



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

- \* CONSTITUTIONAL AMENDMENT GOES TO VOTERS!
- \* LET'S GIVE THE NATIONAL LIMITED A CHANCE,  
AND A CHANGE TO A MORE REALISTIC SCHEDULE!
- \* OHIO MAY GET NEW AMTRAK SERVICES SOON!
- \* CHESSIE IS BLAMED FOR RECENT RILEY PROBLEMS!
- \* GRAEME MacKEOWN NAMED HEAD OF O.R.T.A.

# THE 6:53

M A Y 1 9 7 6

issue 11 - thomas r. pulsifer, editor

RILEY LOSING FAVOR WITH RIDERS;  
 HOPEFULLY SITUATION WILL IMPROVE

Chessie, in late March, decided to pull the track out from under Amtrak's James Whitcomb Riley. Chessie gave up trackage rights over 2.9 miles of E-L track between Griffith and Hammond, IN, and this segment was abandoned on ConRail Day (April 1) along with the rest of E-L's mainline through Indiana. And nobody told Amtrak; forcing it to terminate the Riley at Peru, IN, starting April 1st, and bussing all the passengers to and from Chicago.

The bus transfer lasted until April 22nd, when an agreement was negotiated with trustees of the defunct E-L. The lease agreement was signed at an emergency hearing. The Riley began operating through again on the 23rd with Chessie crews and ConRail people manning interlocking towers, at no extra cost to Amtrak.

Amtrak looked into using GTW and B&OCT tracks to get around the E-L segment and into Chicago, but costs were prohibitive and further rerouting would have reportedly added up to 80 minutes to an already slow schedule. Rumor had it that the bus to and from Peru would "beat" the scheduled train time most of the days the transfer was in effect. And during the period provisioning and servicing of the train at Peru was reportedly inadequate.

(turn to page 3)

## OHIOANS TO VOTE AGAIN ON CONSTITUTION ISSUE

Voters in Ohio, who defeated Issue 8 last November, will get another chance in June. This time it's STATE ISSUE 2, and the language of the issue has been revised and made more palatable (we hope) to the voters.

The coordinated statewide campaign for the passage of State Issue 2 did not materialize so it's up al ALL OF US to do ALL WE CAN to promote this issue all across the state.

Again, we're suggesting letters - to - the - editor as perhaps the easiest and best way for our members to voice support. Members may wish to make up handbills, put up signs supporting Issue 2, or arrange for radio or TV spots promoting the issue. Any members having opportunities to speak before social or civic groups or clubs should arrange to speak up for State Issue 2.

(turn to page 3)

# VOTE YES ISSUE 2

"the 6:53" is the official publication of the OHIO ASSOCIATION of RAILROAD PASSENGERS, an organization supported through the dues and donations of its members and whose purpose is to coordinate efforts of concerned citizens to promote travel by train and to urge the improvement and expansion of rail passenger services in and through the state of Ohio. OARP welcomes new members (regular membership \$5 annually) and also appreciates receiving letters, news articles, and other materials. The ever-increasing volume of mail often prevents individual acknowledgement of materials submitted; but we THANK YOU just the same. Please write to OARP for a copy of our new illustrated brochure!

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OARP DIRECTORY ----- revised and corrected as of MAY 1, 1976

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ARE YOU WEARING AN OARP BADGE; identifying yourself to others as a proud member of one of our country's leading state rail passenger associations? OARP's quality metal badges are black-on-yellow, laminated, pin-on type. Still only 55¢ each (2 for \$1). Please enclose a 13¢ stamp for each badge ordered. ORDER YOUR OARP BADGE TODAY!

ORDER DIRECTLY FROM:  
 JOE SCHWIETERMAN  
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DON'T FORGET TO DO SOMETHING IMPORTANT ON JUNE 8th! VOTE YES for ISSUE 2!

OARP NEEDS TO PROMOTE ISSUE 2 (from page 1) ----

Our new PR chairman, Bob Goldstein, is arranging to have a professionally designed camera-ready ad made up for local use by ANY OARP member. If you want to use our ad we'll send you a flat copy as soon as it is ready for use. Just write OARP at Box 653, Xenia, OH 45385, or call Pres. Tom Pulsifer at 513-372-9868 any day between 4:00pm and 10:00pm.

On May 5, Pres. Pulsifer contacted 63 of our 298 OARP members who at one time or another indicated that they had either the time, resources or finances to do some active work for OARP. He has asked them to work locally in various ways to promote Issue 2 and has attempted to put these members in touch with each other in different localities so that persons might pool their resources in doing promotional work. Other OARP members who did not receive this 3 page mailing and who have the resources and willingness to do some active promotional work should contact OARP right away (address and phone listed above).

