

NEWS FROM

THE 6:53

issue #3

FALL 1974

the official newsletter of OARP
tom pulsifer, editor

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

OARP HAILS ANNOUNCEMENT OF TWO NEW AMTRAK ROUTES SERVING THE BUCKEYE STATE!

A victory for railroad passengers?

An opportunity for innovative service?

A positive step in the right direction?

An answer to mass-transportation questions?

..... BUT BE ASSURED, OARP IS WATCHING DEVELOPMENTS VERY CAREFULLY!

BOSTON-CHICAGO

December first was once predicted as the start-up date on the long awaited AMTRAK run through Cleveland and (hopefully) Toledo. Due to difficulties in securing station facilities and right of way problems, the train will not run until June 1975 at the earliest. This news is discouraging but at least there is hope.

The tentative schedule, if they decide to go with it, looks extremely good as it echoes the schedules for the old, popular New England States and 20th Century Limited.

The train will leave New York (GCT) at 6:30pm, the section out of Boston at 4:30pm. Link-up is at Albany/Rensselaer. Cleveland arrival should be around 7:00am and it will pull into Chicago about noon. The eastbound run will leave Chicago at 2:00pm. Cleveland can expect it at about 9:00pm. Boston arrival is slated for 11:00am, New York 9:30am.

The main part of the train will be New York-Chicago, with coaches, a full diner, sleepers and a slumber-coach. The Boston-Chicago section

(continued, next page...)

CINCINNATI-NORFOLK

If the unconfirmed reports we hear prove to become truth, the new experimental AMTRAK run over the N&W from Cincinnati to Norfolk will have a basic schedule almost identical to that of the James Whitcomb Riley on a parallel route!

We hear there is a slim chance the new train may be running before 1974 is out, but AMTRAK will probably not announce the official details until mid-October at the earliest.

Tentatively, the westbound train will leave Norfolk at 2:00pm and arrive in Cincinnati at 7:00am the next day. Coaches, a sleeper, and a diner-lounge would be switched onto the Riley for a through run to Chicago. Eastbound, the process would be reversed. A late evening departure of 11:30pm will put the train into Norfolk at 5:00pm the following day.

The train will serve such cities as Lynchburg, Roanoke, Bluefield, and Portsmouth. We do not know if any intermediate Ohio stops are being considered, but an eastern suburban Cincinnati stop might attract attention.

(continued, next page...)

will carry a through coach and sleeper, with a diner-lounge on the Boston-Albany segment.

As of this printing there is still a question over what route the train will take west of Buffalo. The PC and N&W serve the same points between Buffalo and Cleveland. West of Cleveland, however, an N&W routing would cut off the city of Toledo and this would be totally inexcusable! AMTRAK is known to favor an N&W routing because of superior track conditions. The logical PC route from Cleveland goes through Elyria, Sandusky, Toledo, Elkhart, and South Bend. The N&W line serves Lorain, Bellevue, Fostoria, and Fort Wayne. OARP assumes that the PC route will be the final choice, despite rough track and lower speeds.

OARP knows that this new route will be popular. It was extremely well patronized until some misguided railroad officials downgraded the service during the 60's, in the days before railroad passengers stood up on their own two feet making their demands known through such organizations as ours. We should see to it that this run is so popular that additional service is warranted, along with the logical establishment of the 3-C and C-Y-P Corridors as connecting services.

We understand a local move is under way in Elyria to get a stop there. The Chamber of Commerce is involved with this and OARP member Rev. Bob Wickens is keeping close tabs on the developments. The former NYC depot has been extensively remodeled into a cosmetology school so if Elyria is to be a stop a new trackside station may be located at the site of the former NYC freight house where there would be plenty of parking space.

Sandusky also deserves to be a stop, but as of this printing a local move to promote this has not gained much momentum. The existing PC station would be usable for AMTRAK service. Interested Sandusky area members can contact membership chairman Jim Mann in Huron for "updates" on the situation.

OARP believes that due to the closely parallel routes (N&W-C&O) between the Queen City and Norfolk - Newport News the schedule of either the new train or the "Riley" should be adjusted to give one route essentially a daytime train. Since the "Riley" is pretty well established on its present route and schedule, the new service should provide the alternative. Departure from either end-point at 6:30am would put it into the opposite terminal before midnight and give all enroute stops an attractive schedule. We do not believe the bulk of the riders will be riding all the way from end-point to end-point.

