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OHIO ASSOCIATION OF RAILROAD PASSENGERS  
Post Office Box 653 • Xenia, Ohio 45385

# 6:53

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issue number 8

THOMAS R. PULSIFER, editor



Elyria Mayor Leonard Reichlin, Amtrak spokesman L. Fletcher Prouty, and OARP member Rev. Robert Wickens discuss new LAKESHORE LIMITED train at Sept. 15th Chamber of Commerce luncheon meeting in Elyria. Photo courtesy of the Elyria Chronicle-Telegram.

ALL OARP MEMBERS AND FRIENDS SHOULD DO THEIR PART TO SUPPORT STATE ISSUE EIGHT!

see center pages of this issue.....



GOV. RHODES TRANSPORTATION BOND ISSUE, ALSO ON NOVEMBER BALLOT, WILL PROVIDE \$55 MILLION FOR RAIL TRANSIT! ----- NOT ENOUGH FOR MASS TRANSIT SAY CRITICS! details inside this issue.....



LAKESHORE LIMITED SET FOR OCTOBER 31st DEBUT ACROSS NORTHERN OHIO WITH STOPS IN CLEVELAND -- ELYRIA -- TOLEDO more information inside.....

"the 6:53" is the official publication of the OHIO ASSOCIATION of RAILROAD PASSENGERS, a not-for-profit organization working to promote travel by train and to seek the expansion and improvement of rail passenger services in and through Ohio. Membership information is printed elsewhere in this issue. We invite anyone interested in supporting our efforts to become a member. Write OARP at P.O. Box 653, Xenia, OH 45385. Thank You!

OARP needs your continuing help and cooperation in keeping abreast of rail developments. We depend on our readers to send in news clippings on rail matters. Because of our ever-increasing volume of mail, we can't answer each letter; but all are read and all materials are carefully filed for future reference. We DO appreciate hearing from our readers and members!

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**ALERT! -- E-L CLEVELAND-YOUNGSTOWN COMMUTER MAY GET AXE... SOON! -----**

The Erie-Lackawanna has petitioned the USRA for permission to end its weekday commuter train between Cleveland, Warren, and Youngstown, under Section 304(f) (Interim Abandonment). And, according to some of our OARP members who are keeping close tabs on this situation, the Ohio DOT and the PUCO are the only agencies which may act to save the commuter train.

OARP has contacted the PUCO and the USRA in Washington to protest the discontinuance of this service in light of the strong possibilities for subsidies of up to 100% being available for this service in the near future.

NARP has testified before Sen. Hartke's Subcommittee urging that ConRail be required to continue unsubsidized commuter services for at least one year, and for up to an additional year where the appropriate agencies are making serious preparations to get authority to subsidize the service.

Such is the case in Ohio. A regional transit authority was recently established in the greater Cleveland area and the statewide Ohio Rail Authority is now being established in Columbus. OARP feels strongly that the trains must remain in operation until they can be subsidized. Once such a service is discontinued, it is extremely hard to get it going again.

Though the E-L train will apparently be operated by the Chessie (which is to take over all E-L territory east of Wadsworth, OH, under the ConRail act), Chessie could receive a 100% Federal subsidy for maintaining the service for the appropriate time period. Chessie, then, in seeking discontinuance approval will have to go back to the PUCO, then if unsuccessful, continue to the ICC.

We are urging all OARP members and friends interested in this situation to contact three of our members in the Cleveland area who are staying on top of the day-to-day and week-to-week developments:

Rodg Sillars, 2521 Euclid Hts. Blvd., Cleve. Hts. 44106 932-2781

Bill Snorteland, 1367 Summit Ave., Lakewood 44107 221-1722

Jim Stevenson, 6069 W. 54th St., Parma 44129 888-2259

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**GOVERNOR'S TRANSPORTATION BOND ISSUE, STATE ISSUE #3, GETTING CRITICISM ---**

State Issue 3 will authorize the issuance of bonds and notes of \$1.75 billion from the levy of an additional nine-tenths of one cent per gallon gasoline tax for the development of highway and other transportation facilities. \$55 million would be available for rail transit, but the ratio of highway money to rail money comes out \$10 for roads and \$1 for rail! This is not realistic and not right, say many people! Previously OARP had proposed endorsing this Issue, but now we are saying to vote your own conscience. OARP will neither endorse nor oppose it. It is plain that not enough is provided for mass transportation in Issue #3. More IS needed!