We need the help and assistance of ALL OARP members to support Issue 2. We must not let it fail again. We can do it, but we've got to get going!

CHESSE vs. THE RILEY (from page 1) -----

Chessie is still upholding its 50mph speed limit for Amtrak's new SDP40F diesels, saying that the locomotive design is responsible for three recent derailments of the Riley while on Chessie lines. Amtrak is presently running the Riley with older "E" type diesels (a move which has brought many rail-camera-fans trackside) so that the schedule can be met. Amtrak blames Chessie track for the Riley derailments. The battle is not over yet.

Chessie in 1976 announced a massive track rehabilitation program; yet recent accounts from some Riley passengers indicate extremely bad track conditions and many slow orders in force. One passenger thought his car actually derailed in the vicinity of Ronceverte, WV, one night; so rough was the ride!

Some OARP members who have ridden the Riley (and Mountaineer) recently have complained about vast inconsistencies of service and equipment. While on some days everything apparently moves well; there are days when several cars have no lights, a sleeper has no water, the diner has no menus, and the older E-units occasionally break down.

We hope both Amtrak and Chessie can overcome some of their differences and problems and help restore reliability to the Riley. Soon!

NOTE: No Riley stop at S. Portsmouth, KY, yet. Present stop there is for N&W crew change and no passengers may entrain or detrain.

THE RUMOR MILL HAS BEEN  
RUNNING MIGHTY STRONG

There have been an unusually large number of rumors regarding new Amtrak services for Ohio in the past month or so. Some of the "indications" have come from Amtrak sources. Nothing is official until it is officially announced by Amtrak (often at the last minute). Anyway, we may be stepping way out on a limb by doing this, but these are the RUMORS that we are somewhat inclined to put a little faith in:

Amtrak may try to trade off through Washington-Denver service and in its place establish a Washington-Cincinnati day train using Amfleet equipment; plus second Chicago-Denver train.

Second Chicago-Cleveland train (using Turboliners) may get under way in June.

Sandusky may get a flag-stop for the second Chicago-Cleveland train; probably not for the Lake Shore Limited, though.

Hint of added New York-Pittsburgh day train may lead directly to a change of schedule for the National Limited.

3-C Corridor is apparently high on list for future Amtrak service, but only under a 403-b plan with Ohio.

Second Chicago-Pittsburgh day train may get going in the fall; but might mean a shift of the Broadway to a routing via Cleveland and Toledo.

REMEMBER, THESE ARE ONLY RUMORS! But so often what we have heard as rumors have come true. We will see.

RIDE AMTRAK THIS SUMMER!

At the end of March, and upon consulting with NARP, OARP felt the time was right to launch a strong campaign to try and convince Amtrak that the present scheduling of the National Limited was not worth a hoot to Ohioans! The train is one of several routes which Amtrak will be appraising very carefully as it is one of Amtrak's biggest moneylosers. We felt that now was the time to provide constructive criticism and also attempt to gain Congressional support in favor of better service for Ohio. OARP believes that with a revised schedule, giving Ohio points better overnight service to and from the east coast cities, the National Limited will turn into a more successful Amtrak operation.

Our basic proposal calls for the National to leave Dayton and Columbus in the early evening hours, eastbound, with a mid-morning arrival in New York and in Washington. We call for the westbound train to leave New York or Washington around 5:30pm and arrive in Columbus at 6:25am and Dayton at 7:50am. This schedule would restore the attractiveness of this route for business travel. Right now, the schedule is not conducive at all to business travel. OARP is also calling for establishment of a station stop for the National in east-central Ohio, possibly at Dennison in Tuscarawas County, where the former PRR station is presently in usable condition for a passenger station stop.

So far, Sen. Taft has strongly backed our proposals for change, and for the stop in Dennison. Several newspapers in Ohio have well-publicized our case. We could use some fresh support (letters to Amtrak and to your Congressman) from our members who live along the National's route. Amtrak has replied politely. We think a change for the National may be in the wind sometime this summer, but they aren't saying anything official. We know for a fact that most of the Amtrak business out of Dayton and Columbus is to the east, and we believe these travelers deserve a realistic and relevant schedule! We have a few copies of our "proposal" left; first come-first served, should you be interested in seeing it. Other OARP members have submitted proposals also.

# GETTING MODERN RAIL PASSENGER SERVICE

## What YOU Can Do About It

Railroad passengers' experienced voice in Washington, D.C. belongs to the National Association of Railroad Passengers. NARP opened an office on "Capitol Hill" seven years ago; helped write the bill that created Amtrak and reversed passenger trains' downhill slide toward oblivion. NARP has been constantly on hand as Congress approved expansion and improvement of Amtrak's service over the reluctance of the Administration to make enough money available.