Since we are going to have this new service (without even working hard for it!) we think that it should provide its own market. It should not merely become a "second section" of the "Riley" on a scenic, but sparsely populated route through the heart of Appalachia!

SHORT LINES.....

New AMTRAK diesels are now regularly assigned to the Broadway and National Limiteds.

Chessie System has been ordered to carry the James Whitcomb Riley over its tracks between Cincinnati and Chicago for an indefinite period. The train has been arriving Chicago as much as 50 minutes early and at Cincinnati from 20-30 minutes early. The train makes no intermediate passenger stops; a service stop is made at Peru yards.

FRA ordered PC to lower speed limits on portions of the Broadway and National routes in mid-July due to poor track. The sophisticated DOT-FRA inspection train was photographed as it came through Xenia September 5th.

AMTRAK took over operation of the ticket offices at Dayton Union Station and Columbus Union Depot on August first. No immediate changes in hours are expected.

OARP PREXY GETS "RILEY" ROYAL (?) TREATMENT.....

.....enroute to Washington to visit AMTRAK

OARP President Dave Marshall and his family rode the James Whitcomb Riley from Cincinnati to Washington on July 4th and called the on-board conditions "inhumane". Ironically, he was enroute to Washington to confer with William Tucci of AMTRAK concerning services in and through Ohio!

Marshall reported that the car they boarded was hot, dark, and dirty with no air conditioning in the 90° heat and no means of ventilation except by opening the end doors. Their car, however, was right behind the engine and diesel fumes came in, choking the passengers. He said that many placed wet handkerchiefs over their faces to protect themselves rather than suffer further from the oppressive heat.

There was one cool coach on the train. Those who were lucky enough to find space there slept in the aisles. An attendant for the hot coaches sat in the cool car and when asked about improving the conditions, broke into tears.

Marshall reported that "it was a sad spectacle. This 35-year veteran coach attendant literally broke down and cried." The attendant said tearfully that "when I go down home, my folks ask me how things are going. Once we had thirty passenger trains a day on this line and never ran one like this! Now this company runs one each way and can't run it at all. Who takes the blame? I do. After all these years, this is the way it had to end."

Marshall said his sincere reaction to the train (as he later reported directly to the ICC) was that "as much as I love trains and train travel, this kind of service is unfit for human use and should be shut down until steps are taken to correct it." He added that he reported his experiences directly to AMTRAK and their reaction was that "that train varies; some days it's not that way."

As if adding insult to injury, Marshall stated that his train arrived in Washington almost seven hours late!

Marshall said that it appears very clear that AMTRAK has priority trains which receive attention and dependable equipment and reasonable schedules. It also has many trains which receive little to no attention and the worst of it is that it is the traveling public which is forced to endure hell upon wheels, often with no means of escape.

OARP's Southwestern Region Coordinator, Ron Garner, accompanied Marshall at his July 5th visits to AMTRAK and the ICC.

HELP WANTED!

The Columbus Public Library is developing a significant collection of materials pertaining to railroad transportation in Ohio, including city and interurban car lines. They are acquiring books, timetables, maps, photographs, articles, etc., and have requested assistance from OARP members in securing materials for this vital collection.

The Columbus Public Library has taken a membership with OARP and "the 6:53" is sent to their Periodicals section.

Any readers who can offer help should contact Mr. Sam Roshon, Head - Columbus & Ohio Division of the Columbus Public Library, 96 South Grant Avenue, Columbus 43215.

Mr. Roshon has been in contact with the OARP office which was able to supply information and leads in response to several specific requests. OARP hopes that others will also be able to help.

AMTRAK TOTE BAGS costing about four dollars are available from many AMTRAK ticket offices. We find these tote bags very serviceable and attractive in their red, white, and blue styling. The bags feature an outside pouch (handy for your timetables) and a detachable shoulder strap. The bottom panel is very adequately reinforced and the bag will accept quite a load. Recommended!

OARP MEMBER IS GPA ON THE TLE&W.....

If you're in the Toledo area on any Saturday, Sunday, or Holiday afternoon thru October, plan to take a ride on the Toledo, Lake Erie & Western's passenger train. The steam-powered train leaves from Grand Rapids at 1:00 and 3:30pm on a one hour and forty-five minute round trip excursion over tracks of the N&W to Waterville. One may also board the train at the N&W station in Waterville (Mechanic at 6th St.) at 2:00pm for a round trip ride to Grand Rapids. The Grand Rapids terminal is just off SR 65 right in town. The route is rural and scenic, complete with many grade crossings (hear that whistle echo) and a high steel bridge over the Maumee River. It would be a fine experience especially on a crisp fall afternoon when the foliage is at its peak.