SHORT LINES -----

At "presstime" (Oct. 10th) OARP had no additional information regarding the planned rerouting of the NATIONAL LIMITED via Cincinnati. We are still told the reroute will occur in the "near future".

Highway signs pointing the way to Amtrak rail passenger stations in Ohio will soon be appearing on State and Federal roads, thanks to the Ohio DOT, Highways Division. OARP has been actively involved in getting this project under way and we extend our thanks to all involved for getting things done!

OARP plans to push for a Detroit-Toledo-Cincinnati-Louisville connector to the FLORIDIAN. Track on this route is generally good. Amtrak already has east-west service at ALL major stations enroute! Service would give Ohio a direct link to Florida and the South and we see this as a logical first step in improving the long distance rail passenger service links between the Midwest and the Southeast.

Rick Priest has been appointed Regional Coordinator for Toledo and the Northwestern Ohio area for OARP. Rick has been working hard to promote the new Lakeshore service in his area and did much of the work on the OARP map for Toledo.

OARP's TREASURY IS LOW, and if we are to continue a high level of service for rail passengers we must either bring in more members or increased contributions. We hope that we will not be forced to cut back our activities!

TOLEDO GETS READY TO WELCOME THE LAKESHORE!



As part of the general facelifting of Toledo's Central Union Terminal in preparation for the Lakeshore Limited, Steve Martinez is shown here sweeping up a section of the Concourse area. (photo courtesy of the Toledo Blade)

CONDENSED SCHEDULE FOR THE LAKESHORE LIMITED

read down		read up	Note: the
2:40p Lv BOSTON, MA	Ar	4:20p	times shown
6:15p Lv NEW YORK (GCT)	Ar	12:15p	here may be
5:15a Ar ERIE, PA	Lv	1:25a	subject to
7:30a Ar CLEVELAND, OH	Lv	11:20p	slight ad-
8:10a Ar ELYRIA, OH	Lv	10:40p	justment;
10:00a Ar TOLEDO, OH	Lv	8:50p	call Amtrak
1:40p Ar SOUTH BEND, IN	Lv	5:10p	to confirm.
2:40p Ar CHICAGO, IL (CT)	Lv	2:15p	

INCLUDE THE LAKESHORE IN YOUR TRAVEL PLANS!!!

TRANSPORTATION BALANCE IS OBJECTIVE OF OHIO'S RAIL PROGRAMS -----

----- STATE ISSUE EIGHT IS A VITAL STEP TOWARD THIS GOAL

---- by Arthur Wilkowski; State Representative, sponsor of HB 64 and HJR 47

Two pieces of legislation passed by the legislature this year deal with the continuation and improvement of rail services in Ohio. House Bill 64 created the Ohio Rail Transportation Authority. House Joint Resolution 47 proposes a constitutional amendment which appears on the November ballot as State Issue 8. HB 64 passed the House 87 to 5 and the Senate 20 to 11. HJR 47 passed the House 84 to 3 and the Senate 27 to 1.

Both measures were the subject of extensive hearings by the General Assembly for well over six months and each was substantially rewritten to accommodate the various concerns expressed in the legislature. OARP participated in hearings on both measures.

The ORTA was created partly as a response to the feeling that modern and efficient freight and passenger rail service is of great importance to the economic welfare of the State and partly in response to the requirements of federal railroad law. The Rail Authority is an independent, bi-partisan agency that will determine the future course of Ohio's rail policies. The state rail plan the Rail Authority adopts must be approved by the General Assembly.

HJR 47 (Issue 8) is probably the more important of the two measures, right now at least. It proposes an amendment to Ohio's Constitution that would remove any potential impediment to Ohio's participation in the federal rail reorganizations. As we all know, the United States Railway Association is completely reorganizing Ohio's major bankrupt private railroads. Under this plan a new private corporation, the Consolidated Rail Corp. (ConRail) will take title to and operate the bulk of the Penn Central and Erie-Lackawanna mainlines in Ohio. This reorganization is continuing despite objections from private railroads, Ohio communities, and rail users in Ohio.

