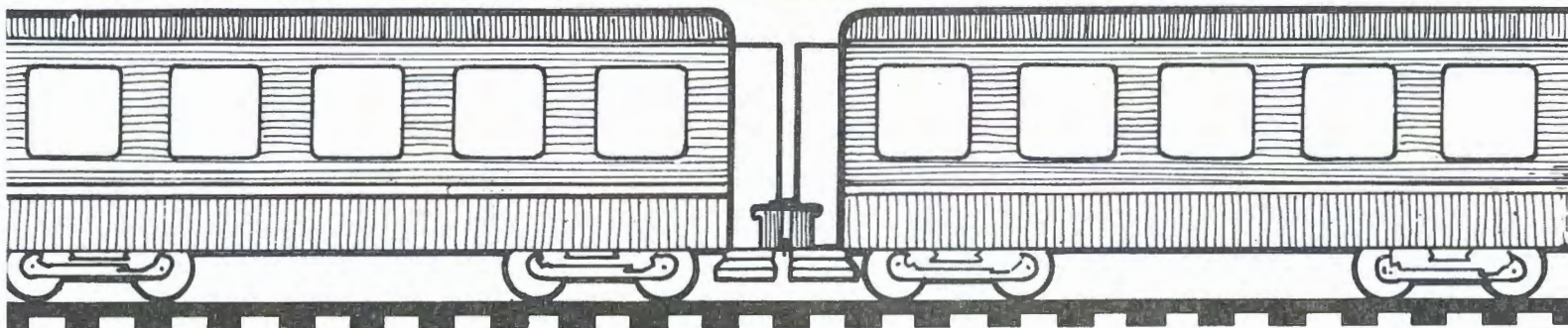


NEWS FROM THE



OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

"the 6:53"

issue #2

SUMMER 1974

official newsletter of the OHIO ASSOCIATION of RAILROAD PASSENGERS
Tom Pulsifer, editor

ANNOUNCEMENT

IMPORTANT STATEWIDE OARP MEETING and SYMPOSIUM

SATURDAY, JULY 27th, 1974

LINCOLN LODGE, W. BROAD ST. (U.S. 40), COLUMBUS, OHIO

starting at 10:00am and over by 3:30pm

From 10:00am to 12:30pm OARP will conduct a SYMPOSIUM on the PRESENT STATE and FUTURE OUTLOOK on RAIL PASSENGER SERVICE IN OHIO for which OARP is soliciting spoken and written testimony. This SYMPOSIUM will hopefully be covered by the press. OARP will forward all written testimony and summaries to the U.S. Dept. of Transportation, the Ohio Dept. of Transportation, the P.U.C.O., AMTRAK headquarters, and the National Association of Railroad Passengers. To OARP's knowledge, this is the first time any such symposium has been conducted in our state. In planning, it is OARP's intention to provide a forum for members and others wishing to air their ideas, viewpoints, and constructive criticism on the stated topic. The key is to take a positive approach towards possible solutions of existing problems.

Within a few weeks, you will be receiving a letter from OARP President Dave Marshall explaining the details which will guide this SYMPOSIUM and the preparation of written testimony.

Lunch (12:30-2:00pm) is on your own, but OARP suggests that you stay at Lincoln Lodge and try their SMORGASBORD which they told us will be available on that day.

continued

At 2:00pm we will reconvene for a short business meeting, followed by a presentation by a LEASURE GUEST SPEAKER! The meeting will end by 3:30pm.

We scheduled this meeting on a Saturday to avoid possible gas station closing problems. Those coming from distant points might want to arrange a car-pool. Lincoln Lodge is easy to reach. Follow the I-270 Freeway around the west side of Columbus and exit at U.S. 40, Broad Street Viaduct. The Lodge is on the north side of the highway, about 1/2 mile west of the I-270 interchange. There are several gas stations in this area.

WE ARE HOPING FOR A LARGE TURNOUT. YOU DO NOT HAVE TO BE AN OAREMEMBER TO ATTEND. BRING A FRIEND WHO SHARES OUR CONCERN!

