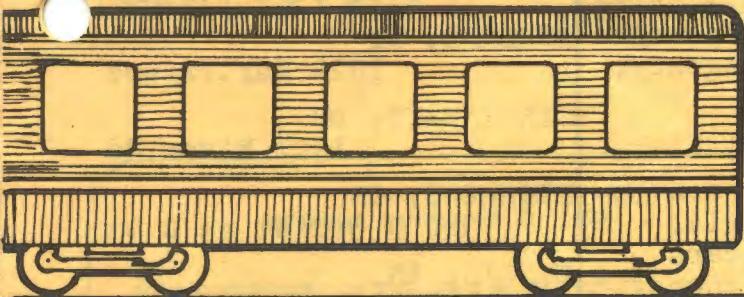


# NEWS FROM

# THE 6:53

issue #4 WINTER 1974



the official newsletter of OARP  
tom pulsifer, editor

## OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

O A R P   C O M M E N D S   I M P R O V E D   S E R V I C E   O N  
A M T R A K ' S   J A M E S   W H I T C O M B   R I L E Y !

David S. Marshall of Dayton, president of the Ohio Association of Railroad Passengers, remarked early in November that AMTRAK "has made fantastic improvements recently in its James Whitcomb Riley passenger train service."

The Riley operates daily between Chicago and Washington, DC, stopping at Muncie and Richmond, IN, Cincinnati, OH, Ashland, KY, and Huntington, WV, these points being most convenient to Ohio passengers.

Marshall stated that the deplorable operating conditions that plagued this train during the spring and summer have been reversed almost 100%. He said that "the train is now very dependable and it runs on time. Two other OARP officers (Ron Garner and Tom Pulsifer) and I rode it on November 1st and 2nd and the train sometimes arrived at stations ahead of its schedule! This is a far cry from the chronic four to six hour delays we experienced in mid-summer."

OARP cites the main reason for the improved service is the new routing over the Chessie System between Cincinnati and Chicago. Late in September, during the very week that OARP's newsletter, the 6:53, was being printed, AMTRAK added local stops at Richmond, Muncie, and Peru. "Few people know about the new routing and the new station stops," said Marshall, "but passenger loads have increased steadily at these stations. This train is fast becoming a popular way to travel along this route."

For Ohioans the Riley now offers a dependable and convenient schedule to and from Chicago, across rural central Indiana by daylight. On most days the train carries a vista-dome car. "Even at night, to view the passing moonlit countryside from the darkened dome is a unique travel experience," said Marshall.

(continued...)



THE IMPROVED RILEY (continued from page one)

Marshall concluded that he hoped many Ohioans would take advantage of this improved AMTRAK service, noting that the Riley is still an all space reserved train and that passengers should contact AMTRAK directly, or an authorized travel agency, for reservations.

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A number of options are now available for convenient short trips on the Riley by individuals, families, or groups. The three OARP officers drove to Muncie, parked their car there, then made the overnight round trip to Huntington, WV, and back. Layover time at Huntington is a little over one hour. They ate dinner on the eastbound train and breakfast on the westbound run. The eastbound run had a dome-coach, the westbound run had no dome but did carry an extra coach. On both trains ex-ATSF counter/diner/lounge cars provided food and beverage service. The only complaint the OARP trio had was that the all-night snack and beverage service was not provided as advertised in the timetable.

OARP has just published a MAP/TIP folder for both Richmond and Muncie, the two Indiana stations that will be used most by Ohioans due to their close proximity to the state line. Copies may be secured directly from OARP headquarters.

OARP hastens to point out that this routing of the Riley is (officially) temporary and will be continued for an indefinite period. We don't know how long this will be. Our guess is that it will continue until the Cincinnati-Indianapolis-Chicago PC route is upgraded (as promised) for 90 MPH operations.

Then again, public acceptance of the Riley on the Chessie route might just show the powers that be that people will ride a passenger train when the service and the schedule are attractive and convenient. OARP shutterbug Tom Pulsifer has slides he took upon their return to Muncie showing the enthusiastic crowds at the depot. Thirteen got off the train, eighteen got on; plus all those who had come to pick up or bring passengers, or who just came down to see the train. The OARP officers also noted the pride the Chessie employees have in "their" AMTRAK train, exemplified by very friendly and courteous crew and station personnel and also by the small yellow and blue card timetables, printed by the employees themselves, that are posted on the Riley's route.

This Chessie line has had no regular passenger train service since the late 40's and this scenic route through rural east-central Indiana should not be missed.

Ride it now while you have the chance!