Federal laws require ConRail to be a profitable corporation. To accomplish this the USRA is planning to incorporate all profit-making mainlines into ConRail, while discontinuing and abandoning low-profit, light-density rail lines which now serve thousands of smaller communities in 17 states.

Ohio could lose more than 900 miles of existing rail lines under the USRA plan. The loss of existing rail service in 150 communities in Ohio will cause serious consequences. These include increased transportation costs for power companies, grain facilities, industries and farmers located in communities losing rail services. Industrial expansion in these communities will also be adversely affected.

Federal funds amounting to \$18 million are available to Ohio to be used to continue rail service to these communities, but since ConRail is a private corporation (even though created by federal law) Ohio may not be able to provide ConRail with the one-third state matching funds required to obtain any of these federal funds. A provision of the Ohio Constitution, adopted in 1851, may prohibit the State from engaging in this type of activity in cooperation with a private corporation.

HJR 47 (Issue 8) merely removes this constitutional impediment, but only with respect to ConRail, not with respect to other private railroads! No state money, under HJR 47, can be given to, loaned to, or spent on private railroad companies, other than ConRail.

HJR 47 also removes the same constitutional impediment to Ohio's requesting Amtrak to provide intrastate rail passenger service. (Continued...)

Every study, including the USRA plan, the Legislative Service Commission study and privately financed studies, indicates modern and efficient rail passenger service in the 3-C (Cleveland-Columbus-Cincinnati) Corridor would make a profit.

The USRA plan recommended the federal government (not the State) upgrade the 3-C Corridor track to accommodate 80 to 100 mph traffic. Amtrak currently operates quiet, comfortable and low-polluting Turboliners that cruise at over 125 mph.

If the 3-C Corridor track is upgraded and if modern and efficient equipment is used, a survey conducted by the Ohio Institute of Public Opinion projected that well over one million passengers per year would ride the 3-C Corridor. The Legislative Service Commission study estimated that to meet all the costs of a 3-C Corridor and to make a 7% rate of return, a ridership level of 725,000 passengers a year would be needed and at a fare equivalent to bus fare plus 10%.

The last aspect of HJR 47 needing discussion is that it allows the ORTA to issue revenue bonds to raise money to provide rail service to the State.

HJR 47 does not authorize the State to increase taxes, or even to use tax money, for these rail programs! Once all these provisions of HJR 47 are understood it is not difficult to understand why the General Assembly approved the resolution by such overwhelming majorities!

The approval this November 4th of HJR 47 (Issue 8) by the electorate of Ohio will allow the State to decide if modern freight and passenger rail service will be viable components in Ohio's future transportation system.

HERE IS HOW ISSUE 8 WILL APPEAR :

8.

PROPOSED CONSTITUTIONAL AMENDMENT

To Adopt Section 14 of Article VIII, Ohio Constitution

TO PERMIT THE STATE, OR ANY CITY, VILLAGE, COUNTY, TOWNSHIP OR REGIONAL TRANSPORTATION AUTHORITY TO GIVE OR LOAN ITS CREDIT TO AID FEDERAL CORPORATIONS AND STATE AGENCIES FOR REORGANIZATION OF RAIL SYSTEMS IN THE STATE. LAWS MAY BE PASSED TO REDUCE THE TAXATION ON PROPERTY USED TO PROVIDE THE STATE WITH RAIL TRANSPORTATION SERVICE AND TO PERMIT THE STATE TO REIMBURSE LOCAL GOVERNMENTS FOR REVENUE LOST AS A RESULT OF SUCH TAX REDUCTIONS. MONEYS RAISED BY TAXATION SHALL NOT BE OBLIGATED OR PLEDGED FOR THE PAYMENT OF BONDS OR OTHER OBLIGATIONS ISSUED PURSUANT TO THIS SECTION.

(Proposed by Resolution of the General Assembly)

A majority affirmative vote is necessary for passage.

X	YES
	NO

SHALL THE PROPOSED AMENDMENT BE ADOPTED?

SUPPORT ISSUE EIGHT and RAIL PASSENGER SERVICES by writing a letter to the editor of your local and area newspapers. To be most effective, your letter should reach the newspaper during the week of October 19th. OARP is urging all of its Ohio members to support Issue 8 in this way. Results can be most effective as very large numbers of people read the letters to the editor regularly. And if your local and area newspaper editors receive lots of letters in support of better passenger train service in Ohio, they'll be much more inclined to do more for it too!