At this year's hearings on Amtrak's budget, NARP again was the only non-governmental defender of intercity rail passenger service. NARP challenged the misuse of statistics by bus interests and a hostile Administration, while reminding Congress that the "fair test" of rail passenger service has yet to begin. NARP is also pressing Amtrak to improve its service and efficiency.

NARP needs your help. Increased membership means a stronger voice for rail passenger service. Join TODAY!

OARP653

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. Enclosed is \$10 for a year's membership, which includes a membership card and monthly newsletter.

Name \_\_\_\_\_

(Please print) Address \_\_\_\_\_

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

#### WILLARD EDSON APPOINTED COORDINATOR

OARP Pres. Tom Pulsifer has announced the appointment of Toledoan Willard B. Edson as our new Regional Coordinator for the Northwestern Ohio Region. Willard is well-known in the Toledo area, being very active with local rail endeavors and with civic projects. He succeeds Rick Priest who is now working with Amtrak at the telephone reservation bureau in Chicago.

Willard Edson's address is 1008 Eton Road, Toledo 43615; 536-0643.

#### OARP's SOUND/SLIDE SHOW AVAILABLE

Our 25-minute narrated slide show on passenger rail in Ohio is now available for use locally by any OARP member. All you need to provide are a slide projector (carousel type), a cassette tape player, and an audience. Plus you must be willing to pay the cost of postage and insurance both ways. OARP's slide presentation discusses what OARP is and what it does, Amtrak services in the state, why passenger rail is a desirable transportation mode, and outlines some concerns of today and what we are attempting to do about them.

For more information, or to arrange to borrow the slide show, please write or call OARP Pres. Tom Pulsifer at Box 653 in Xenia, 45385. Call 513-372-9868 (best between 4:00 and 10:00pm).

To our knowledge we are one of the first rail passenger organizations to make a slide presentation available in this way.

#### OARP RAIL TRIP REPORT FORMS AVAILABLE

Thanks to OARP member Steve Avakian, we now have a very comprehensive, yet easily completable, form available for members to use in reporting on any rail trips they take. These rail trip report forms will be used by OARP to document needs for rail passenger service improvements as well as to cite examples of outstanding services rendered to passengers giving credit where credit is due. OARP will forward photocopies of completed reports to Amtrak on a periodic basis. The forms handle criticisms in a positive way, requesting brief suggestions for improvements whenever a passenger finds service not measuring up to his or her expectations.

All members who make rail trips are asked to take a few moments and fill out one of these forms, sending it back to OARP for our report file.

We'll send you four copies (more if you ride a lot) if you'll just drop us a note to Box 653, Xenia, OH 45385.

#### TURNOUT LIGHT BUT MEETING WORTHWHILE

Only ten OARP officers, chairmen, coordinators, and members came to the April 24th OARP meeting in Marysville at the 1st English Lutheran Church, yet those who attended termed the meeting a success. No official business meeting was held. This get-together was solely for the purpose of communication among OARP's key people, especially those members who can take an active role in the work of OARP. Main topics of conversation were the promotion of State Issue #2 and the future of the Cleveland-Youngstown commuter train.

#### GARNER ACTIVE ON CT-STC PLANNING COMMITTEE

Coordinator, Ron Garner, is taking an active role on the Planning Committee for the Cincinnati Tri-State Transportation Conference, slated for February 1977. Transportation facilities and services (including passenger rail) will be the subject of the Conference, theme of which is expected to be "How Do We Go From Here". Sessions and speakers will focus on plans and proposals currently under development in the Cincinnati Tri-State area.

-- OARP's Cincinnati/Southwestern Ohio Regional Co-

#### SUMMER MEETING

-- OARP's Mid-Summer Meeting will probably be held on a Saturday in July (the 17th is a likely date) at a location in the greater Columbus area. Our July issue of "the 6:53" will carry full details and confirm the date and location.

## THE O.R.T.A. GETS A DIRECTOR, BUT NO HOME

Graeme MacKeown of Marysville has been named the new executive director of the new Ohio Rail Transportation Authority. But MacKeown, an office secretary, and a telephone are still looking for a permanent home in Columbus. Early in April the O.R.T.A. was moved from the Ohio Departments Building on Front Street to a cubbyhole in the new State Office Tower on E. Broad Street. At the end of April we learned that the new agency had been "evicted" from the Tower and that temporary space was arranged in the Neil House on High Street. Monies from the general fund were appropriated to get the new rail authority operating. We expect to be able to report more fully on the O.R.T.A. in our July issue. Mr. MacKeown is a man we will want to get to know fairly soon as he has announced that very soon a small staff will be employed to begin work on plans for high-speed rail passenger service in the 3-C Corridor, also the Toledo-Cleveland-Youngstown Corridor.