AMTRAK RILEY STATIONS:

- HUNTINGTON, WV  
10th St & 7th Ave
- ASHLAND, KY  
1024 Carter Ave
- CINCINNATI, OH  
1901 River Rd
- RICHMOND, IN  
300 N 3rd St at C St
- MUNCIE, IN  
700 E Wysor St
- PERU, IN  
201 W Canal St

CALL AMTRAK TOLL-FREE:

- from OHIO 800-621-0317
- from INDIANA 800-621-0353
- from KY 800-874-2775
- from WV 800-523-5720

SOME PLACES to VISIT:

- PERU  
Miami Co. Hist. Museum  
Circus Exhibits
- MUNCIE  
Ball State University  
BSU Arts Building  
Heekin Park  
McCulloch Park  
"Appeal to the Great Spirit" Statue
- RICHMOND  
Earlham College  
Art Assn. of Richmond, McGuire Hall  
Wayne Co. Historical Society Museum

Contact travel agency or Chamber of Commerce for details, additional places to visit, things to do, etc.

TAKE IT EASY . . . . .  
TAKE THE TRAIN . . . . .  
RIDE THE IMPROVED RILEY!

# OARP RECOMMENDS DAY-TRIP ON THE "RILEY" THROUGH RURAL INDIANA . . . . .

EFFECTIVE SEPTEMBER 25, 1974

## WASHINGTON/NORFOLK- CINCINNATI-CHICAGO



Read Down		(Local Time)	Read Up	
51		← Train Number →		50
The James Whitcomb Riley		← Train Name →		The James Whitcomb Riley
Daily		← Frequency of Operation →		Daily
		← Type of Service →		
	Miles			
◇ 130 p	0	Dp . . . . . NEW YORK, NY (Penn. Sta.) . . . (ET) . . . Ar		◇ 403 p
◇ 429 p	224	Ar . . . . . WASHINGTON, DC . . . . . Dp		◇ 100 p
530 p	0	Dp . . . . . WASHINGTON, DC . . . . . Ar		1245 p
607 p	8	Ar . . . . . Alexandria, VA . . . . . Dp		1215 p
805 p	115	Ar . . . . . CHARLOTTEVILLE (Main St. Sta.) . . . . . Dp		1015 a
325 p		Dp . . . . . NORFOLK  . . . . . Ar		240 p
T 435 p	0	Dp . . . . . NEWPORT NEWS . . . . . Ar		T 150 p
T 507 p	27	Ar . . . . . Williamsburg (Jamestown) . . . . . Dp		T 110 p
T 605 p	74	Ar . . . . . RICHMOND, VA (Main St. Sta.) . . . . . Dp		T 1220 p
T 755 p	171	Ar . . . . . CHARLOTTEVILLE (Main St. Sta.) . . . . . Dp		T 1025 a
820 p	115	Dp . . . . . Main St. Sta. (Amtrak) . . . . . Ar		955 a
	116	Ar . . . . . Union Sta. (Southern Railway) . . . . . Dp		
920 p	154	Ar . . . . . Staunton . . . . . Dp		850 a
1025 p	211	Ar { . . . . . Clifton Forge, VA . . . . . Dp		740 a
1030 p	211	Dp { . . . . . White Sulphur Springs, WV . . . . . Ar		728 a
1118 p	245	Ar . . . . . Hinton . . . . . Dp		637 a
1226 a	290	Ar . . . . . Prince (Beckley) . . . . . Dp		537 a
1255 a	313	Ar . . . . . CHARLESTON . . . . . Dp		502 a
236 a	387	Ar . . . . . Huntington, WV . . . . . Dp		225 a
336 a	437	Dp { . . . . . Ashland, KY . . . . . Ar		220 a
415 a	452	Ar { . . . . . CINCINNATI, OH . . . . . Dp		155 a
425 a	452	Dp { . . . . . (River Road Sta.) . . . . . Ar		145 a
715 a	599	Ar . . . . . Richmond, IN  . . . . . Dp		1105 p
730 a	599	Dp . . . . . Muncie  . . . . . Ar		1050 p
	665	Ar . . . . . INDIANAPOLIS  . . . . . Dp		
	705	Dp . . . . . Muncie  . . . . . Ar		
	765	Ar . . . . . Peru  . . . . . Dp		
	765	Dp . . . . . Lafayette, IN . . . . . (ET) . . . . . Ar		
	771	Ar . . . . . CHICAGO, IL (Union Sta.) . . . . . (CT) . . . . . Dp		
	884			

Fares shown were increased by 10% effective November 15, 1974.