TO ASSIST YOU we are printing on this page the addresses of many of the leading daily newspapers in Ohio. Be sure to write your own LOCAL newspaper FIRST; then to your larger AREA papers:

AKRON BEACON JOURNAL	44 E. Exchange St.	Akron 44309
ALLIANCE REVIEW	28 S. Linden Ave,	Alliance 44601
ASHLAND TIMES GAZETTE	40 E. Second St.	Ashland 44805
THE STAR-BEACON	4626 Park Avenue	Ashtabula 44004
THE ATHENS MESSENGER	43 W. Union St.	Athens 45701
BELLEFONTAINE EXAMINER	130-36 Court Avenue	Bellefontaine 43311
DAILY SENTINEL-TRIBUNE	121 E. Wooster St.	Bowling Green 43402
THE DAILY JEFFERSONIAN	821 Wheeling Ave.	Cambridge 43725
CANTON REPOSITORY	500 Market Avenue South	Canton 44702
CHILLICOTHE GAZETTE	50 West Main St.	Chillicothe 45601
CINCINNATI ENQUIRER	617 Vine Street	Cincinnati 45201
CINCINNATI POST & TIMES-STAR	800 Broadway	Cincinnati 45202
THE PLAIN DEALER	1801 Superior Ave.	Cleveland 44114
THE PRESS	901 Lakeside	Cleveland 44114
COLUMBUS CITIZEN-JOURNAL	34 South 3rd St.	Columbus 43216
COLUMBUS DISPATCH	34 South 3rd St.	Columbus 43216
COSHOCTON TRIBUNE	115 North 6th St.	Coshocton 43812
DAYTON DAILY NEWS	4th and Ludlow	Dayton 45401
DAYTON JOURNAL HERALD	4th and Ludlow	Dayton 45401
DEFIANCE CRESCENT-NEWS	Perry and 2nd St.	Defiance 43512
EAST LIVERPOOL REVIEW	210 East 4th Street	East Liverpool 43920
CHRONICLE-TELEGRAM	225 East Avenue	Elyria 44035
THE REPUBLICAN-COURIER	701 West Sandusky	Findlay 45840
FREMONT NEWS-MESSENGER	107 South Arch Street	Fremont 43420
GREENVILLE DAILY ADVOCATE	309-11 S. Broadway	Greenville 45331
HAMILTON DAILY JOURNAL-NEWS	Court St. & Journal Sq.	Hamilton 45012
THE IRONTON TRIBUNE	324-28 Railroad Street	Ironton 45638
LANCASTER EAGLE-GAZETTE	138 W. Chestnut St.	Lancaster 43130
THE LIMA NEWS	121 East High Street	Lima 45802
THE JOURNAL	1657 Broadway	Lorain 44052
MANSFIELD NEWS-JOURNAL	70 West 4th Street	Mansfield 44901
MARIETTA DAILY TIMES	700 Channel Lane	Marietta 45750
THE MARION STAR	150 Court Street	Marion 43302
THE TIMES-LEADER	200 South 4th Street	Martins Ferry 43935
EVENING INDEPENDENT	50 North Avenue, N.W.	Massillon 44646
MEDINA COUNTY GAZETTE	385 West Liberty	Medina 44256
MIDDLETOWN JOURNAL	S. Broad at First Ave.	Middletown 45042
MOUNT VERNON NEWS	18-20 East Vine Street	Mount Vernon 43050
ADVOCATE & AMERICAN TRIBUNE	25 W. Main St.	Newark 43055
THE TIMES-REPORTER	172 North Broadway	New Philadelphia 44663
THE TELEGRAPH	84 North State Street	Painesville 44077
PIQUA DAILY CALL	Spring and Ash	Piqua 45356
THE DAILY SENTINEL and TIMES-SENTINEL	111 Court St.	Pomeroy 45769
THE PORTSMOUTH TIMES	637 Sixth Street	Portsmouth 45662
RECORD-COURIER	124 North Chestnut Street	Ravenna 44266

AND WHY YOU GO TO THE POLLS ON NOVEMBER 4th, OFFER TO TAKE A FRIEND OR A NEIGHBOR WITH YOU..... AND TELL THEM TO BE SURE TO VOTE FOR ISSUE EIGHT!