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QUOTES WORTH NOTING: "Outside the Persian Gulf, the Free World (generously defined) has in its whole exploration history found only four petroliferous basins having recoverable reserves of oil large enough to satisfy a single year's global demand today."

-- F. K. North; Carleton Univ., Ottawa

"The world will run out of oil sometime in the next century, and the only way to move goods and people across land will probably be by rail."

-- Henry Sampson, editor, in Preface to Jane's World Railways, 16th edition.

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## CONRAIL SAVES SOME OF OHIO'S TRACKS ---

Ohio DOT Director, Richard Jackson, announced in late March that the FRA had accepted Ohio's ConRail Plan, thus qualifying 885.5 miles of track for federal subsidy. Even with ConRail participation, however, Ohio will have 549 miles less track and an estimated 2,348 fewer car loadings.

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## HELP KEEP OARP HEALTHY AND STRONG!

-- by UPGRADING your membership classification if can possibly afford to.

-- and by RENEWING PROMPTLY!

## WILLIAM COLEMAN GETS SOME ENEMIES

Secretary of Transportation, William T. Coleman, Jr., still calls Amtrak a "mistake" and says he would rather spend Amtrak's federal subsidy on rail freight.

Coleman's recent "bad-mouthing" of Amtrak has not set too well with proponents of rail passenger service, OARP included.

Speaking to journalists in Washington in mid-April, Coleman stated that, "Other than in the Northeast and a few other places, Amtrak just doesn't make sense. The Cincinnati - Columbus - Cleveland corridor might be a second place where Amtrak would be feasible, or any other route between two cities where there is a high population along the corridor. This may be a rather unpopular position, but I would rather take their subsidy and put it into rail freight. Amtrak's operation should be looked into."

While OARP agrees that there are obviously some areas of Amtrak's operations that do warrant some upgrading and study, we think that Coleman's approach is ill-advised, too critical and much too negative. It appears that he has not been schooled in the decided advantages of the modern rail transport mode, not just for the corridors, but also for the commuters, and the long distance travelers.

We also understand that an anti-Coleman wave of sentiment is building up in Congress, especially among the increasing number of Congressmen who see the need for modern rail passenger transportation and who disagree strongly with Mr. Coleman's recent stand against Amtrak.

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TUESDAY, JUNE 8th, 1976:

REMEMBER TO GO AND VOTE!

AND VOTE YES FOR STATE ISSUE 2!

AND BE SURE TO DO WHATEVER YOU CAN

TO SUPPORT THIS IMPORTANT RAIL

ISSUE AND URGE OTHERS TO VOTE

FOR IT ALSO!



MENTOR WANTS EASTSIDE CLEVELAND STOP

----- by Al Mladineo

Mentor, Ohio, is ready to get into the railroad business. Rodg Sillars and I will help Mentor City Manager Arthur Dickard coordinate local efforts. Dickard feels that Amtrak economized with Cleveland's Lakefront Station location and he is prepared to offer Amtrak a station site in his community.

The long wait for the final disposition of Cleveland's Amtrak station came on April Fool's Day. It is tragic that Cleveland Union Terminal, at the hub of the local transit system, could not be used. But it is unreasonable to expect Amtrak to move against the Mayor, who favored the lakefront site, and to incur the heavy financial costs associated with the use of the Union Terminal. Congressmen Stanton, Stokes, and Vanik were attempting to obtain federal funding to convert the Terminal into an intermodal transportation center. A survey conducted by Cleveland area OARP members found that passengers using Amtrak's Lakefront Station complained about the on-time performance first, and secondly about the station location. All passengers stated they could put up with an improved modular facility as long as Amtrak would use the money to return to the Terminal, even if it takes ten years. Amtrak chose to ignore this and went with the Mayor. Railroad management sources unofficially indicate that this move was precipitated so Amtrak would never be able to return to Cleveland's Union Terminal. The Cleveland Press reported that "if Amtrak eventually moves into the Union Terminal, its \$700,000, air conditioned station to be built west of E. 9th Street will become an annex for City Hall, according to Nick DeVito, assistant law director who drew up leases for the lakefront facilities." It is the opinion of many that Amtrak will come out on top.

