



THE 6:53

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

issue #7 SEPTEMBER 1975

OFFICIAL NEWSLETTER OF OARP

TOM PULSIFER --- editor

BOSTON - CLEVELAND - CHICAGO TRAIN STARTS OCT. 31st!

That's GREAT NEWS for NORTHERN OHIO!

Amtrak announced August 8th that it will begin first revenue service of a new Boston/New York - Chicago train on October 31st.

On that date trains offering coach, sleeping car accommodations, dining and lounge service, will begin operating daily in each direction. A New York section of the train will provide through car service to and from Chicago over the new route with a connection at Albany.

OARP learned that detailed schedule and fare information will not be released until a time closer to the start-up date of the new service. We have learned, however, that planned arrivals and departures from both Boston and Chicago will be in mid-afternoon. The trip will take about 25 hours. The New York section of the train will leave Grand Central in the early evening and arrive in the early afternoon.

The cities to be served on the Boston to Chicago segment of the route are: Boston, Back Bay, Framingham, Worcester, Springfield, Pittsfield, Albany-Rensselaer, Utica, Syracuse, Rochester, Buffalo, Erie, CLEVELAND, ELYRIA, TOLEDO, Elkhart, South Bend and Chicago. Cities on the Albany-New York segment are Hudson, Rhinecliff, Poughkeepsie and Croton-Harmon.

\$1,154,270 TO BE SPENT ON OHIO STOPS

Amtrak has approved the following spending for the three stations in Ohio that will be served by the new train:

\$1,023,270 in Cleveland for site preparation, track work and platforms for a new rail passenger station to be located on E. 9th St. north of City Hall.

\$64,000 in Toledo to repair a passenger platform, provide lighting and watering facilities at the relatively modern Toledo Union Station.

\$67,000 in Elyria for a station shelter, passenger platform, and parking area improvements.

OARP MAPS WILL ASSIST PASSENGERS ---

OARP expects to have its handy map/tip folders ready for the new Amtrak stops in northern Ohio when the service starts up on October 31st. Two separate folders are planned. One will cover both Cleveland and Elyria while the second will combine the new stop at Toledo with a reprint of the information on Lima.

Persons desiring copies of these new OARP "How To Find The Station" maps should contact OARP in October.



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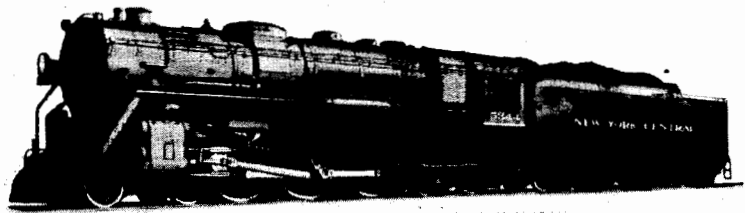
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the 6:53 is the official publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization working to promote travel by train and to seek the expansion and improvement of rail passenger services in and through Ohio. Annual membership dues are Regular \$5, Contributing \$10, Participating \$25, Sponsor \$50, Sustaining \$100. We invite anyone interested in supporting our efforts to become a member. Please write to OARP at Post Office Box 653, Xenia, OH 45385. Thank You!

OARP needs your 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. Again, Thanks!

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"An impressive and ambitious proposal. Should be required reading for every person who is interested in improving rail passenger services throughout the entire U.S." -- T.R.P.

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LIMA STATION IS DEDICATED ----

An enthusiastic crowd turned out on the warm, pleasant afternoon of June 30th for the formal dedication of the completely refurbished rail passenger station in Lima, Ohio. The ribbon-cutting ceremony was planned and conducted by the Lima Area Chamber of Commerce. Tom and Eloise Pulsifer attended, to officially represent OARP, which received an invitation to the event.

Among the speakers at the dedication were Lima Mayor Harry Moyer, U.S. Congressman Tennyson Guyer, and Bill Tucci who is the state and local relations officer with Amtrak. Tucci cited OARP's initial involvement in the Lima station project one year ago. The three Amtrak agents assigned to the Lima station expressed both gratitude and pride in the excellent support and promotion which the City of Lima gives to its rail passenger services. OARP extends thanks and appreciation to Harry Hale and Richard Kriegel of Lima's city administration for their specific interest and support of the station project.