THE SALEM NEWS	161 N. Lincoln Ave.	Salem 44460
SANDUSKY REGISTER	Market and Jackson Sts.	Sandusky 44870
SIDNEY DAILY NEWS	119 East Court Street	Sidney 45365
SPRINGFIELD DAILY NEWS	202 N. Limestone St.	Springfield 45501
THE SUN and SPRINGFIELD NEWS-SUN	202 N. Limestone St.	Spfld 45501
STEUBENVILLE HERALD-STAR	401 Herald Square	Steubenville 43952
THE ADVERTISER-TRIBUNE	52 East Market Street	Tiffin 44883
THE BLADE	541 Superior Street	Toledo 43660
TROY DAILY NEWS	224 S. Market St.	Troy 45373
WARREN TRIBUNE-CHRONICLE	240 Franklin Street, S.E.	Warren 44482
THE NEWS-HERALD	38879 Mentor Avenue	Willoughby 44094
THE DAILY RECORD	210-212 East Liberty Street	Wooster 44691
XENIA DAILY GAZETTE	37 S. Detroit St.	Xenia 45385
YOUNGSTOWN VINDICATOR	Vindicator Square	Youngstown 44501
THE TIMES RECORDER	34 South 4th Street	Zanesville, OH 43701

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- SOME TIPS FOR YOU --
- 1) Use a typewriter if possible and double-space the lines. Write only on one side of the paper. If you don't type, write with ink, neatly and plainly. Don't crowd words or lines.
  - 2) Express your thoughts as clearly and concisely as possible. Editors prefer letters which are short (200-250 words) and to the point.
  - 3) Deal with only one topic, State Issue #8 and its bearing on improved and expanded rail passenger services in Ohio. Get your point across using as simple words as possible. Short words, short sentences, short paragraphs make for easier reading.
  - 4) Plan your first sentence carefully. Make it interesting and relevant to the purpose at hand, the promotion and support of State Issue #8.
  - 5) Try to be positive and constructive, even if you criticize something.
  - 6) Be frank but friendly. A calm, constructive presentation of your thought is much more persuasive than ranting, sensational language.
  - 7) Help bring passenger trains to the forefront. You can render a valuable service to the public by presenting facts and views on passenger rail that may ordinarily be given little or no attention by the press.
  - 8) Don't hesitate to use a relevant personal experience to illustrate a point. Rightly used, this can be very persuasive.
  - 9) If you write to more than one paper in your area do not send exactly the same letter to each newspaper. Never send a carbon or photocopy; always send first (original) copies!
  - 10) Always sign your name and give your full address along with your phone number. Don't be timid about signing your name. Sometimes papers will phone letter-writers merely to confirm that they did write the letter. This is nothing to get upset about. If you use a P.O. Box for your mailing address, be sure to include your residence address also.
  - 11) Don't be discouraged if your letter is not printed. It reached the editor and that is most important. He has had the benefit of your thinking. He may have had too many letters on the same subject or just too many letters to print yours. Write anyway!

IF IT'S NOT TOO MUCH TROUBLE, SEND A CARBON OR PHOTO COPY OF YOUR LETTER(S) TO OARP (Box 653, Xenia, OH 45385) FOR OUR PERMANENT FILES. WE THANK YOU!

OARP's CINCINNATI AREA COORDINATOR, RON GARNER, SURVIVES FLORIDIAN WRECK!

On October 1st, Amtrak's southbound FLORIDIAN derailed while on the L&N near Frankewing, TN. Our own Ron Garner was on that train. Here's his exclusive account:

"It was about 12:55pm. I had just left the diner and returned to my roomette. I sat down and all of a sudden I saw rocks and gravel and chunks of ties whiz by my window! There was a horrible lurching and a crunching, grinding noise! I put up my arms and braced myself and I got hit by all my stuff which started flying around. Next thing I knew my car was on its side. My window was facing up to the sky, covered with a little loose gravel and shreds of grass. My Amtrak porter came crawling along crying, How's my passengers? How's my passengers?"

"Everyone seemed OK. In about 10 minutes the porter told us we could crawl out on our hands and knees. We had to crawl out into mud. I helped some of the other passengers. There was mud all over everything, including myself and my bags. We had to climb up the muddy 60' embankment to wait for rescue. While we waited, about 20 minutes, I found my camera still worked so I took several pictures of the mess.