OARP member Willard Edson is the General Passenger Agent for the TLE&W. By pre-arrangement with Willard, any group may charter a coach on the train, or even charter a SPECIAL train! Write him at 1008 Eton Road in Toledo 43615 for information. Be sure to tell him you're an OARP member. The TLE&W Railway, Inc. is a non-profit organization and operates an honest steam passenger train.

The round trip fare is \$2 for adults and only 50¢ for those under 12.

AS WE HAVE HEARD THAT timetables for the EL's Cleveland-Youngstown train are hard to come by, OARP reproduces here the latest schedule we have for the trains as a service to passengers:

E **ERIE LACKAWANNA**
TIME TABLE

CLEVELAND-WARREN-YOUNGSTOWN

← READ DOWN READ UP →

28	Miles from Cleveland	EASTERN STANDARD TIME	29
Daily Ex. Sat., Sun. & Hol.			Daily Ex. Sat., Sun. & Hol.
		Cleveland, Ohio	AM
PM	0.0	Lv. Union Terminal Public Square. Ar.	7.40
5.29	2.9	" E. 55th St. & McBride Ave. Lu.	7.32
5.49	8.3	" Lee Rd. Shaker Hts. Station.. "	7.21
5.45	10.3	" North Randall	7.16
5.52	15.5	" Solon	7.10
5.59	20.0	" Geauga Lake	7.02
6.06	23.3	" Aurora	6.56
6.17	29.7	" Mantua	6.45
6.24	33.9	" Jeddoe	6.38
6.30	36.4	" Garrettsville-Hiram	6.31
6.51	52.3	" Warren	6.12
6.59	57.4	" Niles	6.02
7.10	66.2	Ar. Youngstown	5.50
PM			AM

Coaches only.

NOTES

No checked baggage handled.

Holidays in the above table refers to the observance of New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

THIS COMPANY IS NOT RESPONSIBLE FOR ERRORS in time tables, inconvenience or damage resulting from delayed trains or failure to make connections; schedules and equipment shown herein are subject to change without notice.

INFORMATIONAL NOTICE to OARP MEMBERS: Several OARP members in each of the six "regions" of Ohio have indicated that they would like to be active in some way in OARP. Until now these indications of a willingness to "do something" have gone no further than to be carefully noted by OARP's President and Secretary.

Starting late this fall, OARP's officers are tentatively planning informal meetings in each of the six regions, to give those who want to be active a chance to come and share some ideas and be updated on organizational matters. Those of you who asked to be active will be contacted. Others who might now wish to take some active part, but who did not indicate this on their membership form, should notify the OARP Secretary.

OARP hopes that these informal sessions will serve as an impetus to really get OARP moving in all sections of the state, and to bring into the "core" some fine people who have indicated a willingness to help the cause in whatever ways they can. OARP hopes that no one who has already indicated a willingness to be active has felt slighted or neglected because of delays in deciding how to proceed effectively and efficiently in this regard.

HOLD THAT PRESS! We have just heard from a reliable source that AMTRAK plans to move back into Cincinnati Union Terminal when the new Norfolk-Cincinnati service is started up, so as to avoid extensive switching and backing-up maneuvers to reach the River Road station. The same source also indicated that the FLORIDIAN may soon be routed via the Queen City, thence L&N to Louisville and points south. Apparent reasons; AMTRAK dissatisfaction with present re-routing over L&N (old C&E main) between Evansville and Chicago, also remote possibility of extensively upgrading the designated route between Indianapolis and Louisville (old PRR line) due to light freight density.

We do know for fact that Cincinnati Union Terminal has a usable platform with ramp and stairs leading to the stub of the old concourse close to the old arrivals-departures boards. This platform has tracks in place on one side (used for transfer freights) and space to relay tracks on the other side. We are also told that the River Road facility will be converted to PC offices (PC owns the land) when AMTRAK vacates it.

SHORT LINES.....

The Oct. or Nov. issue of CHANGING TIMES will carry a feature article on travel by train in North America. Watch for it.

PAT ON THE BACK? No, we'd rather keep on working in your behalf! At the July 27th OARP meeting, Anthony Haswell told us that OARP is close to the forefront of seven or eight other healthy rail passenger associations in the U.S. working at the localized level.