OARP HAS LEARNED THAT... the inaugural run of the Cleveland train will be Oct. 29th, from Chicago to Boston with stops at Toledo, Elyria and Cleveland.

NATIONAL LIMITED TO BE RE-ROUTED VIA CINCINNATI -----

On August 7th Amtrak announced that it is considering rerouting the NATIONAL LIMITED between Dayton and Indianapolis via Cincinnati over the PC. The move is to avoid the line between Richmond and Indianapolis with its abundance of 10-40mph slow orders. This is a line, by the way, Con-Rail does not want as a through route according to the USRA's Final System Plan report.

OARP has learned that the reroute of the NATIONAL will take place, but that it probably won't be announced until the last minute. We advise those interested in a "last ride" over the former PRR main between Dayton and Indianapolis to plan to get it soon. The reroute could take effect sometime in September, according to one of our sources.

The ending of service to Dayton was considered by Amtrak, with the NATIONAL being detoured instead over the Columbus to Union City line, but in answer to Cong. Charles Whalen of Dayton, Bruce Pike said that "Amtrak is committed to continuing rail service to the city of Dayton".

PC track east of Dayton is now in pretty good shape and it is possible for trains to make up lost time before reaching New York or Washington. The PC Cincinnati to Indianapolis line is in better shape than OARP was once led to believe. Ron Garner and Tom Pulsifer of OARP reported pacing a PC-L&N unit coal train along a portion of this route west of Cincinnati at sustained speeds of 40-45mph, though the track obviously gives a rough ride. Heavy weed growth this summer has made the line look worse than it apparently is. Amtrak is also planning to lengthen the schedule of the NATIONAL LIMITED by two hours, undoubtedly to compensate for the rerouting and to enable the train to arrive at its end-points on time more often. Cincinnati will be the only station stop on the new NATIONAL routing. Richmond will lose its east-west service but will continue to be served by the RILEY/MOUNTAINEER.

In its Final System Plan, the USRA has changed the routing of its proposed Pittsburgh to Indianapolis "corridor" to correspond with the current NATIONAL rerouting. Apparently Amtrak is not interested in subsidizing the Indianapolis-Richmond line that would be dumped by Con-Rail.

ELYRIA STATION GETS APPROVAL -----

Amtrak announced on July 30th that it would spend \$67,000 for a passenger shelter and platform at Elyria, Ohio. Last December Elyria was selected as a stop on Amtrak's new Boston to Chicago run which is slated to begin operation on October 31st.

Spokesman for Amtrak, Brian Duff, said the funds would be used to construct a 10 by 20 foot metal and plastic shelter which will be enclosed and will have light and heat and benches for waiting passengers. The funds will also provide for a 500 foot station platform, a paved parking lot, signage, and security lighting.

The new Amtrak passenger station will be located at the site of the former NYC freight house, at Buckeye and East River Street, just off U.S. 20 close to downtown. The site is across the PC mainline tracks from the Malcolm Manor Urban Renewal Project, which was at one time considered as the site for the Amtrak facility.

Elyria's Mayor Leonard Reichlin was elated over the news about the station. He is quoted as saying that "it's a feather in the cap for all the people who worked hard for this. We appreciate the efforts of all the other communities who cooperated by passing resolutions urging a stop here. This is something that will be good for all of Lorain County."

Reichlin also praised OARP member Rev. Robert G. Wickens who spearheaded the efforts to obtain Amtrak service in Elyria.

Mayor Reichlin related that moves would soon be made to tie other transportation modes in with the new Amtrak service, indicating that Greyhound is looking at the Amtrak station site for a new bus station and agency.

Amtrak hopes that construction on the new rail passenger station can be completed by the time the first passenger train on the new east-west route rolls through Elyria.

OARP OFFICE ASSISTS ELYRIA'S PUSH FOR STATION --

In the face of some very discouraging developments, OARP's Secretary dispatched yet another round of detailed letters supporting Elyria's case FOR an Amtrak station. In June, OARP's President and Secretary personally supported the Elyria station to several Amtrak officials as part of a self-financed trip to Washington, DC. OARP was convinced all along that Elyria had a positive case with supportive evidence to merit strong consideration as an intermediate station stop. We were glad to give what support we could.

PERSISTENCE PAYS OFF IN ELYRIA

Can one person really make a difference?

Yes; very much so!

