wed) on Amtrak's CITY OF NEW ORLEANS and arrive Chicago on the 25th (Thurs) and return to your point of origin from Chicago on trains departing that same day.

Marriott Hotels will be used in Washington and New Orleans. This RAILTOUR will also include a 2 hour Gray Line sightseeing tour in Washington. In New Orleans we'll take a combined City Tour and Riverboat Cruise the first day, and a Plantation Tour (including lunch) the second day. Upon arrival in Chicago, we'll enjoy luncheon together before tour members depart for their respective homes. Cost for this OARP RAILTOUR is just \$495.00 based on double occupancy and Amtrak coach travel. If you desire Amtrak sleeping car accommodations, the travel agency handling this trip needs to know now, so reservations can be made for you. We do encourage EARLY RESERVATIONS for this OARP trip.

A complete trip brochure is now available outlining all details for you. CALL OR WRITE JOHN K. WILSON RIGHT AWAY at WEST CHESTER TRAVEL, 7324 KINGSGATE WAY, WEST CHESTER, OHIO 45069; CALL 513-777-6770.

You can originate-terminate at ANY Ohio Amtrak station. The Amtrak portions of this RAILTOUR will be based on the All Aboard America Fare. JOIN US!

OARP's "Travel Agency Member" PLAN WILL BE REVISED...
REGULAR 6:53 DIRECTORY LISTING WILL BE A NEW "TRAM" FEATURE!

OARP President Tom Pulsifer is announcing a revision of our Travel Agency Member program. Starting with the January 1985 issue of the 6:53, we will run in each issue a directory listing of those authorized Amtrak agents in Ohio who are also members of OARP. Previously, we listed the TRAM agencies in OARP's RAIL TRAVEL GUIDE TO OHIO, however, this publication has limited circulation. the 6:53 is widely circulated and well read and this regular TRAM Directory will acquaint more rail travelers with OARP TRAM travel agents who can serve them.

For \$25.00 annually, which includes an OARP membership, the TRAM agency can be listed in the 6:53 which comes out six times a year. Each listing will be limited to the CITY, the BUSINESS NAME of the TRAM agency, and the PHONE NUMBER (for example): CINCINNATI • XYZ TRAVEL • 513-123-4567

OARP will be contacting current authorized Amtrak travel agencies in Ohio shortly. We expect our present TRAM member agencies will continue under this revised TRAM program. We believe this revised TRAM program will have greater benefit not only to the travel agencies, but also to OARP in our efforts to help promote travel by modern passenger trains.

Please refer inquiries on OARP's TRAM Program to Pres. Tom Pulsifer c/o OARP at P.O. Box 653, Xenia, OH 45385 or call 513-461-0464 or 372-9868.

OARP 1985 CALENDARS AVAILABLE NOW!

YES! Your Association is continuing tradition and has produced an attractive and useful 1985 CALENDAR. The photo on the cover of this issue of the 6:53 is featured on our 1985 OARP CALENDAR. Although this year's CALENDAR is not a full-color version (We need to conserve our funds to push for Ohio's 3-C Corridor Service.) it IS a quality product which you can be proud to display in your home or office, or to distribute to friends and associates. Printed on heavy 9" x 12" white stock, OARP's 1985 CALENDAR not only displays the entire year at a glance, but also lists useful information for train riders and rail transportation advocates; such as Amtrak Reservations & Train Information numbers, Amtrak Local Station numbers, Ohio Legislative Information numbers, and Amtrak Regional Sales & Marketing Office numbers. Our thanks to Kramer Graphics of Beavercreek, Ohio, and The Peerless Press of Dayton for designing and printing our 1985 OARP CALENDAR.

OARP's 1985 CALENDARS ARE JUST 10¢ EACH IN ANY QUANTITY. IN ADDITION, WE ARE ASKING A MINIMUM \$1.00 DONATION TO HELP OARP COVER OUR COSTS OF MAILING YOUR CALENDAR(S) TO YOU. OUR 1985 OARP CALENDARS ARE IN STOCK AND WE AWAIT YOUR ORDER. WRITE TO: OARP CALENDARS, BOX 653, XENIA, OH 45385. GET YOUR 1985 OARP CALENDARS TODAY!

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OARP PROVIDES INFORMATION ASSISTANCE FOR "HEARTLAND SPECIAL"

Whatever their political preference, it seemed that most all rail transportation advocates could agree that President Reagan's October 12th "Whistle-Stop" trip through Ohio did focus national media attention on trains and certainly increased Amtrak's visibility. Most of the consist of the 13 car "Heartland Special" was leased from Amtrak, including 2 F40PH diesel locomotives #275 and #276.