Several OARP members attended an ICC briefing on the Northeast Rail Re-organization Act, June 14th, at Scots Inn in Springfield.

"auto-train" is reportedly now doing a very healthy business on its new Louisville-Sanford run.

AMTRAK's Chicago-Port Huron train (via PC to Battle Creek, GTW beyond) started up on Sept. 15th. Morning run west, afternoon-evening eastbound.

OARP's ACTIVE OFFICERS.....

On June 19th, OARP President Dave Marshall and Secretary Tom Pulsifer met with Ohio Dept. of Transportation Director J. Philip Richley and Deputy Director R. Keith Armstrong to discuss the status of the 3-C project in particular and AMTRAK in Ohio in general. The same day they also contacted the PUCO, the ICC regional office, Sen. Calabrese's office, and Supt. L. M. Parham of the Columbus Union Depot.

Pres. Dave Marshall and S.W. Regional Coordinator Ron Garner met with Dennis Schumacher and William Tucci of AMTRAK on July 5th at 955 L'Enfant Plaza North headquarters to discuss an extensive list of concerns to Ohioans and OARP. Earlier the same day, Pres. Marshall met with John P. Walsh and William J. Love of the Railroads Section of the ICC in Washington.

While vacationing in Massachusetts, OARP Secretary Tom Pulsifer was able to make some valuable contacts with some of the New England passenger groups and individuals. He attended a meeting of the working committee of Citizens for Rail Transportation in Boston as a guest of its chairman, Thomas Collins. The same day he had opportunity to talk with Pete Roehm, regular writer for Rail Travel Newsletter. He conferred by phone with James M. S. Ullman of the Northeast Transportation Coalition and on another day met with William Ensign of the NETC and conversed by phone with E. Holland Low, newsman at WWLP-TV(NBC) in Springfield, MA.

OARP's CONTINUING THANKS goes out to all of our

fine members who continue to keep the OARP office supplied with news clips from all over the state. Even though we'd like to personally acknowledge each envelope of clippings received, we feel we should use our valuable time in working with facts and information to get better rail services for our members. So, we're using "the 6:53" to gratefully convey OARP's thanks to you! All of you!

EIGHT OARP MEMBERS GUESTS ON AFTF PREAMBLE EXPRESS.....

Eight OARP members were guests of the American Freedom Train Foundation aboard its four car, diesel-powered Preamble Express as it rolled from Dayton to Cincinnati on the afternoon of Sunday, July 21st. During the course of the trip the eight attended a press briefing on the plans for the Freedom Train's visit to Ohio next year. OARP will assist in publicizing this great event in our nation's bicentennial observance.

Making the trip were Dave and Sue Marshall, Tom and Cynthia Norwalk, Ron and Gayle Garner, and Tom and Eloise Pulsifer. The train, complete with an open end observation car, ran over the PC route and gave the OARP members a rare opportunity to ride over the proposed 3-C Corridor route and view the present track conditions, which are not too great. The Preamble Express left Columbus at 1:00pm, Dayton at 3:30pm, and arrived Cincinnati at 6:00, at AMTRAK's River Road station.

OARP member Jim Casey, who does feature articles on area railroading for the Dayton Journal-Herald, rode the Preamble Express the following day from Cincinnati to Louisville.

The Freedom Train, powered by two ex-NKP 2-8-4 steam locomotives and pulling 24 cars loaded with priceless artifacts of America's heritage, is expected to pass through Ohio in June of 1975. It's route will take it from Pittsburgh to Cleveland to Columbus to Cincinnati. Stops in major cities will take several days, allowing visitors from miles around to view the train and its historic contents. When the Freedom Train passes small towns along its route it will slow to 5 MPH to allow trackside spectators a good look at the larger exhibits (a Conestoga Wagon, a Model-T, Lunar Rover and Apollo Capsule, and Children's Freedom Bell) which will be mounted on flat-cars and protected by Lexan sheeting.

OARP will publish the detailed schedule of the Freedom Train when we receive it from the AFTF office. Members who might wish to make a tax-deductible contribution towards the success of this venture may write the American Freedom Train Foundation at Box 1776, Lebanon, NJ 08833.

FROM THE OARP OFFICE:

"TAKE IT EASY, TAKE THE TRAIN", OARP's promotional ball-point pens write well, plug train travel and OARP. Deep blue, white imprint. We're asking a 25¢ donation for each pen.