### SERVICES

#### The James Whitcomb Riley

Washington and Norfolk/Newport News - Cincinnati - Chicago  
ALL-RESERVED TRAIN

- Complete Dining and Beverage Service—Washington-Chicago
- Snack and Beverage Service—Newport News-Charlottesville
- All-Night Light Meal and Beverage Service
- Sleeping Car Service—Washington-Chicago
- Coach Service—Complimentary pillows and blankets available on request
- Motor Coach—Norfolk-Newport News and Muncie-Indianapolis
- Baggage Service—Checked baggage handled (except at Norfolk, Muncie, Peru, and Richmond, IN); no service at Hinton or Prince on holidays

### ONE-WAY COACH FARES

(Double for round-trip)

		(Fares subject to change)								
AND	BETWEEN	Washington/Alexandria	Norfolk/Newport News	Richmond, VA	Charlottesville	White Sulphur Springs	Charleston	Cincinnati	Indianapolis	Chicago
Washington	Washington	\$	\$	\$	\$	\$	\$	\$	\$	\$
Norfolk	Norfolk			4.50	8.75	14.25	20.50	28.50	33.25	42.00
Richmondburg	Richmondburg		2.50	2.75	7.00	12.75	19.00	27.50	32.75	41.00
Richmond, VA	Richmond, VA		4.50	—	4.75	10.50	17.00	25.75	30.50	39.00
Charlottesville	Charlottesville	5.25	8.75	4.75	—	6.50	12.75	21.75	27.00	35.25
Staunton	Staunton	7.25	10.25	6.75	2.50	4.75	11.25	20.00	24.75	33.25
Clifton Forge	Clifton Forge	9.50	12.75	9.00	4.75	2.25	8.50	17.50	22.75	31.00
White Sulphur Springs	White Sulphur Springs	11.25	14.25	10.50	6.50	—	5.75	15.75	21.00	29.50
Hinton	Hinton	13.25	15.75	12.75	8.50	2.50	4.00	13.75	19.00	27.50
Prince	Prince	14.25	17.50	13.75	9.25	3.25	3.25	13.25	18.00	26.25
Charleston	Charleston	17.50	20.50	17.00	12.75	5.75	—	9.50	14.75	23.25
Huntington	Huntington	20.00	22.75	19.00	14.75	7.50	2.50	7.50	12.75	21.00
Ashland	Ashland	20.50	23.75	19.50	15.25	9.50	3.75	7.00	12.25	20.50
Cincinnati	Cincinnati	24.75	28.50	25.75	21.75	15.75	9.50	—	5.00	13.75
Richmond, IN	Richmond, IN	29.50	31.50	29.00	24.75	19.00	12.75	3.25	—	10.50
Muncie	Muncie	30.00	33.25	30.50	27.00	21.00	14.75	5.00	—	8.75
Indianapolis	Indianapolis	31.00	33.25	30.50	27.00	21.00	14.75	5.00	—	8.75
Peru	Peru	32.75	36.25	33.75	29.50	23.75	17.50	7.75	—	6.00
Chicago	Chicago	36.75	42.00	39.00	35.25	29.50	23.25	13.75	8.75	—

Consult agent for Sleeping Car charges.

### REFERENCE MARKS

- All-reserved train.
- First-Class Service available.
- Complete Dining and Beverage Service.
- Checked Baggage Service; consult Services listing for exceptions.
- Via Motor Coach.
- Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains if no agent on duty at train time). Assistance with baggage will be provided by on-train attendants.
- One hour earlier if nationwide daylight time is observed at time of travel; consult agent for further information.
- Train Nos. 98-99 between Charlottesville and Newport News.
- Service to and from Lafayette temporarily suspended.
- Connecting Metroliner; passengers change trains at Washington.
- Stops to receive and discharge revenue passengers to and from Southern Railway.
- Stops on signal to receive or discharge passengers. If possible, please give advance notice to agent or conductor as necessary arrangements can be made.
- (ET) - Eastern Time
- (CT) - Central Time

Notice—The National Railroad Passenger Corporation (AMTRAK) cannot assume responsibility for inconvenience, expense or damage resulting from errors in timetables, delayed trains, failure to make connections, or for changes in or shortage of equipment. The schedules, services and fares shown in this timetable are subject to change without notice.

UPDATE ON NEW AMTRAK ROUTES FOR OHIO.....

SHORT LINES . . . . .

**NORFOLK-CINCINNATI:** March is AMTRAK's proposed start-up date. To avoid the necessity of establishing expensive service facilities at Cincinnati, the new train will run together with the Riley from Chicago to the new AMTRAK station at Catlettsburg, KY (over the C&O instead of N&W east of the Queen City). From there the train will split from the Riley and reach the N&W main through the freight interchange tracks at Kenova, WV. Servicing will be done at Chessie's Russell (KY) Yards, just west of Ashland/Catlettsburg.

As we stated in the FALL issue of "the 6:53", OARP regrets the "second section of the Riley" status of this new train. We still believe that an all-N&W routing and a schedule different from that of the Riley east of Cincinnati would create a better market for this train. But, then; we shall see...

**BOSTON/NEW YORK-CHICAGO:** The start-up date is now predicted for late summer or early fall 1975, more than one year from the date that this new route was announced! As of this writing there is still question as to whether Cleveland Union Terminal will be used. We know definitely now that west of Cleveland the PC (former NYC) mainline will be used. As reported elsewhere in this issue, Elyria will probably be a definite stop. There is doubt about Sandusky, although a local move to get at least a flagstop IS gaining momentum there, and some decision may be forthcoming any day now.