3-C MEETING Members of OARP turned out in numbers sufficient to comprise about half the total in attendance at the meeting of Sen. Anthony G. Calabrese's Committee (the Legislative Study Committee on Rapid Rail Transit) held in Cleveland's City Council Chambers, 11:00am on April 30th. This was the meeting at which representatives from AMTRAK in Washington and representatives from the Penn Central reported on the costs involved for upgrading Penn Central track between Cincinnati and Cleveland for the proposed 3-C Corridor service.

The meeting resulted in the Senator's expression of distrust regarding the reported figures and his disgust with the Penn Central and the deplorable condition of its physical plant. He expressed the view that Ohioans deserve something for their tax dollars and that is why he is working hard on this project. Nevertheless, he had no desire of seeing Ohioans paying inflated prices for upgrading track for a company such as the PC. David Watts from AMTRAK suggested that having a consulting firm to study alternatives and marketability of such service would be the logical next step. He also suggested that such a study would cost in the vicinity of \$150,000 or more. Calabrese indicated that he favored this approach to the 3-C Project and would go back to Columbus to see what could be done.

At the time of printing this issue of The 61531, Sen. Calabrese has been hospitalized and unable to carry this forward as rapidly as planned. There is also some speculation that there is insufficient support in Columbus to even fund such a study. It would appear that some agency in the Ohio Dept. of Transportation would be an appropriate clearing house for further study of the feasibility of this Corridor. We should give them all the encouragement and support possible, both directly and through our elected legislators. OARP hopes to get a better grip on this situation and will report to you further.

FOR YOUR INFORMATION Maybe some "pressure" on these "super-agencies" can help bring better trains:
U.S. DEPT. of TRANSPORTATION, Claude Brinegar, Secretary; 400
Seventh Street N.W., Washington, DC 20591
OHIO DEPT. of TRANSPORTATION, W. Phillip Richley, Director;
25 South Front Street, Columbus, OH 43215

TORNADO Late in the afternoon of Wednesday, April 3rd, one of the most devastating tornadoes in modern history took a tragic toll of lives and property in Xenia, Ohio. One OARP member lost her home and some other members suffered property damage. The Xenia Post Office and the home of OARP's secretary were not affected; all OARP mail and records are safe. OARP wishes to express a deep concern for all those who suffered here in this tragedy. Members who inquired were encouraged, and still are encouraged, to channel donations to disaster relief through the church, civic or service organizations of their choice. "Xenia--where the spirit has just begun" is the new slogan heralding the enthusiasm in planning for the reconstruction of the "city of hospitality". It will take years to rebuild what was destroyed in but a few moments.

BILL LIND As many of you know, Ohio's U.S. Senator Robert Taft, Jr. is the leading proponent of restoring AMTRAK service to Cleveland and Toledo. Taft also backs strongly the proposed 3-C (Cleveland-Columbus-Cincinnati) and C-Y-P (Cleveland-Youngstown-Pittsburgh) rail passenger service corridors in Ohio. Taft is also concerned with improving existing AMTRAK service in Ohio. Taft's assistant in Washington who is working very hard on these rail proposals is William Lind. Lind was in Dayton on April 18th and 19th and met with OARP officers Dave Marshall and Tom Pulsifer, also with Tim Rhinehart and Tom Herwalk of DART (Dayton Area Rail Transit). Lind and OARP exchanged a great deal of information and as a result a very positive working relationship has been established.

ADVERTISING As a result of a meeting (Membership Committee) at the home of membership chairman Jim Mann on April 20th in Marion, Ohio, it was agreed that OARP should start a co-actve advertising campaign. A camera-ready newspaper ad is now being prepared for placement in many Ohio newspapers this summer. "Classified" ads will also appear in Saturday Review/World, Rail Travel Newsletter, Railroad, Trains, and Passenger Train Journal. Ads will appear in selected other magazines later on. At the same meeting the state was roughly divided into six regions for the purposes of initially "localizing" OARP membership contacts and to facilitate regional meetings of members. The regions are:

- NORTHWEST--(Toledo, Sandusky, Defiance & vicinity)
- NORTHEAST--(Lorain, Cleveland, Akron, Youngstown area)
- 4. CENTRAL--(Dayton, Springfield, Lima & vicinity)
- 5. CENTRAL--(Columbus, Zanesville & points east)
- SOUTH/WEST--(Cincinnati, Ellettsville, Hillsboro & vic.)
- SOUTHEAST--(Scioto Valley, Athens, Marietta & vic.)