ConRail / Cleveland-Warren-Youngstown

|       |       |                       |       | One-         |
|-------|-------|-----------------------|-------|--------------|
|       |       |                       |       | way          |
| 28    | ----- | M thru F, ex Hols     | ----- | 29           |
| 5:20p | 0 Lv  | CLEVELAND (C.U.T.)    | Ar    | 7:40a \$ .00 |
| 5:29p | 3     | E. 55th & McBride     |       | 7:32a --     |
| 5:40p | 8     | Shaker Hts. (Lee Rd.) |       | 7:21a --     |
| 5:45p | 10    | North Randall         |       | 7:16a --     |
| 5:52p | 16    | Solon                 |       | 7:10a --     |
| 5:59p | 20    | Geauga Lake           |       | 7:02a --     |
| 6:06p | 23    | Aurora                |       | 6:56a \$1.95 |
| 6:17p | 30    | Mantua                |       | 6:45a --     |
| 6:24p | 34    | Jeddoe                |       | 6:38a --     |
| 6:30p | 36    | Garrettsville/Hiram   |       | 6:31a --     |
| 6:51p | 52 Ar | WARREN                | Lv    | 6:12a \$4.40 |
| 6:59p | 57    | Niles                 |       | 6:02a --     |
| 7:10p | 66 Ar | YOUNGSTOWN, OH        | Lv    | 5:50a \$5.55 |

ConRail now operates the Cleveland "commuter" train formerly run by the E-L. The train is safe until October 1st. Then, if it is to continue, it will have to be subsidized. All the State of Ohio, or any public agency, has to do to get 100% federal subsidy for the balance of ConRail "year one" is to sign a contract and act as conduit to ConRail. Similarly, "year two" could mean 90% federal subsidy if the agency acted. Thus it works out to be a gradual drawing into the process for the local agencies,

Unreserved coaches/no checked baggage service. Above information is the latest available to OARP, but is subject to change.

the best federal policy we could have hoped for. OARP believes that this rail passenger service should continue and eventually tie in with plans for Cleveland-Youngstown-Pittsburgh intercity service. We have communicated our position in this regard to both the O.D.O.T., P.U.C.O., and to O.R.T.A.

SHORT LINES: On April 15th, the National Limited (#30 eastbound) encountered a ConRail freight derailment at Casey, IL. #30 backed thirty miles to Effingham, headed north on the ICG, back onto ConRail at Mattoon. Then a diner crankshaft broke, plus a wheel problem on a coach limited the speed to 15mph until the car could be set off at Indianapolis. The train left Dayton at 10:12am, nearly eight hours late, and headed to Columbus via the Springfield line. New York arrival was reportedly around 2:00am! -----  
 -- We have heard that Amtrak will receive full (or close to full) funding.

## CONRAIL BEGINS -- UNCLE SAM ASSUMES MAJOR ROLE IN RAILROAD OPERATIONS IN U.S.

For better or worse, ConRail is now with us. Supporters have hailed this as a "new era for unfettered railroading" and as "a solution for the regulatory problems and surplus facility situation in the Northeast". Critics have said it is "the most dramatic step toward socialization ever taken". Come what may we now have one giant rail system blanketing the industrial heartland of the United States. Major competition is provided by Chessie and by the N&W. The transition was well-planned and went smoothly.

Without the Southern and Chessie System's planned purchases, ConRail will be 17,000 miles long, operate in 15 states, and utilize portions of the PC, RDG, LV, E-L, CNJ, L&HR and Ann Arbor. ConRail expects revenues of \$3.3 billion and losses of \$359 million in its first year. In Ohio, P&LE gained trackage rights over the former NYC line north from Youngstown to Ashtabula where it will serve the lakefront docks and interchange with the N&W. N&W acquired 112 miles in five states. Its major purchase was the 98 mile former PRR line between Cincinnati and New Castle, IN, which will form part of a short-cut main line trimming 130 miles from St. Louis - Norfolk schedules. DT&I gained trackage rights between South Charleston and Cincinnati via Xenia and Dayton and now operates two freights a day each way, using its own crews, interchanging with the Southern and L&N in Cincinnati.

Amtrak passenger service through Ohio over ConRail lines remains the same as it was prior to April 1st. As we reported in our last issue, the National Limited still operates between Dayton and Indianapolis via Richmond and will probably remain on this routing through this summer. In letters to ConRail, OARP has strongly urged a reconsidering of the plan to sever this main line in Indiana; urging that it be retained as a high-speed rail route for both freight and passenger rail traffic. ConRail has retained this routing for through freight movements (and Amtrak) for up to one year and indicated in a reply to OARP that this particular line was one of several that would be re-studied. OARP is not convinced that the proposed Dayton - Cincinnati - Indianapolis routing of the National Limited (announced by Amtrak last August to take place at some time in the future) is wise.