OARP says "the sooner the better" for service along this populous route; the delays are discouraging. On the other hand, we are told that the delays are needed so that ALL aspects of the new operation can be ironed out before problems plague the actual operations. AMTRAK wants to run a top-notch train on this route and we believe that with the extreme concern they are taking with plans for this service, they will succeed and we Ohioans will be better off for it.

**GOSH! NOT ANOTHER TRAIN THROUGH OHIO?**

Yep! The rumors we heard only a year ago are starting to prove to be truth. WATCH FOR DETAILS very soon on another new AMTRAK route. This one will be a through Washington-Denver train which will run on the B&O route to St. Louis (through Parkersburg, WV; Athens, Chillicothe and Cincinnati, OH) then via MoPac to Kansas City, ATSF to La Junta, Pueblo, Colorado Springs and Denver. We will try to keep you posted on the developments as we get them.

On November 5th, New York State voters went to the polls and approved a 250 million dollar transportation bond issue. This will include five new high speed passenger trains for the New York-Albany-Buffalo line. The Empire State has subsidized both the new daylight Adirondack train on the New York-Montreal run and the new Washington Irving train between New York and Albany. The state has also subsidized a portion of the Empire State Express service extension between Buffalo and Detroit via Canada. This service started up October 30, 1974. Future plans call for restored Hoboken-Binghamton trains along with several other progressive projects.

In a questionable move, AMTRAK abolished all On-Board-Service-Directors and Passenger Service Representatives from its trains in mid-September. Reportedly AMTRAK is studying the situation, possibly reinstating the OBSD's and PSR's at a later date, with different responsibilities.

Be prepared for possible heating problems on AMTRAK trains again this winter, especially if the weather turns out to be colder than last winter. Hopefully, the 1973-74 "horror tales" will not recur, because generally heating/cooling malfunctions are being licked.

The Riley will be the last long-distance AMTRAK train to be assigned the new AMTRAK diesels. E-cab-units will be used for several months yet.

CANTON, OH - The old PC Canton station is expected to soon fall to the wrecker's ball, to be replaced on the same site by a smaller, more modern and efficient AMTRAK passenger station. We are told that the new facility, to be staffed by ticket and baggage agents, will be open early in 1975. This will mean a 100% improvement in AMTRAK facilities at Canton and should bring about a large increase in business.

SOUTH PORTSMOUTH, KY - AMTRAK's James Whitcomb Riley will begin stopping at the Chessie station in South Portsmouth, just across the Ohio River from Portsmouth, in March of 1975. AMTRAK is arranging repairs to the former C&O depot to make it ready for service.

CATLETTSBURG, KY - Construction is expected to be started soon on a new AMTRAK passenger station to serve the greater Ashland, KY, area. This new facility will be located on the Chessie System mainline four miles east of Ashland and three miles west of Kenova. The new station will be more easily accessible than the present edifice in downtown Ashland. The new location will also permit trains to bypass the existing rail line through downtown Ashland which is plagued by many grade crossings. Chessie will build the new station to AMTRAK's requirements. Costs will be shared by AMTRAK and Chessie System.



#### BEAUTIFYING LIMA STATION

Physical improvements to the Lima station in September included exterior landscaping.

----courtesy AMTRAK NEWS

#### LOST & FOUND DEPT.

OARP member Dana Dadson, please send us your current address. Thanks!

#### JOINT AMTRAK/GREYHOUND COMBINATION TICKETS GOOD ON TWO OHIO ROUTES.....

AMTRAK passengers are now able to buy combination rail/bus tickets on two Greyhound routes in Ohio not served by AMTRAK. This new ticketing arrangement enables "one-stop shopping" for inter-city travelers relying on both buses and trains to reach their destinations. This program was implemented September 15th by AMTRAK. Starting January 1st, 1975, Greyhound will be able to sell AMTRAK tickets as a service to passengers starting their trip by bus and then proceeding by train. Passengers must arrange their own transfer between Greyhound depots and AMTRAK stations.

The two routes in Ohio are: DETROIT to TOLEDO, LIMA, DAYTON and CINCINNATI; all of these cities are now served by AMTRAK (Toledo in mid-1975) but none have direct rail links to each other.

CLEVELAND, COLUMBUS and CINCINNATI; all on east-west AMTRAK routes (Cleveland in mid-75) but are not linked directly.

#### HAVE YOU SEEN...

the AMTRAK ads in the CINCINNATI newspapers? (a positive step in the right direction)

OARP press releases or publicity in your local paper? (cut or copy and send it to us for our files if you can do so; we'd appreciate it)

For many of us who have followed the day-by-day evolution of Amtrak and played some small roles in representing the consumer interests, the past several months have seemed calm. Nothing dramatic seems to be happening compared to last year with its Amtrak traumas born of the energy crisis and lack of initial aggressiveness by the Lewis management. This is deceptive. Amtrak is a political creature and much is happening in politics which will greatly shape the future of rail passenger service.