Within a week after OARP's ads appeared in Rail Travel Newsletter and Saturday Review/World, the OARP office received several inquiries mentioning the ads and two memberships as a result of the RTR ad.

SLIDE SHOW A 25 minute OARP slide presentation with narration on 8mm to-reel tape is ready for use; geared to average citizen groups, not all-railfan gatherings. We expect to be updating it as circumstances change. If interested, call OARP President Dave Marshall in Dayton (222-1215 or 252-0431).

CARP urges members to support these special excursions and seasonal operations of special interest to Ohioans:

JUNE 29 & 30 - CINCINNATI-LEXINGTON STEAM TRIP

The Cincinnati Railroad Club (Box 42213, Cincinnati 45242) is sponsoring a round-trip on each day behind SR 2-3-2 #4501, leaving the Queen City at 9:00am and returning by 7:00pm. Photo stops. Food service. Adults \$17.50, under 12 \$16. Runs rain or shine. Consist to include open-air cars. Write CRC for details.

JULY 4-7 - CINCINNATI-WASHINGTON STEAM TRIP (one-way only)

The Roanoke Chapter of the National Railway Historical Society (PO Box 681, Roanoke, VA 24004) is sponsoring this holiday weekend trip behind SR #4501. Leaves Cincinnati on the 4th at 8:30am on N&W with stops at Williamsburg and Portsmouth. Overnight stops at Williamson and Roanoke. Route includes ex-VGN main, scenic N&W and SR lines. Write sponsor for details and fares.

NOTE: You can ride locally, Cincinnati, to Williamsburg or Portsmouth on the July 4th excursion, but NO return service provided!

JULY 14 - SHAKER HEIGHTS RAPID TRANSIT SPECIAL

Trip to use ex-Twin Cities cars. Leave Cleveland Union Terminal 12:30pm, return about 6:00pm. Fare is \$5 for adults and \$2.50 for children. Write Ernest Kovacs, 416 Second Avenue, Bethlehem, PA 18018 for details.

OHIO RAILWAY MUSEUM (Worthington) operates Sundays 12:30pm-5:30pm thru October, Saturdays from 1:00-5:00pm during June-July-August. STEAM dates are 6/30, 7/21, 8/11, 9/22, 10/13.

HOCKING VALLEY SCENIC RAILWAY (Nelsonville) operates 18-mile STEAM excursion at 10-12-2-4:00 on weekends until October. Adults \$2.50, child \$1.25, kids under 5 free. They've added 2 passenger cars and improved the track this year!

NEW! WHITEWATER VALLEY RAILROAD (Connersville, IN) will prove a popular rail attraction due to proximity to W & SW Ohio. 50-mile round trip behind steam or historic diesel power, leaves Connersville 12:01pm EST and back by 5:30pm. Adults \$7.50, children \$5, under six free. Runs weekends during summer months. Station is on Indiana 121 south of Connersville downtown, opp. Elmhurst Masonic Home. REMEMBER, Indiana observes STANDARD time! Train runs on old NYC branch to Brookville, IN.

MACK LOWRY'S RAILWAYS OF AMERICA MUSEUM (Cuyahoga Falls)

TROLLEYVILLE U.S.A. (Olmsted Falls)

AMTRAK will provide several package tours using regular trains from Ohio points. Ask your AMTRAK agent or travel agent for details.

AUTO-TRAIN now runs tri-weekly, LOUISVILLE, KY-SANFORD, FL.

MEMBERSHIP The response to OARP's statewide mailing of the first issue of "the 6:53" was great, and memberships still continue to come in daily. All the charter member certificates (the first one hundred members) have now been mailed. From now on all new members (and renewals starting next year) will receive handy wallet-size membership cards.