MAPS/TIPS are finding increased usage and favor with travel agents and AMTRAK ticket offices. We have current stock for Crestline, Canton, Dayton, Columbus, Cincinnati, Indianapolis, and Louisville (includes auto-train). Lima is now being updated, ready very soon. When new AMTRAK routes are finalized, we'll have MAPS/TIPS for the new stops, plus one for Pittsburgh. Single copies free. Please send us some postage to help out if you want quantities.

"WE'VE ONLY JUST BEGUN...", OARP's promotional brochure is already effectively reaching many potential members. If you can help place these out where we'll pick up support, we'll send you up to 15 free. Over that please send some postage to help out. If you can use large quantities (50-100 or more) phone the Sec'y.

..... COX DMPZ ME

I want to join OARP and help the cause!
My remittance for a year's dues is enclosed for the class of membership checked: () \$5/Regular () \$50/Sponsor () \$10/Contributing () \$100/Sustaining () \$25/Participating

NAME:
ADDRESS:
CITY-STATE-ZIP:
PHONE:
send to OARP, Box 653, Xenia, OH 45385

HASWELL ADDRESSES OARP STATE MEETING.....

.....cites AMTRAK's professional incompetence

Anthony Haswell, founder and executive director of the National Association of Railroad Passengers, spoke to the members of OARP at the July 27th state meeting in Columbus.

The nation's chief passenger train proponent said that AMTRAK is "professionally incompetent" and not capable of providing good passenger train service. Haswell believes that AMTRAK's failures have been planned so that the US railroads would not be made angry.

Haswell said that at a time when AMTRAK needs to be more aggressive in dealing with its problems, the problems often worsen. Bad track, broken down equipment, low employee morale, and an abominable record of on-time arrivals plague AMTRAK operations all over the country.

NARP worked vigorously to dissuade the Senate from reappointing Roger Lewis as AMTRAK's president. Haswell cited AMTRAK's management record as being so lousy that many railroads have no respect for it and refuse to cooperate. He stated that service improvements would probably not come about until there was a top management shakeup.

Haswell reported that Paul Reistrup, a pro-passenger man with a good record on the ICG and B&O, is likely to be appointed AMTRAK operations head. With a positive force at the top, services are likely to improve.

Turning his attention to Ohio, Haswell urged a real grass-roots push to get the state off dead center in regards to intra-state rail service corridors linking major cities and connecting with long-distance AMTRAK services. He pointed out that the government isn't doing nearly enough in subsidizing rail passenger transportation in relation to vast direct and indirect subsidies to other transport modes.

Haswell stated that he was somewhat disappointed that AMTRAK had not done more with short to medium distance corridor routes and hoped for closer attention to this in the near future. He said that Ohio's 3-C (Cleveland-Columbus-Cincinnati) Corridor is a "natural" and that restoration of reasonable levels of service would not be an impossible task.

Haswell concluded, "We simply must make a reasonable state, federal, and local commitment to passenger railroads."

SOME AMTRAK SCHEDULE CHANGES TOOK EFFECT SEPT. 15

LIMA STATION OPENED....

William S. Tucci, research assistant/state and local affairs for AMTRAK, reported to OARP that the Lima, O., station officially opened on September 11, 1974.

The station will be open from 5:30am until 10:00pm daily.

The City of Lima worked diligently to ready the station for opening day. Within the next few months, AMTRAK will begin a complete refurbishing of the Lima station.

OARP has been in close contact with Harry Hale and E. Richard Kriegel of Lima's city administration right from the start of this project.

OARP applauds the action and interest taken by Lima in this vital service improvement. The many patrons of the Broadway Limited will surely enjoy and appreciate having the depot opened and staffed.

Mr. Kriegel has told us that when the refurbishing is completed, the city plans to have an appropriate "grand re-opening" ceremony.

In light of the changes at Lima, OARP's Lima Map/Tips will soon be reprinted and updated.

CANTON STATION.....

OARP understands that AMTRAK will soon open the ticket office at the Canton, Ohio, station. We do not have any details on this as yet.