Your Association was able to perform a very minor yet useful role in the days prior to October 12th. Your OARP President received quite a few inquiries from the media concerning the train, the route it would take, when passenger trains last ran on that line, including general questions about rail passenger services. We offered our assistance to the Reagan-Bush Committee in Dayton and, from that, we were invited to an October 6th strategy meeting regarding the October 12th Special. OARP's Political Affairs Coordinator, Manfred Orlow attended, met with local officials as well as White House advance staff and press aides and, again, offered OARP's assistance in helping secure and provide information -- rail related. We were able to provide information and your OARP President was quoted in several newspapers.

The train was assembled in Washington, DC, leaving there October 9th and arriving in Cincinnati early in the afternoon of October 10th, operating over the B&O "Shenandoah" route with the two Amtrak engines leading the train. In Cincinnati the train was serviced and Chessie pilot equipment added. The train arrived in Dayton about 5:30pm led by five consecutively numbered and freshly scrubbed Chessie GP40 diesels #4440-4444 and followed by six Chessie cabooses, also freshly scrubbed. On October 11th, a dress rehearsal for the "Heartland Special" was held. The 13 car train ran from Dayton to Perrysburg and return, preceded by a pilot train consisting of engines #4440 and 4441 and three cabooses; and followed by another train consisting of #4442 and 4443 and three cabooses. OARP alerted members up the line, including John Keller in Lima who notified the local media. Preparations were not limited to train operations. The entire B&O route from Dayton to Perrysburg was spruced up. \$15,000 was spent in cosmetic improvements to Dayton's Union Station. Sidney's depot was repainted. In Lima the entire area around the former B&O depot (now gone) was cleaned up and a large mural was painted on the wall of a building just east of the Amtrak station. Signals and signal boxes along the route were painted.

The actual trip on October 12th was well-covered by the local and national media. No one in OARP could afford the \$1,000 per person charge for a ticket to ride, so we had no representative on board (We couldn't even ride one of the cabooses!). The special returned late Friday evening from Perrysburg through Dayton to Cincinnati, then returned to Washington over the B&O route once again the following day. The trip is said to have cost \$1 million, of which \$700,000 was for security purposes. U.S. Secret Service personnel were positioned every ¼ mile along the entire route from Dayton to Perrysburg.

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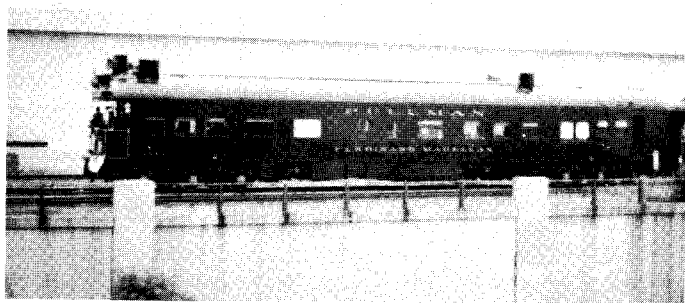
President Reagan's "Heartland Special" was led by Chessie GP40 #4444 bedecked with American flags, bunting, and huge campaign signs on each side. In addition to Amtrak F40PH units #275 and 276 were two Amtrak baggage cars out of the "Montrealer Pool" used for communications equipment, two Amcafe cars, six Amcoaches, two private business cars and the famed "Ferdinand Magellan" President's Car.



(LEFT) The "Heartland Special" prepares to depart Dayton Union Station on October 12th for the President Reagan "whistle-stop" trip to Sidney, Lima, Ottawa, Deshler and Perrysburg.

Both photos: Tom Pulsifer.

(RIGHT) The President departs Dayton and can be seen waving from the third window from the end of the "Ferdinand Magellan".



REACHING OUT BY RADIO... OARP's Vice-President Howard Harding was featured November 12th on the Steve Hook Show (8:30-10:00am) on WBBW in Youngstown. OARP's Mansfield Area Regional Coordinator Richard Fry was on the Gene White Program on Mansfield's WMAN on November 15th. Both Howard and Richard talked about the potential for 3-C Corridor passenger trains and urged listeners to communicate with the Governor in support for passenger rail.

Life's Embarrassing Moments... OARP learned why the President Reagan HEARTLAND SPECIAL left Dayton 15 minutes late. It seems that one passenger had temporarily misplaced his special pass and security people wouldn't let him on board. Who was the special passenger? Why, none other than the President of the Chessie System over whose railroad the special whistle-stop train operated!