OARP will follow the dues structure of the National Association of Railroad Passengers (NARP) with the regular dues still at \$5 per year and other classifications for those who wish to contribute additionally to OARP's work (Contributing \$10, Participating \$25, Sponsor \$50, Sustaining \$100). Of course, we welcome any and all contributions beyond the basic membership dues and your officers have attempted to personally thank everyone who has given extra support to OARP.

BROCHURE OARP is having a three-panel membership and informational brochure professionally prepared, featuring our new logo on the front panel. One panel will be a tear-off membership blank. We will soon have a large supply of these available for general distribution. If you can place these in the hands of potential supporters, please write and indicate how many you estimate you can use. OARP will pay postage on any request for up to 15 brochures. Above this please send us an 8¢ stamp per 15 brochures to help us out with postage. We will ship the brochures by third class mail.

POSTAGE It will cost OARP about \$40 just to mail this issue of "the 6:53" to our present and potential members, friends and associates in other rail passenger associations. Our postmaster advises us (based on projected number and size of statewide mailings) that at this time there would be no substantial savings in getting a bulk mailing permit. We have certainly appreciated the small donations of postage stamps from several of our members, even if they did not specifically request a copy of something be sent them by return mail. We will continue to seek the best way to handle mailings at the lowest possible cost to the OARP.

NARP RELATIONS OARP has established quite favorable relations with the National Association of Railroad Passengers in Washington, DC. On April 17th, OARP President Dave Marshall, Secretary Tom Pulsifer, and Treasurer Dean Denlinger held a luncheon meeting with Anthony Haswell who is founder and Chairman of NARP. This meeting, held in Dayton, saw a good exchange of ideas and information, not only on the exciting possibilities for increased rail services in Ohio, but also on the future courses of NARP and OARP and how each organization could assist the other.

MAPS/TIPS Our Cincinnati Maps/Tips has been reprinted due to the huge demand for it. What a great way we can be of service to the rail passenger! Checking out details has held up the release of our Columbus, Canton, Indianapolis and Louisville Maps/Tips but we expect them ALL to be available in sufficient quantity by July first. The Louisville Maps/Tips will include directions to the new "auto-train" terminal!

A sign in a window at the Lima station gives the AMTRAK toll-free number to call, but there's still no pay phone on the platform, and the building itself is closed to the public.

Dayton Union Station accepts cash or credit card ONLY for ticket purchases; no checks. Seems they've been stuck recently with a few bum checks, so you see a few dingbats CAN make things less convenient for the rest of us.

Why Crestline? It's a Penn Central crew changing point for all trains on the east-west mainline and there's fuel and water for the locomotive (which nearby Mansfield doesn't have). Besides, it would be a logical connecting point with the proposed D-C Corridor service when it comes along (soon, we expect).

If you're going to Louisville to ride the Floridian or take the "auto-train", remember that Eastern Standard Time is in effect there, one hour earlier than "Ohio" time.

Many travel agencies in Ohio are now handling AMTRAK tickets and reservations. A goodly number are also using our OARP MAPS/TIPS to assist passengers boarding AMTRAK trains at Ohio points, also Louisville and Indianapolis.

AMTRAK's summer timetables were issued May 19th. You can get single copies by writing AMTRAK at 955 L'Enfant Plaza North, S.W., Washington, D.C. 20024 and marking "Timetable Request" on the front of your envelope. Form A (All-America Schedules) is the complete timetable. Form B (Northeast Schedules) covers the Northeast region only. Form S contains the complete Florida schedules. They have card-type folders for specific trains containing its schedule and related info.

You can write "auto-train" at 1801 K Street, N.W., Washington, DC 20006 for complete info on their new service from Louisville to Sanford, Florida.

Are you acquainted with RAIL TRAVEL NEWSLETTER? Costs seven bucks a year and it comes twice a month and it is LOADED with information. Sent by first class mail so the info is current. We wouldn't be without it at OARP headquarters. Write Message Media, Box 9007, Berkeley, CA 94709.

PASSENGER TRAIN JOURNAL is a slick paper, quality quarterly which seeks to provide a wide range of opinion on the subject of rail passenger services, here and abroad. Good photos, write PTJ at 29 E. Broad St., Hopewell, NJ 08525. Present rates are \$1.25 a copy, one year \$5, two years \$9, three \$13.