After almost everyone else had given up the fight for obtaining an Amtrak passenger station in Elyria, one man refused to admit defeat.

Rev. Bob Wickens, a member of both OARP and NARP, kept pushing, insisting, urging, and pressuring.

There is no doubt that Wickens' persistence was a deciding factor in Amtrak's favorable vote to build a passenger station in Elyria and have it ready for the inauguration of the new Chicago-Boston train.

Thanks, Bob!

ELYRIA LOCATION IS IDEAL FOR AMTRAK STATION ----

The new Amtrak station will not only serve the City of Elyria, but also nearby Lorain and other communities. The rail passenger facility, on the east side of downtown, will also be easily accessible from many of the Cleveland West suburbs over good state and county highways. An Ohio Turnpike interchange is but a few miles from the Amtrak site. Elyria expects projected usage of the station will persuade Amtrak to build a larger facility, staffed with ticket, baggage and package express personnel. Time will tell, but the outlook is great!

NARP's ORREN BEATY IS FEATURED SPEAKER AT OARP's MIDSUMMER MEETING -----

The turnout was less than anticipated (50) but it was an enthusiastic audience which welcomed the president and executive director of NARP, Orren Beaty, to the midsummer meeting of OARP. This was the first OARP meeting to be held in the Cincinnati area and it took place the afternoon of Saturday, July 19th, at the Quality Inn Central in Norwood. Ronald D. Garner, OARP's Southwest Ohio Regional Coordinator, was the meeting host. Extensive displays and quantities of free materials were exhibited in the meeting room. OARP's sound/slide show was shown as a part of the meeting.

Orren Beaty cited the work OARP is doing, saying it is one of the most active state/local rail passenger organizations in the U.S. He also spoke at length about the work that NARP is presently doing in Washington, discussing successes as well as problems. He said that NARP is the only national organization going to bat on Capitol Hill for the train rider, and that all the other rail lobbies are much more adequately financed and can consequently make better presentations at hearings and committee meetings on "the Hill".

Beaty urged OARP members to "hang in there and keep drumming away at your concerns." He said, "You're bound to run into problems and set-backs, but you've got to keep at it. Keep those issues alive and never give up!"

Orren Beaty spoke briefly on some of the implications for rail passenger service under Con-Rail and concluded his portion of the meeting by answering questions on various matters posed by members of the audience.

OARP wishes to publically thank Orren Beaty for taking time from his busy schedule to come to Ohio and visit with us; to share some of NARP's concerns with us and to see what we are doing. OARP also wishes to thank Mr. Joseph Pollard, Amtrak's Regional Sales Manager in Cincinnati, for graciously providing the supply of Amtrak materials and timetables for distribution and display at the Cincinnati OARP meeting.

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WEAR YOUR OARP BADGE WITH PRIDE! SEE AD ELSEWHERE IN THIS ISSUE!
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PC GETS FUNDS TO UPGRADE TRACKS ----- The U.S. District Court has authorized the Penn Central Trustees to enter into and implement a maintenance of way program with use of Section 215 funds authorized under the Regional Rail Reorganization Act. This program provides for the expenditure of up to \$61 million for the installation of materials and surfacing of track at some 1,100 locations on the Penn Central system. PC's Assistant Vice President/Public Relations, U. William Cunitz, provided OARP with a copy of the complete detailed listing of the lines and yards which will be upgraded. This includes portions of the following lines: ML Buffalo-Chicago, ML Cleveland-Pittsburgh, Cleveland Short Line, ML Cleveland-Indianapolis, ML Pittsburgh-Columbus, ML Galion-Columbus, Western Branch, Carrothers Branch, ML Columbus-Chicago, ML Dayton-Cincinnati, ML New Paris-Indianapolis, ML London-Dayton, ML Xenia-New Paris, ML Columbus-Xenia, Northern Branch, Bellefontaine Branch, Richmond Branch, Undercliff Secondary Track in Cincinnati, ML Pittsburgh-Chicago, Bayard Branch, ML Valley, Youngstown Branch, E & A Branch, E & P Branch, Akron Branch, Detour Branch, Toledo Branch. In addition, work is slated at 30 yard facilities at various points throughout the state.

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If every OARP member would bring in a NEW MEMBER...
we would DOUBLE our membership,
AND... we'd get the INCREASED SUPPORT we need to do MORE for ALL of us!