When we compare last year's Amtrak map with today's and draw in the service which is now specifically planned, we see a dramatic growth in the system. Remember that in almost every case these routes were rumored well before they became official. In a few cases the railroads had posted job bid notices even before Amtrak would acknowledge the possibility of such a route. This scene continues in late 1974. 1975 will hold more pleasant surprises for rail travelers with more service available to more places. There seems to be little doubt that rail passenger service in the U.S. as a government funded operation will do anything but grow. We might well have some doubt, however, about the quality and usefulness of service which would appear to have more management problems than the U.S. Postal Service.

I firmly believe that our most important role in helping the development of this service is to work toward the promotion of public service concepts at Amtrak. These are not presently at the forefront. Amtrak rate-making is a good example. This is apparently in no way influenced by the mandate to serve the maximum number of people at the lowest possible cost. Maximizing revenues is a fine concept, but one can maximize revenues at different load factors; and who is to say that Amtrak has the responsibility to choose the highest possible load factors? No one. Unless it be Congress. Fares are not easy for Congress to attack. For one thing it isn't the simple fare which has been tampered with dramatically. In many cases one-way fares are still lower than when Amtrak took over. The manipulation of the family plan factors is what has raised the fare for me and my family from Lima to Chicago (round-trip) from around \$30 to nearly \$75! I am not questioning the figures; but I think we must question the guidelines in the case of fares as an example.

Routes and route selection are areas where public service priorities must come before political expediency. It is illogical that Amtrak will soon have three daily trains serving rural Appalachia and only one linking Chicago with Toledo and Cleveland, and no direct Ohio-Florida train!

Care of passengers on board trains must be an absolute goal, not something that happens provided there is no conflict with railroad unions, or provided there is money to justify such services. Discontinuance of the On-Board-Service-Director positions should be viewed as a serious step backward unless there is immediate upgrading of on-train management through some other means. This does not appear to be the case, although some changes are being made in dining and club car provisioning systems. Station facilities are so important to Amtrak passengers that there seems to be little excuse for the slowness in upgrading basic services (lighting, pay-phones, drinking fountains, food vending machines, restrooms, parking) at many points. Yet hundreds of thousands has been spent on building new facilities, mostly to solve problems which were more operational than customer service oriented in nature.

As members of a consumer group working to influence policy for the betterment of service, the number of avenues to real impact are limited. Ones which do exist tend to be difficult to pursue without political or well-developed organizational influence. OARP and NARP have developed lines of communication with many agencies and individuals so that consumer concerns

can be transmitted to the appropriate people. We are known today, and listened to for what we are. But little which is earth-shaking happens just because we want it to, unless we also happen to be in tune with other agencies who want the same thing and have more clout. Being a state group and attempting to work mainly on Ohio-related problems, we have been severely handicapped by the lack of agencies through which we might work. This has been a serious void in our state government. For this reason a most significant activity, of which we must all be concerned, is going on right now in Columbus.

I cannot overemphasize the importance of the work being done to develop a comprehensive transportation plan for Ohio. This is being carried forth by the Ohio DOT, under federal guidelines, through the consulting services of Dalton, Dalton, Little and Newport. Ohio has spent over \$100,000 on this study. It is now in the final stages of evaluation and preparation. The final report will go to the executive branch and the legislature in December. Action in the form of legislation may get underway in January. Copies for general distribution will be available after the first of the year.

The report deals with the coordination and funding of all modes of public transportation. It calls for the establishment of a strong state DOT to coordinate the spending of funds for expansion and development of better service in each mode, one of which is of course rail passenger service. In each mode there are five alternative funding levels set forth to be chosen and followed by legislation. They could be revamped by the legislature. The funding levels proposed for inter-city rail passenger service are: zero dollars for existing level; zero for minor level; \$7,850,000/yr. for moderate level; \$13,000,000/yr. for substantial; and \$20,000,000/yr. for major level funding. The moderate level would allow basic beginning on the "3-C" Corridor. Substantial would upgrade that and provide for additional Corridors (Cleveland-Pittsburgh, Toledo-Detroit). According to the report, the major funding level would provide funds for the expansion of support for both commuter rail lines and inter-city service; taking the form of additional routes for each type of service or the upgrading of service established under substantial-level to higher speed service.

It seems to be a safe bet that an Ohio transportation master plan will be adopted, as this is now required for eligibility for federal funding in assistance for all modes. But whether or not rail passenger service will be given moderate, substantial, or major funding will be of great concern to all of us. The catch is the funding. There are now only three sources of revenue which the laws will allow to be tapped to pay for funding transportation at the state level. To raise \$73,250,000 annually, of which about \$20,000,000 would go to inter-city rail (major level funding), it is computed and recommended that it come from a 2.6% sales tax on fuel, or a 7 1/3 mil personal property tax on autos, or a 2¢/gal. gasoline tax increase and a 3 1/5% sales tax on fuel. It appears that funding for rail service improvements will come from auto owners and operators. This will not be popular, however, the benefits are saleable and this is one campaign which may need supportive help when the legislation is written.