The best way to get new OARP members is by personal contact. Friends and associates who share our concerns and beliefs that there IS a place for modern and reliable passenger train service within the broad scope of all transportation modes are excellent potential members. Will YOU do your part in spreading the good word? Bring us some new friends!

We can have business cards printed in small quantities for any OARP officer, chairman, coordinator, etc. with the new OARP logo, OARP address, and your name, title, and address. You will have to pay for them yourself if you want them. The printer estimates \$3.50-4.00 per 100. Secretary Tom Pulsifer can make the arrangements for you.

AMTRAK RELATIONS On Monday, April 22nd, OARP's Cincinnati Area Coordinator, Ron Garner, met with AMTRAK's Cincinnati Region Sales Manager, Joseph L. Pollard. Pollard expressed a willingness to meet with OARP's officers at some future date in Cincinnati. Garner reported that his talk with Pollard covered a wide range of topics including AMTRAK advertising, the Chicago Computer problems, and the Riley operating problems. Pollard told of a meeting he held several days earlier with some eighty travel agents in the tri-state area at which he distributed copies of our Maps/Tips sheets. Some of the agents requested additional copies for their customers.

OARP has also established a favorable relationship with the Public Relations department of AMTRAK in Washington. Some of the OARP officers hope to be able this summer to go to Washington for a first-hand visit to AMTRAK headquarters and Ohio's elected officials.

FREEDIENT OARP is looking into some good, travel-oriented, but low cost promotional items featuring our name and logo for our members, or to use as fund-raisers. Be assured, however, that your membership dollar will be spent only in ways by which OARP will stand to gain, or more importantly, in ways by which rail passenger service will stand to gain.

WOOSTER, OHIO OARP member Doyle Ditmars has been actively carrying on a one-man-campaign in efforts at persuading AMTRAK to restore service to the college town of Wooster on the Broadway Limited route thru Ohio. We are in receipt of several newspaper accounts of his work in Wooster and we only wish that there were many more OARP members like Doyle Ditmars who would be willing to take the time and energy to stir up citizen interest in rail passenger service on the local level.

Others like Doyle? Don't be modest! Let OARP know what you've done, or are doing, to help the cause.

MEDIA SURVEY A media survey, prepared largely by Tom Norwalk, was sent to the entire OARP mailing list on May 8th. Response has been overwhelming and we thank all of you who responded so promptly! We are still counting heavily on responses from all areas of Ohio, so if you haven't sent yours in yet, please do so right away. It's not too late. Our relations with the mass media is extremely vital to the success of our overall efforts.

From time to time we learn about some of our OARP members who have taken on a business enterprise featuring rail-oriented products. We'd like to recognize these members in "the 6:53" so we all might support their efforts:

AL SCROFER (Route 4, 3186 Stony Hill Road, Medina, OH 44256) is well-known for his books on NYC, PRR, N&O, C&D and B&E locomotives and his quality locomotive prints for framing.

HARRY E. WILSON Originals (P.O. Box 985, Dayton, OH 45401). Harry's attractive pen-and-ink prints of early America, including two delightful railway depots, are available both as prints for framing also as fine art stationery.

Write them directly for details, descriptions, prices, etc.

BRIEFINGS ICC briefing sessions on the proposed restructuring of the railroads in Ohio, the midwest and the north-east will be held in several Ohio cities at various times this summer. These are informational briefings and not hearings, but OARP members are asked to watch for mention of these sessions in your area and attend them if possible. The briefings will include presentation of the Rail Services Planning Office's May 2nd evaluation of the U.S. Department of Transportation's February 1st report. Both RSSPO and ICC officials and community leaders will explain how the public can affect the preliminary plan for restructuring which the U.S. Railway Administration is scheduled to release on October 29th.