ConRail has been hard at work at many locations, utilizing 304 units of track machinery to speed rehabilitation of its lines. Plans call for 727 miles of welded rail and installation of 4.1 million ties by the end of 1976. OARP members report that sections of track already upgraded by ConRail look the best they've looked in many years, with new ties, new ballast, new rail and straight-as-an-arrow alignment. This will mean faster schedules and a much smoother, more comfortable, ride for Amtrak trains as well as freights.

OARP is concerned, however, that the closing of the former E-L main line west of Marion is putting six to eight extra freight movements daily onto the already congested Lake Shore route across northern Ohio. OARP members who ride Amtrak's Lake Shore Limited will be watching very carefully to see if the additional freight traffic will adversely affect the operation of the Lake Shore Limited.

With the issuing of new Amtrak East - Midwest timetables on April 25th, the schedules of the Broadway Limited, the Lake Shore Limited, and the National Limited (which use all-ConRail routings through Ohio) remain unchanged. It is indicated to us that some upgrading of these schedules, to reflect recent track improvements in Ohio, may come about in mid-summer.

OARP joins with many others in the transportation industry in wishing ConRail well. We cannot afford, nor tolerate, another "Penn-Central" failure.

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VALPARAISO GETS BROADWAY STOP -- Effective April 25th, the Broadway Limited began making regular station stops at Valparaiso, IN, 44 miles east of Chicago. Westbound, the stop (to discharge only) is at 9:20a; eastbound (to receive only) stop is 4:25p.



## OKI STUDIES SCENIC RAILROAD PROPOSAL

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) recently began preparation of a plan for possible use of the abandoned Little Miami Railroad. Potential uses would be for a scenic railroad, a hike or bike trail or other use compatible with the Little Miami scenic river corridor concept. The study also includes the possible shared use of the Norfolk & Western line running east through Clermont County for a scenic railroad and the existing freight service.

A report prepared by the Ohio Department of Transportation, which was submitted to the Federal Railroad Administration, includes recognition of the unique status of the Little Miami line, because it parallels the scenic Little Miami River. In addition, the line offers an alternative routing accessing Cincinnati, and commitments have been received to purchase it, if this purchase is possible, by paying 30% of the purchase price under the federal subsidy program.

OKI staff members who recently inspected the Little Miami Railroad right-of-way found generally good conditions. The present rail is heavy and little needs replacement. Ballast, bolts, and joints are also in generally good condition. It was estimated that weed control cost would be approximately \$200 per acre, and that approximately 25% of the ties (22 ties are required to support each 39 foot section of rail) would need to be replaced in the first five years of operation; half of those would need replacement during the first year, at a cost of approximately \$27 per tie. The steel bridges require paint and the relatively minimal amount of rail that requires replacement would cost approximately \$425 per length.

The OKI staff, encouraged to find the relatively good conditions, is optimistic about potential scenic railroad implementation.

OARP member William F. Sprague, head of the newly formed Railway Exposition Company in Cincinnati, is interested in operating a scenic railroad on this line.

## QUOTE WORTH NOTING:

"Opponents of Amtrak have argued that the System is competing unfairly with other modes of transportation because of its federal subsidy, which amounts to \$350 million this year. But this amount would buy only four or five cloverleaf interchanges on the interstate highway system. One highway interchange in the Bronx, NY, cost more than \$250 million!"

-- Al J. Kaletta, Amtrak's Chicago Regional Sales Manager, in an address to the Toledo Area Chamber of Commerce Transportation Luncheon, March 12, 1976, Toledo, OH.

## STEVE EVANS LAUNCHES "TRACK 4" -----

We have received the first two issues of Steve Evans' new publication, TRACK 4. Steve is urging Gulf Coast states residents to rally to the cause of better rail passenger services in the region. Steve is a former Ohioan, is still a member of OARP, and has a very strong interest in seeing improved Amtrak service linking the Midwest with Florida and other southern states. Any who wish to contact Steve may write him at 2124 Sound View Drive, Gautier (pronounced go-shay), MS 39553. OARP continues to wish Steve well in his efforts, and with his new TRACK 4!

## AMTRAK LOOKING HARD AT ELYRIA -----

Rev. Bob Wickens has informed us that Amtrak officials have contacted city officials in Elyria, conceding that high ridership figures in the city have prompted a closer look at the possibility of constructing a permanent and staffed station. A fiberglass shelter now serves as a waiting room for Amtrak passengers. City officials are desirous of improved station facilities in Elyria. Station improvements are also supported by Senator Taft as well as by OARP. Amtrak said that over 4,000 passengers used the Elyria station between October 31, 1975, and the end of February, 1976. It is indicated that urban renewal land, across the tracks from the existing Amtrak station, might still be available for the construction of a larger rail passenger station facility in Elyria.