"They took the uninjured out first. We rode in a freight caboose to a country road crossing where we were transferred to waiting ambulances. Helicopters were being called in for the more seriously injured. We were then taken to a hospital in Pulaski, TN, where we were all checked over then released in about one hour. Next the sheriff's wife took me and a couple of others to the city building where they set up emergency disaster HQ. They gave us coffee and doughnuts. Someone came up with a nice pair of shoes for one lady who lost hers in the mud.

"An Amtrak Superintendent of Operations, a Mr. Reynolds, was on the train. Even though he was slightly injured he was on the phone constantly making arrangements, directing operations, and making decisions. I was really pleased with the excellent way all the rescue crews, townspeople, and all the Amtrak employees helped and took care of things. They all did a superb job! Next we were taken in a school bus to a nearby motel and restaurant. We each had a room and meals paid by Amtrak.

"Very early the next morning two chartered Greyhounds arrived. I got on the one for the Florida passengers. We went directly to Jacksonville, making only one stop enroute, to change drivers. When we got to Jacksonville station about 1:00pm, all the Amtrak people were out waiting for us. They really went all out to make us welcome and saw to it that each of us had arrangements to get to our destinations. They gave me a free rental car to drive to St. Petersburg and I took three other passengers who I dropped off in Winter Park and Dunedin.

"I thank the Lord that I was lucky! Some people in that diner were badly injured. But, I still say trains are the safest way to go... and I WILL ride again! I'll admit it was a terrifying experience, but they all took such good care of us and treated us really great! These Amtrak people really cared!"

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**LATEST ON THE LAKESHORE LIMITED:** The inaugural special will run east out of Chicago on Tuesday the 28th, instead of the 29th as previously announced. It is to stop in Toledo around 2:00pm for 20 minutes. The Elyria stop will be shortly after 4:00pm and it is to be in Cleveland around 5:30pm. Check local newspapers for exact times.

FIRST EASTBOUND REVENUE RUN will pass through northern Ohio, Friday the 31st with the FIRST WESTBOUND REVENUE RUN passing through on Saturday morning, November 1st. Some OARP people are already planning to ride on the first regular runs.



comments and opinions  
selected and edited  
from the many letters  
received by OARP.

The passenger train may in some peoples minds be a thing of the past. I feel that it is the transportation of the future. The railroad can move people more efficiently than other forms of transportation today. Amtrak is making an honest effort to improve its service. Amtrak cannot do it alone. State and local government should assist Amtrak in restoring good passenger service. Local government should provide some funds to help improve or rebuild railroad stations."

-- Richard A. Fry  
Bellville

"In August my wife and I took a trip on the new Turboliner from Jackson, MI, to Chicago and return. This was mid-week and the train was 90% full arriving in Chicago. On the return trip on the 4:10pm train we had quite a mob scene due to the large number of passengers boarding. The train was completely full! The gateman told me I should see the crowds on Fridays and Sundays! Seems to me Amtrak would do well to order fifty more of these popular trains for this and other routes. I am sure they would be a success. Wonder if we can get them in Ohio?"

-- Rudy Schwabe  
Berea

"The National Association (NARP) certainly has the correct long-term solution -- nationalize the tracks and lease the use after they have been electrified and double-tracked. The several hundred billions necessary would certainly fuel our depressed economy and make us far less dependent on oil. As you may know, the fantastic overuse of the Tokyo - Osaka service has just about pounded that system to pieces, and the Japanese government will be spending billions to redo the entire system. It is considered critical to the Japanese economy."

-- Geo. F. Rooney  
Cincinnati

"Rail transportation creates much less pollution and is many times more fuel efficient than private autos and airplanes. The public has already demonstrated willingness to travel by rail wherever a decent level of service is provided. The role of rail transportation must therefore be expanded."

-- S. Ted Isaacs  
Cincinnati

"Here at Wooster we have no passenger stop anymore which I think is a shame since Wooster is a college town and used to have as many as eight trains stop here a day. The mention of changing the stop for the BROADWAY to Mansfield might be a good move. I am disappointed in the conditions at Crestline. It goes to show how the railroads have let things go to pot. Maybe Amtrak can and will improve station conditions, at least in some places."