OFFICEWORK Most of OARP's supplies, records and files are now maintained in two locations, at the President's home in Dayton and in the Secretary's home in Xenia. This organization has reached the stage where it can no longer function effectively out of assorted cardboard boxes. Also our mailing lists have reached the point where they must be systematized and an OARP office code assigned each label. Your President and Secretary, with assistance from other members in the clerical work, will spend many hours this summer getting this office work done so that OARP can run more smoothly and efficiently. OARP hopes to acquire a couple of good, used, full-suspension file cabinets for centralized storage of all OARP materials. Vital information such as membership and financial records and legal documents will be de-centralized for safe-keeping.

CORRESPONDENCE Our continual THANKS goes out to all of you who send us copies of your correspondence with key people involved with rail passenger service. This letter file is of vital importance to us and we appreciate your great cooperation.

CLIPPINGS OARP takes this opportunity again to thank members who send in clippings of rail-oriented articles from their local papers. Your efforts are strongly appreciated. Please continue to keep an eye out for these items and send 'em in to us for our files and to report on rail activities from all over Ohio.

SUCKERS AT HEART We've got members in Ohio, also in Georgia, Massachusetts and Oregon. OARP isn't limited to Ohioans. Anyone anywhere who wants to help our cause is welcome to join and lend us support. We need the out-of-staters just as much as the "natives"!

PRINTING *the 6:53* is limited to the number of pages we can send for ten cents. It is also subject to being prepared by whatever media is available at the moment as we are dependent on other people's office equipment, time, etc. Rather than to limit information contained for members, your editor preferred to sacrifice a little in the printing method so we could cram a lot into this issue. We're looking for a better way of printing *the 6:53* to give you a better product but at low cost. Keep us posted.

STANDING ON THE PLATFORM OARP concerns as of June 1, 1974

By the time you read this, DOT Secretary Brinegar may have announced the new AMTRAK route, expected to be one of these four:
NEW YORK-BOSTON to CHICAGO via BUFFALO-CLEVELAND-TOLEDO
KANSAS CITY to DENVER
NEW ORLEANS to JACKSONVILLE via PENSACOLA-TALLAHASSEE
OGDEN-SALT LAKE CITY to LOS ANGELES via LAS VEGAS

Of course we hope that the choice is the first one listed above.

Cleveland and Toledo could get AMTRAK service by (we are told) the end of 1974 IF the DOT designates the former NYCRR Water-Level Route as AMTRAK's new experimental route for 1974. Senator Taft is solidly behind better and increased rail passenger service to Ohio and is leading the push for this new AMTRAK route. The schedule would probably list the westbound run leaving the east coast in late afternoon with a morning Cleveland arrival and mid-afternoon arrival in Chicago. Eastbound would see an early-afternoon Chicago departure, mid-evening Cleveland departure, and late morning east coast arrival. Many Ohioans want the train on this route to stop also at Elyria, Sandusky, and possibly Painesville.

There is also talk of extending an existing Empire Service train from Buffalo to Cleveland to provide a daytime New York-Cleveland schedule.

The hang-up with the Boston-Albany service is the replacement of twelve miles of track between Rensselaer and Post Road Crossing, a single track line which was used only by passenger trains (dropped with the advent of AMTRAK) and an occasional local freight. All of the thru freights bypass the Albany area to the south. The track in question was yanked up over a year ago, but this is a key route for passenger service east of Albany to Boston.

Re-routing the BROADWAY LIMITED from Pittsburgh to Chicago via Youngstown-Cleveland-Toledo-South Bend is being talked up. There are rumors of (as an alternative) a Pittsburgh-Youngstown-Cleveland-Toledo-Detroit daytime train.

Present schedules of the NATIONAL LIMITED and JAMES WHITCOMB RILEY through Ohio are ABOMINABLE! OARP feels that AMTRAK may be deliberately attempting to sabotage these trains so they can take them off sometime in the future. All Ohio stops of the NATIONAL are in the "wee hours" now and the eastbound run is regularly late. Remember the early evening departures and mid-morning New York arrival of this train right when AMTRAK took over? The late-afternoon New York departure with morning Ohio arrivals?

The RILEY is still being re-routed through Indiana and loses one to two hours on its schedule in the process, both ways. If this train had gone to the C&O "Hi-Line" (Cincinnati-Muncie-Peru-Chicago) as once planned, decent operation could have resulted and the high potential Cincinnati-Chicago passenger market would have been restored.