ALL - IMPORTANT NOVEMBER ELECTION!

ARE YOU REGISTERED TO VOTE?

TWO RAIL ISSUES TO BE ON THE BALLOT:

- 1) The "Rhodes Bond Issue" which will provide \$55 million for intercity rail passenger service; overseen by the newly created OHIO RAILROAD AUTHORITY; and
- 2) "Constitutional Amendment" proposal which will allow state participation in section 403-b of the Amtrak Law (so state funds can legally be used to subsidize rail passenger service).

OARP PLANS AN OCTOBER ISSUE OF "the 6:53" TO CARRY FULL DETAILS ON THESE VITAL ISSUES!

OARP WILL DEPEND ON EACH AND EVERY MEMBER TO SUPPORT THE RAIL ISSUES IN ANY AND ALL WAYS THEY CAN!

WE CANNOT AFFORD TO LOSE!

OHIO CANNOT AFFORD TO LAG FURTHER BEHIND OUR NEIGHBOR STATES (look at all the new Amtrak trains running in Michigan)!

OARP WILL SEEK PROFESSIONAL ADVICE TO CARRY OUT A SELECTIVE ADVERTISING CAMPAIGN TO PROMOTE THE ISSUES IN OHIO!

WHAT WILL YOU BE DOING?

REMEMBER, WE CANNOT AFFORD TO LOSE!

SHORT LINES -----

This Fall, OARP will switch over to use of the Master Addresser System for its mailings and filing of names. Cost of changeover will be \$223.00.

If there is any money left in the budget after the November election promotion campaign, we will have the OARP Slide Show duplicated so it can be mailed out for use in the far corners of the state. Details later.

Please try harder to bring in NEW MEMBERS to OARP. Not only can we use the additional \$\$\$\$, but we stand a much better chance of exerting more influence if we can say we have 500 or 600 members instead of just 257! We'll send membership brochures. If you can use them, let us know!

ATTENTION: CANTON, MANSFIELD AREA!

Amtrak's Bill Tucci, when talking with OARP's Tom Pulsifer in Lima on June 30th, indicated that Amtrak would be more willing to get going on station improvements in Canton and switching the Crestline stop to near-by Mansfield PROVIDED MORE LOCAL INTEREST AND INITIATIVE WERE SHOWN BY BOTH CITIZENS AND CIVIC OFFICIALS!

OARP stands ready to help; but we, too, would like to see some of our members in these areas "carry the ball". OARP involvement in both Lima and Elyria show it can be done. How about it? Can we get something going?

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OARP RESPONDS TO FINAL SYSTEM PLAN

We have submitted written input to the Rail Services Planning Office in response to the USRA's FSP. We have supported the passenger service proposals provided lines are upgraded for truly high-speed operations. We have questioned the "abandonment" of some through lines where the only criteria for decision was apparently local freight potential. We argue that paring the system will result in grossly congested mainlines (Dayton-Cincinnati) and massive bottlenecks (Union City). We say lines such as Richmond-Indianapolis and Little Miami should be retained as detour, alternate, or emergency routes for "through" traffic.

OARP UNDERSTANDS THAT... Amtrak is strongly considering a station stop at BLOOMINGTON, IN, for the FLORIDIAN starting sometime this Fall.

AT PRESS TIME we learned that the City of Cincinnati is scheduled to take title to the Cincinnati Union Terminal property on August 29th.

UNCONFIRMED RUMOR has it that a stop at Steubenville, OH, is being considered for the NATIONAL LIMITED. Coshocton has also been mentioned as a possible future stop.

When derailments closed the Chessie's Cincinnati-Chicago line on two occasions this summer, the RILEY/MOUNTAINEER was rerouted on the Chessie thru Dayton to Lima, then on the EL to Chicago.

NEWS ITEM: Several OARP officers and members met with State officials on Wednesday, August 20th, in the State House to discuss plans for the promotion of the rail issues on the November ballot.

CITY OF LIMA PROVIDING UNIQUE PUBLIC SERVICE

Starting in June the City of Lima inaugurated a public service announcement daily of the west-bound Broadway Limited's arrival in Lima over the local radio station, WIMA.

This announcement serves to assist the general public, informing them of the boarding time so they can better plan their trip to Chicago that day and it also serves to promote the train and the rail service to WIMA's listening audience.