-- Doyle Ditmars  
Wooster

"Our Amtrak station was completely painted on the outside by 23 employees of the Pennington Bread Company. They devoted their time and energy as a civic project for the beautification of the Amtrak station and also as a birthday present for Morgan Pennington who was 68 years young on October 6th. Jim Bassett devised the color scheme of Aspen Glow and Hickory. The covering where the passengers stand, formerly painted black, is now Aspen Glow. Mr. Bassett drew up the Bassett Plan for Downtown Lima."

-- Harry Hale  
Lima

Members and Friends of OARP are invited to attend the meeting of the NORTHEAST TRANSPORTATION COALITION in Springfield, MA, on November 15th. Write Mrs. Gerald Carson, Millerton, NY 12546, for details and directions.

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Lancaster 43130

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112 Kings Road  
Milford 45150

revised, correct as of 10-75

SHORT LINES: OARP's How-To-Find-The-Station Maps are now in plentiful supply for these cities; Cincinnati-Louisville, Columbus-Dayton, Indianapolis, Muncie-Richmond, Canton-Crestline, Toledo-Lima, Tri-State Station-Huntington, and Cleveland-Elyria. New maps are underlined. You may have a copy of any or all, but please send a stamped, legal-size, self-addressed envelope with your request. Write to OARP, Box 653, Xenia, OH 45385. We can provide quantities for travel agencies, etc. Write us.

There has been some delay in instituting a station stop for the RILEY/MOUNTAINEER at Marion, IN (announced some time ago that it would take effect in late September). Please be patient. Meanwhile, the FLORIDIAN now stops at two Indiana cities on its present route over the L&N (ex-Monon) line, at Lafayette and at Bloomington. The boarding point at Lafayette is at the Lahr Hotel while at Bloomington the City provided a station platform between 4th and 5th Streets.

Our man in Elyria, Rev. Bob Wickens has put together his own passenger rail slide show and has been active with many speaking engagements in the Elyria-Lorain area. On Sept. 15th, Rev. Wickens was honored by the Elyria Chamber of Commerce for the outstanding work he has done in the community to help bring Amtrak to Elyria.

The short item in the last issue regarding Amtrak station situations in Canton and Crestline (Mansfield) did arouse some local interest. We were able to put some area OARP members in touch with each other. OARP has been in contact with Amtrak and with Sen. Taft's office. Hopefully some decisions will be reached and improvements made before too long. We would still like to see more local people get involved as this is the best way to get things accomplished. Contact OARP for help.

AVOID STRAIN, TAKE A TRAIN  
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 ...on trips,  
 ...ANYWHERE!

This issue of "the 6:53" will be reaching many Ohioans who are not yet members of OARP. If you believe that the push for more and better passenger trains is worth supporting then we invite you to become a member of the OHIO ASSOCIATION of RAILROAD PASSENGERS. If you don't want to cut up your newsletter, just send the information below along with your check, using a separate piece of paper:

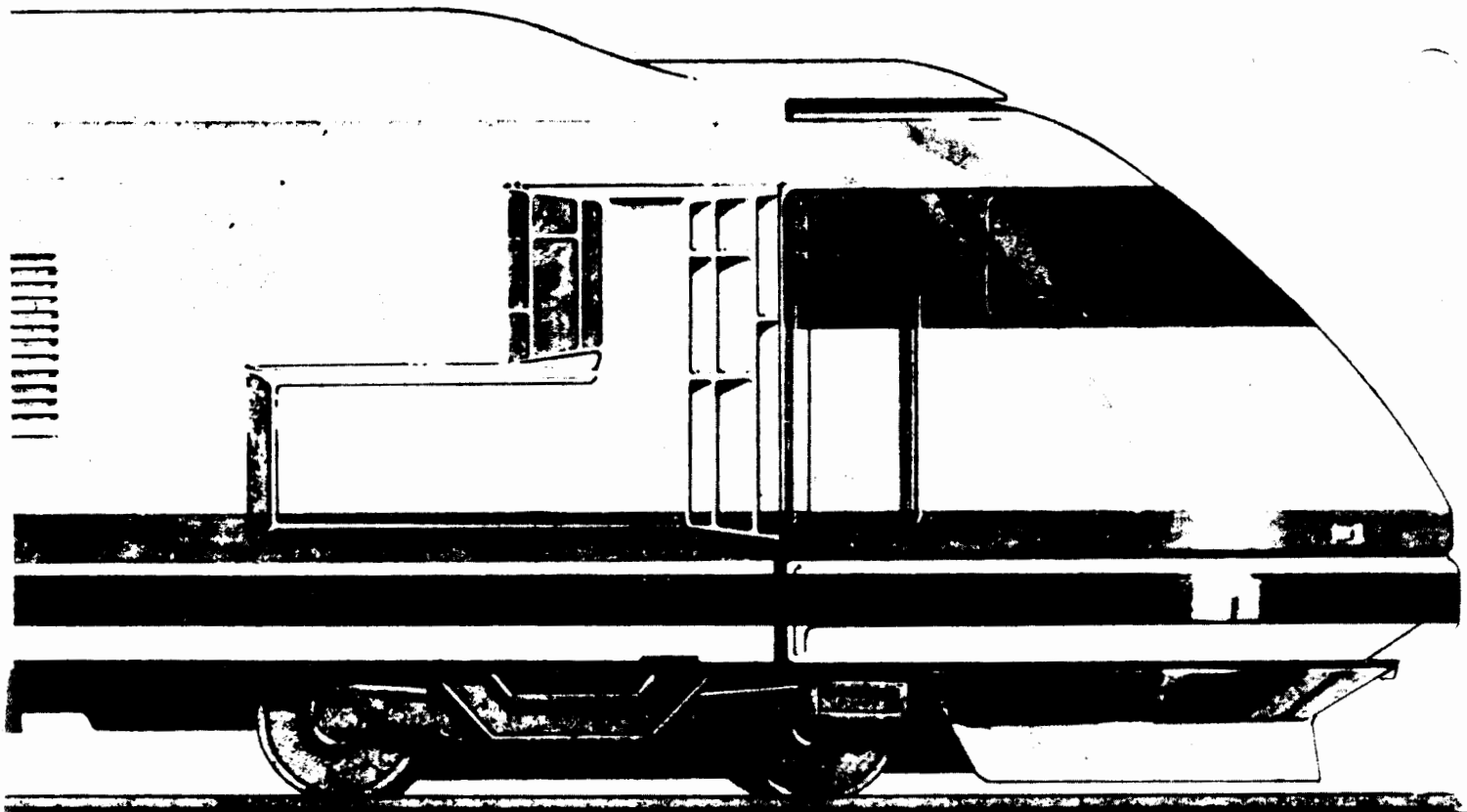
Count me in! My dues \$5 ( ) Regular, \$10 ( ) Contributing, \$25 ( ) Participating, \$50 ( ) Sponsor, \$100 ( ) Sustaining are enclosed. I understand this includes a subscription to "the 6:53" and other occasional mailings for one year.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

Mail to: James C. Mann, Membership Chairman  
 OHIO ASSOCIATION of RAILROAD PASSENGERS  
 P.O. Box 653  
 XENIA, OH 45385

Can you use a small supply of our regular membership brochure and promotional folder? If so, check here ( ) and we'll send some along to you.

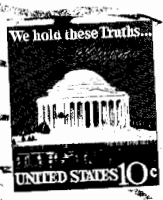
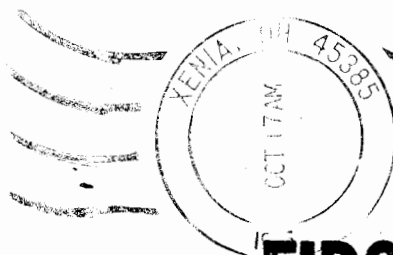
Check here ( ) if you'd like a single copy of the membership brochure for the NATIONAL ASSOCIATION of RAILROAD PASSENGERS in Washington, DC. Many OARP members are also NARP members.



(Turboliner drawing courtesy Rohr Industries)

WE CAN HAVE MODERN TRAINS IN OHIO! YES,  
YOU CAN HELP ACHIEVE THIS GOAL BY VOTING  
YES ON STATE ISSUE 8 ON NOVEMBER FOURTH!  
AND JOIN THE GROWING PUSH FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES!

**OHIO ASSOCIATION OF  
RAILROAD PASSENGERS**  
Post Office Box 653  
Xenia, Ohio 45385



**FIRST CLASS**

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