AMTRAK ANSWERS OARP's QUESTIONS / Dave Marshall and Ron Garner of OARP met with Dennis Schumacher and William Tucci of AMTRAK on July 5th. Herewith are AMTRAK's comments on timely topics:

- 1) Stations at Lima and Canton are to be opened soon. OARP can help in getting civic interest going as was done in Vermont. Crestline station facilities will be upgraded to meet basic requirements only. In Cincinnati we'll eventually go back to the Terminal!
- 2) The NATIONAL LIMITED schedule will probably never be changed. It fits into the NY-PGH schedule better the way it is. Also, they wanted it away from the BROADWAY arrival-departure times. Timekeeping is only improved by the railroads and we have given them incentives... The NATIONAL LIMITED is routed via Xenia because it was before AMTRAK, and there is too much freight thru Springfield. As for a stop at Springfield, we are on a no-new-stops policy. As for a routing via Indianapolis-Cincinnati-Dayton, that's one we've never heard of! St. Louis to Washington via Cincinnati is likely.
- 3) We have no local plans for promoting any individual route with local advertising. Maybe your local area will hear our ads on big-city stations in Chicago and Detroit! In Cincinnati the RILEY gets no local promotion and the district sales manager has no budget. The BROADWAY route's station improvements will be the only form of "promotion" in Ohio. The BROADWAY will get no new stops, no rerouting is planned.
- 4) (on the RILEY detour) The public has been inconvenienced by the detour and the public actually does pay the price...
- 5) (on expanded services) It would be nice to have slumbercoaches on all trains. Equipment is just not available. The Ohio-Florida idea makes a lot of marketing sense, but we are running 80-90 cars short of demand every day with present runs. The "800" number vs. local number situation is uncertain at present. Your 3-C Corridor is interesting to AMTRAK but the state of Ohio must carry the ball.

FOOD FOR THOUGHT...

"AMTRAK fares... are calculated for revenue. They were not set up as a public utility. Nobody has to review their fares. Fares, they told us, can be used to encourage or discourage patronage.

"The truth about the fare situation laid alongside the 200 million dollar subsidy, and an operations policy which allows for priority trains and so-called "dog" trains might cause some speculation that if AMTRAK had a slightly different orientation built into it by law, coaches might have been ordered before engines, which were more easily liquidated should they need to be sold.

"It's a strange business that runs on public subsidy, is not a public utility in its mandate to serve the maximum number for the lowest possible fare, and can respond to political deals to run extra service when they don't have enough reliable equipment to properly serve the public on the service they're already running".

from OARP Pres. Dave Marshall's Symposium testimony

TAKE IT EASY, TAKE THE TRAIN

SLIDE SHOW AVAILABLE.....

OARP can provide a 20-25 minute slide show narrated on cassette tape concerning the state of passenger train service in Ohio and what OARP is doing about it. The slide presentation is followed with localized commentary and questions from the audience.

We'd prefer to present it to citizen groups where we inform interested citizens, pick up support, pick up members, and get people involved in action for passenger trains.

For additional information or to arrange for our presentation, please contact OARP's President.

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* GEOG. CHM.: Rick Francaviglia, 127 West Third Street, Xenia 45385 *

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OARP SAYS THANKS!

We want to thank the following persons who contributed spoken and/or written testimony at our SYMPOSIUM ON THE PRESENT STATE AND FUTURE OUTLOOK ON RAIL PASSENGER SERVICE IN THE STATE OF OHIO held in Columbus on July 27th:

Anne K. Butler
 Macon Chambers
 Spensley S. Daykin
 Willard B. Edson
 Steve Evans
 Ronald D. Garner
 Elizabeth Haswell
 William H. Hutchison
 S. Ted Isaacs
 Alexander R. Kohn

James W. Lewis
 James C. Mann
 David S. Marshall
 Dr. Gordon K. Murphy
 Richard J. Priest
 Thomas Pulsifer
 Allan T. Spencer
 Robert vanWormer
 Dr. A. R. Weber
 Albert E. Wolf

The written testimonies and written transcripts of the spoken testimonies were assembled, bound, and mailed with a cover letter from OARP President Marshall to the ICC, the USDOT-FRA, NRPC(AMTRAK), NARP, the PUCO, the Ohio DOT, and Senator Robert Taft. The eighth copy was placed in OARP's official records.

OARP appreciates the effort on the part of all respondents in participating in this worthwhile venture.

Both the Symposium and the OARP Meeting featuring a visit from Anthony Haswell were covered by the press with articles appearing in Ohio's leading papers and interviews with Haswell on Columbus TV stations. OARP feels that the events of this day were well worth the time and expense involved and again thanks all who came and all who participated!



YOU CAN'T GET THERE FROM HERE... by passenger train, theme of OARP member Steve Evans' symposium testimony presented at the July 27th state meeting in Columbus, is editorialized by this cartoon which appeared in the Dayton Journal-Herald of July 30th and later syndicated to other Ohio newspapers.

"the 6:53"
 official newsletter of the
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