## CANTON STATION IMPROVEMENTS CLOSER TO REALITY

OARP member Jim Weyrick reports that Amtrak passengers using the Canton station will soon be seeing long-awaited improvements. Amtrak reportedly took possession of the former Penn Central (PRR) passenger station on April 1st. Right now it looks like the old station will be completely razed. Amtrak's State and Local Affairs Officer, William J. Ehrig, has indicated that Canton will have a full-service passenger station in the near future. The Amtrak specifications call for a passenger lounge area for 50 people, two ticket windows, checked baggage area, parking for 25 vehicles, restrooms, and vending machines. Canton Mayor, Stanley A. Cmich, has expressed wholehearted support of the improvements in the facility. The City is presently finalizing station improvement plans with Amtrak.

## OARP EXTENDS BEST WISHES to two new rail passenger associations!

Howard Davy reported that the MINNESOTA ASSOCIATION OF RAILROAD PASSENGERS held a successful organizational meeting on January 25, and that their members were successful in helping bring about a last-minute reprieve of the state-subsidized ARROWHEAD (Minneapolis-Duluth) train through emergency funding.

John Perrin and Ken McFarling have notified us that an organizational meeting of the OREGON ASSOCIATION OF RAILWAY PASSENGERS will be held on May 22. This group plans affiliation with the Oregon Environmental Council.

## OHIO DELEGATES ATTEND NARP BOARD MEETING

All three NARP board members from Ohio, Dave Marshall, Al Mladineo, and Rev. Bob Wickens; attended the Spring NARP Board Meeting in Washington on Saturday, April 24th. NARP reports that its financial crisis has eased somewhat, but that it needs more members and increased contributions if it is to maintain and expand its vital role in speaking up and working for all rail passengers in our nation's capital. OARP is now working more closely with NARP on several concerns affecting Ohio. Ross Capon is now NARP's Executive Director. Orren Beaty is NARP's President.

## DAYTON UNION STATION CHANGES OWNERSHIP

ConRail took over ownership and operation of Dayton Union Station on April 1st. On that day the Dayton Union Railway Company went out of existence. Presently only the Amtrak ticket office and the ConRail Freight Sales Office occupy the facility.

## "WHITE ELEPHANT" FOR CINCINNATI

The City of Cincinnati, which now owns the historic Union Terminal property, may now be "stuck" with it. Ron Garner and Bob Goldstein report that Queen City Metro, SORTA, and the Cincinnati Board of Education are no longer interested in using the nearly empty facility. Amtrak, reportedly fed up with the lengthy hassle of negotiations, is committed to the eventual construction of a new rail passenger station and equipment servicing facility on a site just north of old C.U.T. Unless new occupants are found, the remaining Union Terminal structure could be razed.

## WORK TO BEGIN IN CLEVELAND

Construction of the new Amtrak Lakefront Rail Passenger Station in Cleveland was to have begun on May 3rd. The station facilities are presently using "modular" housing at the 400 E. Memorial Shoreway site. The station is also to get (by the end of May, we are told) an ARTS reservations-ticketing computer terminal, thus ending the time-consuming wait at the ticket counter which we criticized in the last "6:53". 90 other Amtrak stations nationwide are also slated to get ARTS computer terminals.

## PLANS PROCEED FOR COLUMBUS

We understand that, if plans can be properly finalized, the long-awaited demolition of the Columbus Union Depot and the construction of the new Convention Center will start this summer. A temporary Amtrak station will be located just east of the present station. The new Convention Center will house a rail passenger station and a parking garage with a section reserved for Amtrak patrons.

AMTRAK's DOMESTIC U.S.A. RAIL PASS will be offered through the summer peak travel season, but at higher rates and with much lighter restrictions on first-class reservations. Prices effective May 16th: \$250 for 14 days; \$325 for 21 days; and 30 days for \$400. After May 15, upgrading to first-class will only be permitted on a space available basis on board trains or not more than 30 minutes before departure time. As before, travel must begin within 15 days of purchase, Southern Railway is included, and no reservations may be made in advance of purchase. One could ride on the lower present rates through June 28 by purchasing the pass on May 15 and waiting until May 30 to use it. Al Michaud, Amtrak's Vice President/Marketing, reports that Amtrak is pleased with the current level of sales of the U.S.A. RAIL PASS (about 450 per day) and is considering lower off-season rates for this Fall.

THE NIAGARA RAINBOW is the new name for Amtrak's Empire State Express, and for the first time since the service began in the fall of 1974, this train will now handle local passengers (intra-Canadian) between Windsor, St. Thomas, and Fort Erie, Ontario. The Niagara Rainbow will stay on the same schedule of the Empire State Express.