OARP officers and members have written AMTRAK and their legislators about the schedules of the NATIONAL and the RILEY but instead of more decent arrival and departure hours and better on-time service, it gets worse and more ridiculous. OARP members should RAISE H----- with the present scheduling and operating conditions which are further discouraging patronage from Ohio points on these obviously needed trains!

c o n t i n u e d

(continued from previous page)

If AMTRAK says that the NATIONAL schedule must stay as it is, the least they could do is provide a BROADWAY LIMITED connection from Cincinnati, Dayton and Columbus to Pittsburgh with through coaches and sleepers to give us Buckeyes a "decent" schedule to and from the east.

Two rail passenger service corridors are actively being talked up and planned for in Ohio. They are CLEVELAND-COLUMBUS-CINCINNATI (3-C) and CLEVELAND-YOUNGSTOWN-PITTSBURGH (CYP). Many proposals have been submitted by various groups and individuals; cost studies are being made. It seems that everyone is involved in some way, PUCO, AMTRAK, the railroads, the legislature, consumer groups, research groups, as well as OARP. The big hang-up centers around refurbishing the track and who is going to pay for it. Admittedly the track on the 3-C route is in lousy shape. A train today would need ten hours to negotiate this corridor from Cleveland to Cincinnati! A 4½ or 5 hour schedule is an absolute necessity if passenger service on this line is to survive.

The Ohio legislature is steadily growing anxious for rail service in these corridors, but are proceeding very cautiously (or not at all) because \$\$\$ is involved. And again, WHO should pay for fixing up the right of way and HOW MUCH should it cost? Cost estimates to date and to our knowledge show vast differences of opinion. It looks like we need a professional independent to come in to come up with the real figures.

Plans for service range from a one train a day each way schedule, using refurbished Budd Rail Diesel Cars and connecting with the hopefully restored New York-Chicago service at Cleveland; to an exciting and ambitious plan for six trains a day each way on the 3-C and three a day each way on the CYP, using 3-car articulated diesel train sets now in use in similar intercity operations in Germany. OARP has also proposed a schedule between Cleveland, Columbus, Cincinnati and Louisville as an Ohio section of AMTRAK's FLORIDIAN, using standard equipment and through cars.

Whatever plans are finally accepted, the obvious key to the success of these corridors in Ohio is that the PEOPLE are there that WILL USE the trains IF THE SERVICE IS MADE ATTRACTIVE AND CONVENIENT TO THEM.

The next page contains some sample schedules from various proposals for the 3-C and CYP Corridors, the FLORIDIAN connection as well as possibilities for the Lake Shore Route connections.

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NOTICE! We've sent everyone on our complete mailing list a copy of this issue of "the 6:53" whether or not you're a member of OARP. We hope you can tell by now we're not a fly-by-night outfit and that we WILL continue and WILL do more and better as time passes.

What we're trying to say as nice as we can is that it's a bit unfair to all those who've paid their \$5 dues if we continue to send "the 6:53" to those who haven't contributed. To the undecided, we ask you to join OARP now, so we can count you among our supporters, and so you'll continue to receive "the 6:53" and other mailings uninterrupted. Once the mailing lists are coded this summer, non-members who have received the first two issues will be cut from the mailing list for "the 6:53".

OARP members need not worry about membership renewal until you get a renewal notice by mail (starting 1st quarter of 1975).

CLEVELAND-CINCINNATI-DAYTON-COLUMBUS-CLEVELAND (Local Time)