OARP salutes this fine promotional and public service effort on the part of the City of Lima!

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OARP MEETS WITH CHILLICOTHE OFFICIALS IN JUNE

At the invitation of Chamber of Commerce President, Jerry Long, and CofC Transportation Committee Chairman, DeForest Roush; Tom Pulsifer and Ron Garner of OARP met with the CofC Board of Directors and Transportation Committee members at a luncheon meeting in Chillicothe on June 26th.

The City of Chillicothe is extremely interested in being served as a station stop when the new Amtrak Washington to Denver train service starts up next year. OARP's slide show was presented and the two JARP officials briefly discussed some implications regarding arrangements for the forthcoming passenger service.

Following the meeting, attended by two dozen professional and business leaders in the community, the OARP duo, accompanied by Mr. Roush, visited the Chessie System station facilities and also took note of the proposed improvements the city plans to make in the area of the bus station, only one block from the railroad depot location.

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HELP OARP DO MORE BRING IN A NEW MEMBER!

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OARP VISITS AMTRAK, RAIL, LEGISLATIVE OFFICIALS IN NATION'S CAPITOL -----

OARP President Dave Marshall and Secretary/Editor Tom Pulsifer, at their own expense, went to Washington, DC, in mid-June on behalf of OARP to discuss several concerns relating to rail passenger services in and through Ohio. For Pulsifer, it also meant an opportunity to sample the service on the National Limited, Blue Ridge, and James Whitcomb Riley. Due to a tight business schedule, Marshall elected to fly to Washington and back. The OARP officials met with Fletcher Prouty and Charles Robb at Amtrak, also with Bill Lind of Senator Taft's office. Pulsifer met with Orren Beaty and Ross Capon of NARP and with Dirk Partridge of the USRA.

Summing up the general tone of the visits; "We went to share information, to check out rumors, and to get information. While we really didn't learn anything we didn't know already, we think it was a profitable trip. They're all interested in what OARP is doing. They're listening to us."

DID YOU KNOW ?????

... that it costs Amtrak approximately 70¢ to produce each of the complete All - America Timetables?

... that Amtrak recently opened a bright, roomy, new passenger lounge at Chicago's Union Station?

... that the first of the 492 new cars being built for Amtrak by the Budd Company rolled out of Budd's Red Lion Shop in Pennsylvania on June 19th?

... that Joe Vranich, formerly executive director of NARP, was very recently named as Special Representative - Public Affairs with Amtrak?

... that Connecticut Governor Ella Grasso worked right along with local citizens in fixing up and cleaning up the 100-year old passenger station in Windsor Locks, CT?

... that Anthony Haswell will now get to practice what he preaches? The former founder and chairman of NARP is now managing director of passenger services on the Rock Island!

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SUCCESS SPOILING IMPROVED MICHIGAN SERVICE -----

Amtrak admits it is having problems on its Chicago-Detroit corridor. The Turboliners on this run have become so popular that the equipment is not sufficient to handle all the passengers!

Officials indicated that ridership on this route has jumped 64% in the past year. In May 1975, 33,000 passengers were carried on this route. Passengers have reported that Chicago-bound Turboliners often leave Detroit with the train nearly full. There's little room left for riders who board the train at intermediate points.

This Spring, Amtrak improved and expanded the service on this route with revised schedules and the use of the new Turboliner equipment. The improved service, with attendant publicity, lured so many passengers back to the rails that Amtrak is now faced with the problem of how to increase the capacity of the trains on the route. And with use of fixed-capacity Turboliners, its not an easy problem to solve.

Unfortunately, the overcrowded conditions are giving Amtrak a "bad review" in the press. But it also shows, for all to see, that when attractive rail passenger service is provided, the people WILL use it.

OARP has a supply of current Detroit-Chicago Amtrak Turboliner schedule folders and will send a copy to any interested person. If possible, send a postage stamp with your request.