AMFLEET EQUIPMENT is now regularly assigned to four Amtrak trains operating out of Chicago: the Illini (Chicago - Champaign/Urbana), the Shawnee (Chicago - Carbondale), the Ann Rutledge and the State House (Chicago - St. Louis). A new Amtrak daytime train operating this summer between Washington, DC, and Savannah, GA, the Palmetto, will also get Amfleet equipment.

AMTRAK's BOARD OF DIRECTORS has approved spending \$2.7 million to begin additional track upgrading on the Kalamazoo - Michigan City portion of its Chicago - Detroit route. Amtrak funds will be released contingent upon a supplementary grant from the State of Michigan. The track work will increase train reliability and eventually will allow for 79 mph operation on this segment.

THE SCHEDULE OF THE LAKE SHORE LIMITED, Boston - Albany section, was tightened considerably when new schedules took effect April 25th. Forty minutes has been shaved from the eastbound run; Boston arrival now being 3:40pm. The westbound Lake Shore now leaves Boston at 3:00pm, twenty minutes later than before. Train times at intermediate stations on the Boston - Albany line have been adjusted accordingly. The remainder of the route remains on the existing schedule.

AMTRAK's LAKE SHORE LIMITED continues to be one of the most heavily traveled trains in the System, according to the February ridership report released April 15th. The Lake Shore carried 16,876 riders in February, making it the fourth busiest long-distance route. On the other hand, the report also indicates that the Lake Shore had the worst on-time record of any long-distance train in the System. The New York section was on time 6.9% of the time. The Boston section did considerably better; 43.1% on time. An unusually severe winter and bad track are blamed for most delays.

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OARP is saddened to report the death of Amtrak Board Member EDWARD L. ULLMAN, in Seattle, WA, the morning of April 24th. Prof. Ullman was an outspoken supporter of improved rail passenger service and was one of three consumer representatives appointed to the Amtrak Board in April 1974. We quote from Rail Travel News' tribute to Prof. Ullman: "We will continue to picture Ed Ullman as last saw him; laughingly wiping the dust from our train window, as it prepared to pull away, so we might have a better outlook. That small act seemed to symbolize what he stood for. He will be sorely missed."

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"Issue 2 provides the constitutional amendment necessary to allow Ohio to proceed with plans for the revitalization, modernization and expansion of rail passenger and freight services in our state. We must look ahead, as most of our neighboring states have already done, realizing that greater reliance on railroad transportation

## OHIO ASSOCIATION OF RAILROAD PASSENGERS

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services is a sensible transportation policy. I urge you to vote YES on ISSUE 2 and to support this issue in any way possible during these weeks prior to the election on June 8th."

Thomas R. Pulsifer,  
President

Here is the official text of ISSUE 2 as it will appear on the June 8th election ballot in the State of Ohio:

### ISSUE 2

TO ADOPT SECTION 14 OF ARTICLE VIII OF THE OHIO CONSTITUTION.

TO AUTHORIZE THE STATE, LOCAL GOVERNMENTS, AND REGIONAL TRANSPORTATION AUTHORITIES TO LEND THEIR AID OR CREDIT TO FEDERAL CORPORATIONS SUCH AS AMTRAK AND CON-RAIL, AND TO AN AGENCY OF THE STATE TO PROVIDE RAILROAD TRANSPORTATION SERVICE WITHIN THE STATE;

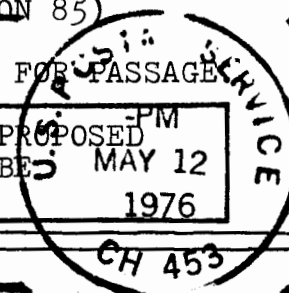
THE GENERAL ASSEMBLY IS AUTHORIZED TO PROVIDE PROPERTY TAX REDUCTIONS FOR PROPERTY USED TO PROVIDE RAILROAD TRANSPORTATION SERVICES AND TO REIMBURSE LOCAL GOVERNMENTS FOR THE REVENUE LOST AS A RESULT OF SUCH TAX REDUCTIONS.

~~TAX MONEYS MAY NOT BE USED FOR THE REPAYMENT OF ANY DEBT INCURRED FOR THESE PURPOSES.~~

(PROPOSED BY RESOLUTION OF THE GENERAL ASSEMBLY OF OHIO - HOUSE JOINT RESOLUTION 85)

A MAJORITY AFFIRMATIVE VOTE IS NECESSARY FOR PASSAGE

|                                     |     |  |
|-------------------------------------|-----|--|
| <input checked="" type="checkbox"/> | YES | SHALL THE PROPOSED AMENDMENT BE ADOPTED? |
| <input type="checkbox"/>            | NO  |  |



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