In the meantime, as the report is completed and submitted to the governor and the leadership of both houses, we must communicate our support for the rail passenger mode. Please write to Governor Rhodes! His support for rail will be essential to the success of state involvement in this area at this critical time of planning. He can make quite an impact if he chooses to do so and lead the state rail effort into the same kind of essential progress which he brought to the highway system.

OARP may be vigorously campaigning to elicit supportive communication for rail passenger service in Ohio early in 1975. We will keep you posted and you will be asked to help. In the meantime, write the governor, also your state senator and representative (State House, Columbus, OH 43215).

ELYRIA MINISTER LEADS DRIVE TO GET AMTRAK STOP

Rev. Robert Wickens, pastor of Community Methodist Church in Elyria, has almost singlehandedly led an extremely successful civic drive to get AMTRAK service to Elyria on the new east-west route through Cleveland and Toledo. He serves as chairman of that city's transportation advisory committee.

The city of Elyria has offered AMTRAK two possible sites for a new passenger station. Both are just off East Bridge Street, a main route in the city and easily accessible from the Ohio Turnpike and major state highways. Prime site is the 10-acre Malcolm Manor Urban Renewal area. This location could be developed into a multimodal transportation center with expanded intercity feeder bus facilities and possible extension of the Cleveland Rapid to the city.

The alternate site is just across the PC main line from the Malcolm Manor area. This is a 3-acre site presently occupied by the abandoned New York Central freight house. The former NYC passenger station is now a cosmetology school and will not be reconverted to rail use.

Wickens reports to OARP that Elyria is now very much in the running for an AMTRAK stop. The Chamber of Commerce has thrown its support behind the proposed stop and letters of support have been sent to AMTRAK by the chamber's executive secretary, Richard Elliott; the Lorain County Commissioners; Norm Failling, director of community development; and the Transportation Committee of the Lorain County Regional Planning Commission. Elyria City Council has passed a resolution supporting the proposal.

OARP has also written letters of support to AMTRAK, also to Senator Taft, regarding Elyria's proposal for AMTRAK service.

Wickens reports that the city is now seeking federal funding which would assist in building a suitable passenger station IF Elyria is approved as an AMTRAK stop. There exists also a strong market for package express service at Elyria and this has been one of the main selling points in the proposal to AMTRAK.

DEAN DENLINGER TO NARP BOARD OF DIRECTORS

OARP's Treasurer, Dayton attorney Dean Denlinger, has been nominated to the Board of Directors of the National Association of Railroad Passengers (NARP) in Washington, DC.

OARP believes that the choice of Mr. Denlinger is an excellent one! We should all show him our support and appreciation!

JIM MANN ORGANIZES PASSENGER TRAIN PROPONENTS IN THE SANDUSKY AREA.....

Using small newspaper ads, radio spots, and store window posters, Jim Mann, OARP's Membership Chairman, held a meeting of interested passenger train proponents in the Sandusky YMCA on October 31st.

Although the prospects for an AMTRAK stop at Sandusky appear bleak at this time, Jim reports a steadily growing demand for service there. With concerted effort, something may happen; people are optimistic, despite rumors that the city has been "ruled out" as an AMTRAK stop.

Jim reports that several city officials are in favor of the service. Attendants at Jim's area meeting appreciated his personal efforts to "get it all together" on an informal basis in hopes of doing something for better passenger trains.

YES! THE E-L CLEVELAND COMMUTER IS STILL ON! Weekdays; Youngstown-Warren-Cleveland(CUT).

HAVE YOU CHECKED OUT THE HIKES IN AMTRAK'S FAMILY FARE PLAN? If this makes YOU angry, do express your concern to AMTRAK, NARP, your CONGRESSMAN and SENATORS. It's getting to be impossible for large families to travel economically anymore!



# MOVING?

Please keep the OARP "office" informed of any change of address. A postal card will do or use POD Form 3573, available from your Postmaster.

A MOST USEFUL CHRISTMAS GIFT is an OARP blue and white ball point pen, inscribed with, "Take it Easy; Take the TRAIN!" and the OARP address. We're asking just a 25¢ donation for each pen; quality-wise they're worth much more. One OARP member recently ordered twenty to give away to friends.

**CONTRIBUTIONS SOLICITED!** We invite interested OARP members and affiliates to submit (for consideration for publication in "the 6:53") news material, short articles, or screened (100 screen or less) B&W photographs. Material submitted should be addressed directly to the editor. Material will become a part of OARP's permanent files unless you specify that you want it returned.