ON EXHIBIT, NEW EQUIPMENT WITH NEW VOCABULARY --

Several OARP members have reported catching the recent exhibit of Amtrak's new passenger cars as it toured many East Coast cities this summer. Your Secretary/Editor caught it both in New York and again in Washington. The new Budd coaches are dubbed Amcoaches. They have spacious, color coordinated interiors, combined with thermal and acoustical insulation and an air and coil spring suspension system to offer maximum passenger comfort. The new Amfleet (new term for all new cars) equipment features electric heating and air conditioning with reserve systems in case of failure of the main system. New Snack Bar Cars will be called Amcafe; Parlor Cars will be Amclub; Lounge Cars will be Ampub. Sleepers and Diners will still be called Sleepers and Diners, however! Amfleet cars are locomotive-hauled and will be first placed in service on Boston-Washington "conventional" trains. The first long-haul run to benefit from the new equipment will be the New York-St. Petersburg CHAMPION, which will be outfitted with the new cars late this year in time for the Florida "rush".

AMTRAK BOARD TO CHOOSE
ALL FUTURE EXPERIMENTAL
PASSENGER SERVICE ROUTES

The U.S. Department of Transportation and Amtrak announced on June 20th that all future experimental rail passenger service routes will be selected by Amtrak's Board of Directors.

Up to this time, designation of such routes was made by the Secretary of Transportation.

Amtrak will select a new route before July 1, 1976. Priority consideration must be given to experimental routes that will extend intercity rail service to the major population area of any state in which no large population area is now served as part of Amtrak's basic system.

To date, three experimental routes have been designated by the Secretary of Transportation. They are:

- Boston-Chicago
- Norfolk-Cincinnati
- Washington(DC) - Denver

All applications previously received by the DOT shall be transferred to Amtrak, eliminating the need for resubmissions. Inquiries and future applications are to be addressed to:

W. Scott Armentrout,
Asst. to the President
Nat. R.R. Psgr. Corp.
955 L'Enfant Plaza
North, S.W.
Washington, DC 20024

WATCH FOR the USDOT's Master Plan for Transportation (to be out early in Sept.) with emphasis on improved rail transit, less emphasis on roads.

AMTRAK DECENTRALIZED; FOUR REGIONS CREATED -----

Amtrak President Paul H. Reistrup gave the go-ahead on May 28th to implement a major reorganization plan for Amtrak. The main thrust of the plan is to decentralize day-to-day operating activities into four regions and give more responsibility to field personnel who have on-the-scene knowledge of the problems. The direct result will be improved management, better performance and improved service to the public.

Amtrak has become an extensive organization and the company has outgrown a structure in which each decision was subject to referral along a departmental chain of command, to be resolved at headquarters. The new structure will place primary responsibility for day-to-day operations on four regional vice-presidents and their staffs.

Overseeing the entire field structure will be a line operations department that will pull together the day-to-day activities that until now have been divided among Amtrak's operations, services, sales and procurement departments. Amtrak's current service department will cease to operate as a separate entity.

Reistrup said that implementation of the reorganization will be gradual and orderly; that a basic goal during transition will be the avoidance of actions that would disrupt present standards of service. He stated further that no activities now underway should be postponed because of the reorganization.

The line operations department will be headed by David A. Watts, Jr., who has been vice-president of planning and director of state/local affairs. Ohio lies in the Detroit District of the Central Region. The head of the Central Region is former Ohioan, C. James Taylor, whose office will be in Chicago.

Each regional vice-president will be responsible for the performance in his region of: transportation and running maintenance functions, with flexibility in assigning available equipment and adjusting capacity; stations and ticket offices in the region, including field sales; and commissary and crew functions in the region, including the provisioning of trains, the scheduling and supervision of on-board crews. Each regional vice-president will also have responsibility for his regional budget and cost control functions, including the monitoring of costs, revenues and performance measures, and liaison with the railroads operating in his region for all but corporate matters.

The reorganization program began June 1st and is expected to be completely phased in by the end of the year.

OARP GOES ON THE AIR ---

Dave Marshall, Rick Francaviglia, and Tom Pulsifer of OARP were the special guests of John McChesney on his "High Noon" interview program on August 1st. This hour-long program is a feature of WYSO-FM in Yellow Springs/Dayton.

Topics covered during the interview ranged from What Is OARP, to the proposals for passenger service in Ohio as set forth in the USRA's Final System Plan; from air conditioning problems in older Amtrak cars, to impressions of the new Amfleet equipment.