GOVERNOR CELESTE COMMENDS OARP FOR PASSENGER RAIL SUPPORT!

Ohio Governor Richard F. Celeste, on September 24th, wrote to OARP commending our Association for supporting rail passenger service in Ohio. The letter, addressed to OARP's President, reads as follows:

Dear Mr. Pulsifer:

Thank you for your continued interest in exploring various ways to bring rail passenger service to Ohio.

I appreciate receiving the report, "OHIO 403(b) - A NEW BEGINNING", prepared by your colleague, Manfred Orlow. I passed it on to Director of Transportation, Warren J. Smith for his use. The information it contains is especially timely since Amtrak has just conducted an inspection trip of the rail lines that link the cities of Cleveland, Columbus and Cincinnati to evaluate the possibility of establishing service between these cities in the future.

I commend you and your organization for taking these initiatives and for the support you have given to this Administration to provide the people of Ohio the additional travel option of rail passenger service.

With best regards,

/s/ Richard F. Celeste
Governor

OARP MEMBER IS PROGRAM INSTRUCTOR FOR CLOSE UP FOUNDATION...

Paul Woodring of Stow, OH, an active OARP member, has recently been appointed a program instructor with the Washington-based Close Up Foundation which is a non-profit, non-partisan foundation for the involvement of youth in government. It was started around 1972. The primary function of Close Up is to bring high school students from around the country to Washington for a week of seminars, speeches and workshops on the functions of the federal government. The students get to listen to and question Congressmen and Senators, Cabinet officers, lobbyists, diplomats, generals, and even Presidents on occasion. President Reagan has addressed Close Up groups four times in the past three years. Also, Presidents Carter and Ford have talked with Close Up groups. This coming term over 26,000 students from around the country will take part in the program. Close Up uses six hotels in suburban Maryland and Virginia to house about 1,200 per week. They are a large user of public transportation in Washington, sometimes having to charter buses from as far away as Philadelphia, and they use between 50-60 volunteer guest speakers per week. As program instructor, Paul leads a group of 15-20 students through the week, conducting workshops, tours and lecturing. He works from Sunday afternoon to Saturday morning, between 70-80 hours per week, and gets every fourth week off. In addition to his work with the Close Up Foundation, Paul hopes to provide some liaison service for OARP in our Nation's Capitol. Good luck, Paul, in your new position!

NOW AVAILABLE!

OARP's 1985 CALENDAR.

ORDER NOW!

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OARP's DOUG HUDSON ATTENDS NEW YORK RAIL PASSENGER CONFERENCE

Doug Hudson of Warren, Ohio, attended and represented OARP at a recent High Speed Rail Passenger Service Conference held in Niagara Falls, NY. This one-day Conference was sponsored in part by the Empire State Passengers Association, OARP's counterpart in New York State. Doug reported that about thirty panelists participated. Issues under review were many and varied. Considerable discussion centered upon tourism matters, especially ways and means for Amtrak to become a more effective force in the Buffalo, Niagara Falls, Toronto area.

It was noted, and argued at length, that Amtrak's MAPLE LEAF would likely experience improved ridership if delays at the border could be reduced. Delays of 20-30 minutes beyond dwell time are common according to observers. Customs officials were unable to offer assurance that changes in inspection procedures would be possible. Thus, those lengthy delays to and from Toronto will continue with attendant depressed ridership. Obviously, the matter ought to be addressed by higher officials from both Canada and the U.S.

Robert Blanchette presented his views on high-speed rail from his TGV perspective. He expressed skepticism concerning the "need" for high-speed systems in short corridors. Case in point --- the San Diego - Los Angeles plan was cited. Doug had the floor for about sixty seconds; thus, our OARP presence was duly noted. He urged those present to support the extension of Amtrak's EMPIRE SERVICE from Buffalo to Cleveland, and on to Columbus-Cincinnati as well. We thank Doug for going to Niagara Falls and representing OARP at this Passenger Rail Conference.