	S	A	A	A	A	A	A	A
LOUISVILLE	10:30p							
CINCINNATI	2:30a		6:30a	8:00a	11:00a	2:00p	4:30p	6:00p
MIDDLETOWN	3:10a		--	8:40a	11:40a	2:40p	--	6:40p
DAYTON	3:35a		7:30a	9:05a	12:05p	3:05p	5:30p	7:05p
SPRINGFIELD	4:05a		8:00a	9:35a	12:35p	3:35p	--	7:35p
LONDON	--		--	9:55a	--	--	--	7:55p
COLUMBUS	5:00a	6:30a	8:50a	10:30a	1:30p	4:30p	6:45p	8:30p
DELAWARE	--	7:05a	--	11:05a	--	5:05p	--	
GALION	6:05a	7:35a	--	11:35a	2:35p	5:35p	7:45p	
CRESTLINE	--	7:40a	--	--	--	5:40p	--	
WELLINGTON	--	8:15a	--	12:15p	--	6:15p	--	
CLEVELAND	7:30a	9:00a	11:00a	1:00p	4:00p	7:00p	9:00p	

	A	A	A	A	A	A	A	S
CLEVELAND		6:30a	8:00a	11:00a	2:00p	4:30p	6:00p	9:30p
WELLINGTON		--	8:45a	--	2:45p	--	6:45p	--
CRESTLINE		--	9:20a	--	--	--	7:20p	--
GALION		7:45a	9:25a	12:25p	3:25p	--	7:25p	10:55p
DELAWARE		--	9:55a	--	3:55p	--	7:55p	--
COLUMBUS	6:30a	8:45a	10:30a	1:30p	4:30p	6:40p	8:30p	12:00m
LONDON	7:05a	--	--	--	5:05p	--	--	--
SPRINGFIELD	7:25a	--	11:25a	2:25p	5:25p	7:30p		12:55a
DAYTON	7:55a	10:00a	11:55a	2:55p	5:55p	8:00p		1:25a
MIDDLETOWN	8:20a	--	12:20p	3:20p	6:20p	--		1:50a
CINCINNATI	9:00a	11:00a	1:00p	4:00p	7:00p	9:00p		2:30a
LOUISVILLE								4:30a

CLEVELAND-WARREN-YOUNGSTOWN-PITTSBURGH (Local Time)

A	A	D		D	A	A
6:30a	12:00n	5:30p	Lv CLEVELAND	Ar 9:30a	3:00p	8:30p
6:50a	12:20p	5:50p	LEE RD. SHAKER HTS.	9:10a	2:40p	8:10p
7:20a	12:50p	6:20p	GARRETTSVILLE-HIRAM	8:40a	2:10p	7:40p
7:40a	1:10p	6:40p	WARREN	8:20a	1:50p	7:20p
8:00a	1:30p	7:00p	YOUNGSTOWN, OH	8:00a	1:30p	7:00p
8:25a	1:55p	7:25p	NEW CASTLE, PA	7:35a	1:05p	6:35p
8:50a	2:20p	7:50p	BEAVER FALLS-N.B'TN	7:10a	12:40p	6:10p
9:10a	2:40p	8:10p	CORAOPOLIS	6:50a	12:20p	5:50p
9:30a	3:00p	8:30p	Ar PITTSBURGH(P&LE Sta) Lv	6:30a	12:00n	5:30p

CONDENSED THRU-SERVICE SCHEDULES (Local Time)

E	L	D		D	L	E
8:30a	7:00p		Lv NEW YORK CITY (GCT) Ar		11:00a	9:30p
11:30a	10:00p		ALBANY/RENSSELAER		8:00a	6:30p
2:15p	12:45a		SYRACUSE		5:15a	3:45p
5:00p	3:30a		BUFFALO		2:30a	1:00p
7:00p	5:30a		ERIE		12:30a	11:00a
		6:30a	Lv PITTSBURGH	Ar 8:30p		
		8:00a	YOUNGSTOWN	7:00p		
9:00p	7:30a	9:30a	Ar CLEVELAND	Lw 5:30p	10:30p	9:00a
	9:45a	12:00n	TOLEDO	3:00p	8:15p	
		1:15p	Ar DETROIT	Lw 1:45p		
	11:30a		SOUTH BEND		5:30p	
	1:30p		Ar CHICAGO (Union Sta) Lv		3:30p	

- A - self-propelled "corridor" train equipment
- D - Pittsburgh-Detroit thru train, self-propelled equipment
- E - Empire Service extension to Cleveland, standard equipment
- L - New York-Chicago thru train, standard equipment
- S - Cleveland-Louisville FLORIDIAN connection, standard equipment