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OARP URGES SUPPORT FOR APPOINTMENT OF JIM ULLMAN TO AMTRAK'S BOARD -----

OARP, like many of our sister rail passenger associations, is urging its members to write letters to their Senators, President Ford, and Secretary of Transportation Wm. T. Coleman, Jr. asking that James M. S. Ullman, the strong pro-passenger attorney from Meriden, CT, be the next appointed to Amtrak's Board of Directors.

Jim Ullman is in frequent communication with OARP and your Secretary/Editor had the pleasure of meeting with him to discuss rail concerns on July 27.

Ullman worked hard in support of the new Boston to Chicago route and is Secretary of the Northeast Transportation Coalition. His efforts to improve the Inland Route situation are becoming widely known outside his own state. He is most deserving of our support.

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614-653-0721

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Cincinnati 45244
513-752-2791

MOVING?

Please notify us at least six weeks in advance of your new address.

Help us keep our records current. A postal card will do, or use POD form 3573, available from your Postmaster and send it to OARP headquarters.

"What OARP won't (huff) go through (puff) to get a phone (gasp) installed at the (grunt) Amtrak station!"



"Was that the National Limited that just took a detour through our freight yard?"



TWO OARP MEMBERS' EXPERIENCES WITH AMTRAK'S TIDEWATER TRAINS -----

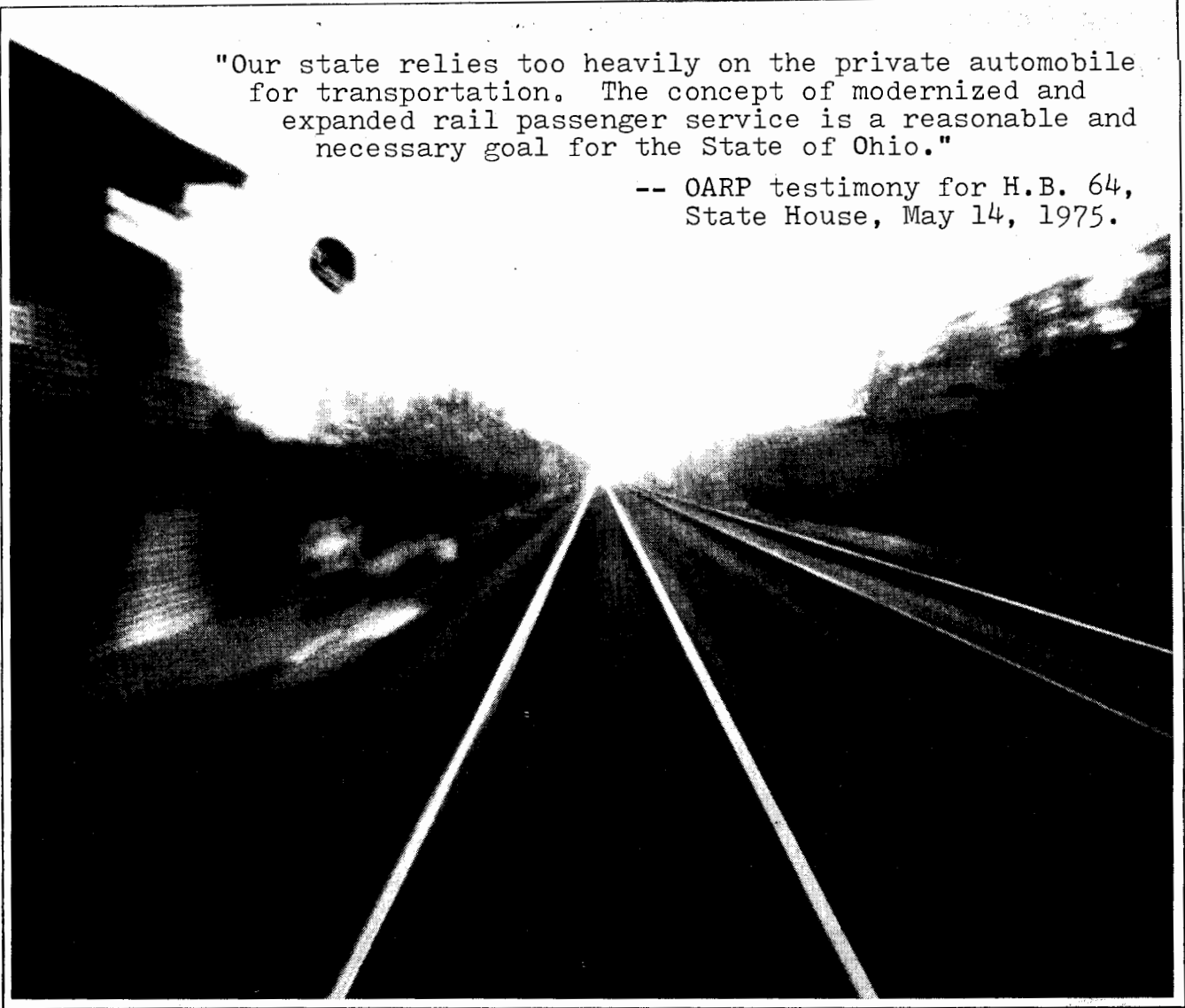
THE RILEY - by Steven T. Evans -- I arrived at Cincinnati's River Road station at 10:20pm on June 8th enroute to Providence, RI. The depot was standing room only. The train was already an hour late, finally arriving at 12:37am. 24 got off and 47 got on. Our diner, an ex-ATSF counter/lounge, was totally inadequate, having neither lights nor air-conditioning. Reportedly it had been this way for some time. The attendant at first stated he had no food at all, then somehow "found" some in the galley after turning away several would-be patrons. The windows and exterior of the entire train were filthy. The coach attendant did not issue complimentary blankets as advertised and only reluctantly gave out pillows. In general he was not "attentive" and seemed peeved that boarding passengers meant he had to work. I awoke just as we were arriving at Charleston, WV, at 7:27am. I went to the diner expecting some coffee at least, but was informed there would be no service until 8:00. I returned at eight but was told to come back at 8:30! Finally at 8:30 the diner was opened. The crew was not over zealous about the heat in their car, and I couldn't blame them. It must have been 100° in there! Despite the beautiful scenery, the windows were so dirty you could have gotten a migraine trying to squint through the crud. By the time we reached Charlottesville (we made up no lost time) it was evident I was going to miss my 4:05pm connection to Providence. We limped into Washington at 4:20, but the 4:05, the last train to go beyond New Haven, was long gone. Corridor trains do not hold for connections. I got to a phone and had to make a quick long distance call (at my own expense) to ask my friend to drive over 100 miles to meet me at New Haven! Luckily I got on the MONTREALER and got to New Haven on time and all right. It was a much better train. My RILEY experience was the worst trip I have ridden under Amtrak thus far. For me the RILEY was not dependable and it needs operation and service improvements immediately.