**DO YOU KNOW** someone who should be put on OARP's mailing list? Someone who'd like a sample copy of "the 6:53"? Someone who'd like one of OARP's brochures? Just send us their name(s) and OARP will do the rest!

**ATTENTION! OARP OFFICERS, CHAIRPERSONS, CO-ORDINATORS:**

OARP business cards are now available from the OARP Secretary. To save costs we're using a standard design; you must fill in (by ink, rubber stamp, adhesive label, etc.) your own name, title, and address. The OARP logo is prominently featured.

**OARP MAPS/TIPS in stock:**  
RICHMOND/MUNCIE - LIMA  
COLUMBUS - DAYTON  
INDIANAPOLIS - CANTON  
CRESTLINE - CINCINNATI  
LOUISVILLE (with auto-train directions)

**ATTENTION! EXCURSION SPONSORS, RAIL MUSEUMS:**

We'll try to send some patrons your way in 1975 by giving your trip(s) or set-up a FREE write-up in the SPRING (March) and/or SUMMER (June) issues of "the 6:53". You should send us a copy of your 1975 brochure or a letter with pertinent information. In the interests of mass transit, saving energy, and ecology; tell us if your operation can be reached by public transit!

Single copies free; help us out with some postage for multiple copies.

**RECOMMENDED READING!**

THE FAST MAIL (monthly)  
\$3.75 a year  
10700 So. Seeley Avenue  
Chicago, IL 60643

**WHY YOUR DUES ARE IMPORTANT TO US:**

Printing cost of "the 6:53" (FALL)	\$71.00
Postage to mail same issue	45.00
Printing address labels	7.50
TOTAL expense . . . . .	\$123.50

Not included or charged to OARP: umpteen man-hours spent typing copy, arranging layout, hand delivery to printer, pick up from printer, parking fees, time spent collating, folding, stapling, affixing labels and postage, trips to post office, phone calls and more phone calls.

**YOU BET YOUR SEAT CHECK WE'RE DOING ALL WE CAN TO HOLD COSTS DOWN BUT WE CAN'T DO IT ALL FOR NOTHING!** We still need your continued support.

Similar to Rail Travel Newsletter (also highly recommended) but has emphasis on midwest area. OARP member Steve Evans has a short, pertinent article in the November issue of THE FAST MAIL.

**CHARTER MEMBERS:** Membership renewal time is coming up early in '75.

Plan to renew and upgrade your membership if you can.

**IF YOU ARE HAVING** reservations about driving to Florida this winter or spring, consider reservations on the Auto-Train. Then you can have your car and someone else will have done the driving to the Sunshine State.

Auto-Train has proved to be a popular and financially successful, non-governmental auto-ferry service. Importantly, too, it is an energy-efficient means of transportation. You can save about 1,000 miles of highway driving and get to your destination at least a day sooner by taking the Auto-Train from Louisville, Kentucky to Sanford, Florida.

The Auto-Train's Midwestern Terminal is five miles south of Louisville directly off Interstate 65. South and northbound trains leave every three days.



It's best to arrive about 2 hours before the 3:30 p.m. departure time. Greeters will check your tickets and inspect your auto prior to loading onto bi-level, auto-carriers, holding eight autos each. Your car is fully insured during your trip.

Before boarding, you receive your assigned accommodations and a choice of dinner sittings. Two buffet cars and a nightclub car ride along with you. You ride in a glass-domed coach lounge car or bedroom car (extra rate) while your automobile rides safely inside a fully enclosed auto-carrier near the end of the same train. Each auto-carrier has been fitted with a suspension system that insures your automobile a ride as smooth as the one you enjoy.

Upon arrival at 2:30 p.m. in Florida, 23 hours later, your car is delivered to you and you're on your way, relaxed and rested.



For the base fare you have either full-domed or half-domed coaches featuring comfortable reclining seats complete with foldout leg and foot rests. A pillow and blanket are provided. The fare is \$225 one way for an auto and two occupants; \$25 for additional persons.

Included in the basic cost is a buffet dinner that night and a full-length movie. You may purchase your favorite cocktail and listen to live entertainment in the Auto-Train nightclub car as the miles glide by. Then the next morning there is a continental breakfast, followed by cartoons and bingo games with prizes. Before departing you'll be served a buffet lunch. All food (prepared by Marriott Corp., largest airline caterers) is included in the fare and there is no tipping necessary for any of the train's services.

Pets may even travel with you in your private compartment that converts to a bedroom at night. Your dog is confined to the roomette, but the train stops four or five times enroute for servicing and changing of personnel and there will be comfort stops for pets.

What more could you want in addition to a trip to Florida and your own auto to use while there? Well, for starters, Auto-Train runs on time, hostesses and other workers go out of their way to please customers, facilities are clean, air conditioned and equipment works.

People wanting to ride Auto-Train would be wise to make reservations two to six months in advance to guarantee space. For tickets and reservations use their toll-free number 1-800-424-8670.