AMTRAK IS NOW PROMOTING TRAVEL ON THE ROUTE OF THE CARDINAL <Chicago-Cincinnati-Washington-New York> WITH SPECIALLY DISCOUNTED ROUND-TRIP FARES. WHERE THE PRICE OF A ONE-WAY TICKET IS \$50.00 OR MORE, IT WILL NOW COST ONLY \$10.00 MORE FOR A ROUND-TRIP TICKET. FOR EXAMPLE, A ONE-WAY TICKET FROM CINCINNATI TO WASHINGTON IS \$85.00. UNDER THE SPECIAL ROUND TRIP PROMOTION, THE ROUND-TRIP WOULD BE JUST \$95.00. A ONE-WAY TICKET FROM CINCINNATI TO WHITE SULPHUR SPRINGS, WV, (a popular Sunday excursion trip from Cincinnati) IS \$50.00. THE ROUND-TRIP CAN NOW BE MADE FOR \$60.00. CHILDREN TRAVELING WITH AN ADULT WILL GET FARES DISCOUNTED 50% FROM THESE FARES. THE SPECIAL CARDINAL FARES WILL BE OFFERED THROUGH MAY 31, 1985, WITH HOLIDAY RESTRICTIONS.

FOR COMPLETE INFORMATION, CONTACT AMTRAK (1-800-USA-RAIL) OR YOUR AUTHORIZED AMTRAK TRAVEL AGENT.

Give OARP 1985 CALENDARS to friends and associates this year!

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BAGGAGE & EXPRESS

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The Second International Conference on High-Speed Rail, sponsored by the High-Speed Rail Association, will be held at the Knickerbocker Hotel in Chicago, May 29-31, 1985. Officers of the HSRA include Robert W. Blanchette, president of the TGV Company, Chairman; Richard A. Geist, member of the Pennsylvania House of Representatives, Vice-Chairman; Donald M. Deer, president of Capitol Ideas, Inc., President; William W. Dickhart, assistant general manager of the Budd Company Technical Center, Vice-President; Robert J. Casey, executive vice-president of the Pennsylvania High-Speed Intercity Rail Passenger Commission, Secretary; and Paul H. Reistrup, vice-president of R. L. Banks & Associates, Inc., Treasurer.

The Akron & Barberton Belt Railroad Company operated a "passenger extra" over its newly acquired ex-Erie trackage between Barberton and Rittman, OH, November 16th. Appropriate ceremonies took place at both Barberton and Rittman. OARP was invited to participate in this inauguration of service and our Vice-President, Howard Harding, represented your Association. Local and State governmental and business officials, as well as OhioDOT/Rail personnel, participated.

No more through train movements are possible on Conrail's Columbus to Union City (ex-PRR) line, once a double-track main line which served as a detour route for Amtrak's NATIONAL LIMITED at times when the Dayton route was blocked. B&O dispatchers held freight trains north and south of Piqua on November 12th while crews worked to remove the diamonds at Piqua Crossing.

IndARP, the Indiana Association of Railroad Passengers (P.O. Box 744, Lafayette, IN 47902) is now in the process of developing a membership flyer. IndARP's Secretary-Treasurer, PAUL D. ARDEN of Gary, also an OARP member, requested samples of our membership materials to assist IndARP in developing their own materials. IndARP is in its second full year of existence and will host next March's joint ARP meeting in Fort Wayne.

Cleveland's Plain Dealer Magazine, August 26, 1984, carried a nice illustrated feature on the Railroad Passenger Car Alliance which is based in Bellevue, OH. RPAC members own 22 private passenger cars which are leased for rail excursions. OARP member BILL FUEHRING heads the organization which comprises several other OARP members, all of whom own passenger cars.

Maybe more mail should go by rail! OARP member LARRY MORSE of Washington, DC, recently mailed his membership renewal to Xenia (properly and clearly addressed) and postmarked in Washington, DC, September 27th. The back of the envelope carried a San Francisco postmark for September 29th and it arrived in Xenia four days later!

THANKS to OARP member HAROLD WOLFF of Medina who singlehandedly ran our OARP display table at the Medina Model Railroad Show on October 28th, at the Medina Community Center. Harold dispensed OARP materials and Amtrak information.

OARP 1985 CALENDARS BARGAIN PRICED AT 10¢ EACH

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DID YOU KNOW that for the past four summers, OARP members JOHN KELLER, SR. and JOHN KELLER, JR. have been diligently taking care of keeping the grass and weeds around the Lima Amtrak Station under control! JOHN KELLER, SR. serves as OARP's Regional Coordinator for the Lima Area and also serves as caretaker for all the railroad exhibits of the Allen County Historical Society in Lima.

When Conrail recently dumped 35 freight cars all over the LAKE SHORE LIMITED route at Butler, IN, both the eastbound and westbound LAKE SHORE detoured over the BROADWAY route between Chicago and Crestline, then on the 3-C mainline from Crestline to Cleveland. In addition to the LAKE SHORE, Conrail also detoured some priority freights over the Ft. Wayne line and sent others over the Michigan Corridor line.