THE MOUNTAINEER - by Albert E. Wolf -- Having to spend two weeks in Norfolk, I was pleased to be able to travel there by train. At 10:45pm on June 14th I arrived at Cincinnati's Amtrak station to board the MOUNTAINEER. The station was already crowded and when the train arrived I counted over 100 people. About 70 actually boarded. We departed at 12:10am. Unfortunately my coach was disappointing. The air-conditioning was not working and the car was without power; emergency lighting only. According to the conductor, the a-c had failed shortly before arriving in Cincinnati. He opened the vestibule doors to help cool the car. It did, but it made for a noisier ride. By mid-morning the car was quite warm and by the time Norfolk was reached the heat became unbearable. Most of the passengers had gone to the dome car. The lost time was almost all made up. We arrived only five minutes late. The club/diner provided very good meals and the inside of the train was quite clean. I returned to the Norfolk station at 11:00am on the 28th. The new station is located in one end of the N&W offices at Lamberts Point Yard. Very few seats were empty when we departed Norfolk, and this was the situation for the entire trip; with passengers and their baggage up in the dome seats after leaving Tri-State! The dome car was comfortably cool; the trip was comfortable. Complimentary pillows and blankets were provided. We were delayed almost two hours due to the RILEY running late; consequently our arrival time at Cincinnati was 9:00am. One area in which I feel Amtrak must make a very special effort is in car washing facilities. The dome windows had many years' accumulation of filth. One window was almost completely covered by a green mold between the panes. Add the exterior dirt to all this and the purpose for which the domes were built is largely defeated... by dirt!

(Ed. note) Tidewater Service this summer; sometimes very good, sometimes not.

"Our state relies too heavily on the private automobile for transportation. The concept of modernized and expanded rail passenger service is a reasonable and necessary goal for the State of Ohio."

-- OARP testimony for H.B. 64,
State House, May 14, 1975.



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