The trains have a speed limit of 79 miles an hour but actually average less than 50 mph including stops. Up to 475 persons are on a full train and to accommodate everyone in the two buffet cars, meals are served in assigned shifts. Since the movies are shown in the dining cars, the last shift of eaters may feel crowded by the early movie arrivers.

Playing cards occupies some people, all-night coffee bars are set up in lounge areas and on sleepers, there's hot water, too, for tea, Sanka and hot chocolate. Reading is another favorite pastime. Newspapers are picked up at stops along the way and distributed free throughout the train.

The nightclub cars are quite popular. Things remain lively in them until 3 a.m. and later on many days. You can enjoy the night sky with guitar players, singers or piano (or a combination). The entertainers usually get things under way each night with oldies, which the people join in singing. Once the crowd is won over by this approach, more modern music is introduced. The atmosphere is collegiate and happy.

And Auto-Train hopes that same enthusiasm permeates the rest of their service to the travelers.

# Auto-Train to Florida



reprinted from NCTC TRAVEL 11/74

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(as of December 1, 1974)

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CONVENIENCE COUPONS for NEW OARP or NARP MEMBERSHIPS / please do not use these coupons for membership renewals:

TO: Jim Mann, Membership Chairman  
OHIO ASSOCIATION of RAILROAD PASSENGERS  
P. O. Box 653  
XENIA, OHIO 45385

You bet I want to help in the fight to promote, improve and expand rail passenger services in the Buckeye State! Here's my membership:

NAME \_\_\_\_\_ Check: ( ) REGULAR \$5  
 ADDRESS \_\_\_\_\_ ( ) CONTRIBUTING \$10  
 \_\_\_\_\_ ( ) PARTICIPATING \$25  
 \_\_\_\_\_ ZIP \_\_\_\_\_ ( ) SPONSOR \$50  
 Phone: ( ) \_\_\_\_\_ ( ) SUSTAINING \$100

( ) I WANT TO BE ACTIVE IN OARP; CONTACT ME!

the National Association of Railroad Passengers recognizes the need for a balanced transportation system. Passenger trains have an essential place in that system.

If you believe, as we do, that modernization and expansion of our rail passenger system can play an essential role in protecting America's environment, we invite you to join \_\_\_\_\_

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS  
417 New Jersey Ave., S.E. • Washington, D.C. 20003



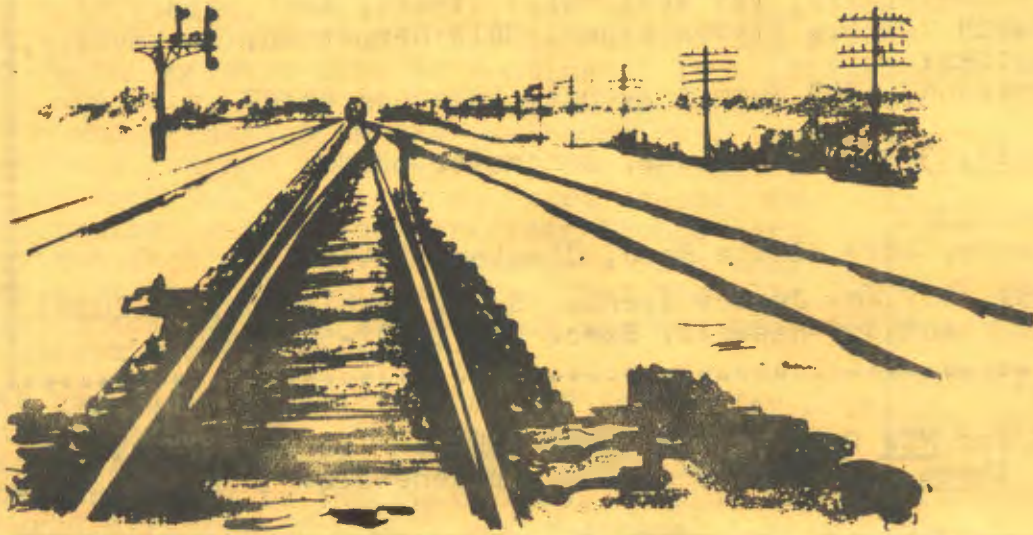
Yes, I want to join in your efforts to help modernize and expand rail passenger service. My remittance for a year's membership, which includes a monthly newsletter and other material, is enclosed.

Mr. \_\_\_\_\_ Contributing \$10  Participating \$25  Sponsor \$50   
Mrs. \_\_\_\_\_ Sustaining \$100  Life \$500 or more   
Miss. \_\_\_\_\_

(Please print)

Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# SEASON'S GREETINGS



FROM  
OARP



"the 6:53"  
the official newsletter of the



## FIRST CLASS

WILLIAM H HUTCHISON, JR  
5851 S RIDGE WEST  
ASHTABULA, OH 44004