Amtrak has released its 1983 ANNUAL REPORT, illustrated and very readable, with lots of photos. Interested persons may request a copy from National Railroad Passenger Corp., 400 N. Capitol Street, N.W., Washington, DC 20001.

The last trains from Philadelphia's historic Reading Terminal departed in the early evening of November 6th. On November 10th, the new Market East Station and Center City Tunnel were officially opened with many suburban trains now running through between "Pennsy" lines and "Reading" lines. Amtrak passengers arriving at 30th Street Station can now reach most suburban Philadelphia points with only one change of train, at 30th Street.

Amtrak recently closed the last two grade crossings on the New Haven-Washington segment of the Northeast Corridor, near Bowie, MD, allowing the maximum speed at that location to be raised from 80 to 120mph. There are now no public grade crossings in the 369 mile stretch from Woodbridge, VA, south of Alexandria, to Waterford, CT, near New London.

The Chicago CTA rapid transit extension out to O'Hare Airport is now in service, however, several OARP members that have ridden it report that, unlike Cleveland, the airport route cars in Chicago have no handy luggage compartments for passengers' bags. OARP understands that the Washington, DC, METRO extension out to Rockville (Amtrak Station) will open December 15th.

OARP has just learned that the American High-Speed Rail Corporation's \$3.1 billion Los Angeles - San Diego Bullet Train Project has been scrapped for lack of funds! Amtrak will apparently acquire AHSRC's engineering plans for possible future use. The California Corridor project was viewed as a crucial test for super-high-speed Bullet Train proposals for other heavily traveled corridors. We'll report more on this turn of events in the January 6:53.

Two Ohio rail lines are under consideration for a British-Leyland RAIL-BUS demonstration project. OhioDOT/RAIL and railroad officials have recently looked at the Chessie System (C&O) line between Columbus - Linworth - Powell - Delaware; also the Norfolk Southern (N&W) line between Cleveland - Euclid - Mentor - Painesville.

Since August we have added 55 NEW MEMBERS to OARP's membership rolls!

JOIN OARP TODAY and help get Ohio moving on more passenger trains! OARP is 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. We invite YOU to get on board! A new membership in OARP is \$10 for your first year; \$15 thereafter.

Name _____ CHECK HERE [] if
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A D D I T I O N A L L Y . . .

- SEND ME ___ OARP LAPEL PINS @ \$3.50 each, postpaid.
- SEND ME ___ OARP GLASS TANKARDS @ \$5.00 each, postpaid.
- SEND ME ___ 1985 OARP CALENDARS @ 10¢ each in any quantity plus a minimum \$1.00 donation to help cover calendar mailing costs.
- SEND ME ___ OARP WINDOW DECALS @ 50¢ each, postpaid.
- SEND ME ___ OARP BUMPER STICKERS @ \$1.00 each, postpaid (Let's Get Ohio Moving On Passenger Trains)
- SEND ME ___ OARP MEMBERSHIP BROCHURES/FLYERS No charge for these items...
- SEND ME ___ OARP RAIL TRIP REPORT FORMS
- SEND ME ___ SAMPLE COPIES OF "the 6:53" but OARP would appreciate stamps, a self-addressed stamped envelope, or a donation to help defray postage expenses.
- SEND ME ___ OARP LEGISLATIVE DIRECTORY
- SEND ME ___ OARP GUIDE TO THE OHIO CONGRESSIONAL DELEGATION & OFFICIALS OF AMTRAK
- SEND ME ___ OARP RAIL TRAVEL GUIDE Indicate quantity wanted for any item(s).
- SEND ME ___ AMTRAK EAST-MIDWEST TIMETABLE
- SEND ME ___ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size envelope with 54¢ postage (20+17+17) affixed for this item to expedite handling. Thanks!) AT THIS TIME WE ARE UNABLE TO SUPPLY THIS TIMETABLE IN QUANTITIES.

Members and others should use this page to order materials, making sure your name and correct mailing address are filled in the space above. YOUR DONATIONS HELP OARP DO MORE FOR BETTER PASSENGER TRAIN SERVICES!

"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 \$10 (min.) for NEW MEMBERS and \$15 (min.) for all renewals. There's a handy membership coupon printed in this issue. ALL ABOARD!

NEXT MEETING: JOINT ARP MEETING

SATURDAY, MARCH 16, 1985
HOLIDAY INN / DOWNTOWN
in FORT WAYNE, INDIANA

OARP / MichARP / IndARP / NARP
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