

ISSUE 16

THE 6:53

MARCH 1977

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

Thomas R. Pulsifer ---- Editor
Michael C. Fugate -- Assistant

MOUNTAINEER MAY END
OPERATION BY MARCH 25

On Sunday, March 13th, Amtrak posted notices in all stations served by the Norfolk - Cincinnati - Chicago Mountaineer (now operating with Amfleet equipment with no first-class sleeping car nor checked baggage service) that the two-year experimental status of this train ends on March 25th, 1977.

Secretary of Transportation Brock Adams must decide whether to order that the train be continued, allow the train to die, or to work with Amtrak to restructure the service. If the service ends, the through runs originating in Norfolk and in Chicago the 23rd will be the last.

NOTE: TO AMTRAK AUTHORIZED TRAVEL AGENCIES

Effective immediately OARP must end free distribution of "the 6:53" to you on a regular basis. To assure uninterrupted receipt of "the 6:53" by first class mail, do as quite a few of your fellow travel agents have already done, and join OARP!

Membership annually will not only bring you this informative publication every two months, but it will also help us to do more and indirectly help steer some business your way. Use the handy membership blank inside.

ALL OARP MEMBERS URGED TO VOICE SUPPORT FOR INCREASE IN CAPITAL FUNDING FOR AMTRAK ---- It's clear to almost everyone that, for one reason or another, Amtrak could not cope with the Winter of 1976-77. Rail passenger transportation just isn't the all-weather mode it used to be. Travelers will accept a day, or maybe two, when severe weather necessitates that the trains do not run. But 20, 30, or 40 days of annulments? No way!

The weather crisis has climaxed a serious situation with Amtrak. We believe quite frankly that although Amtrak wanted to fight back, it could not. Amtrak has been financially handcuffed for too long. Stop and think about what Amtrak inherited back in 1971. Then look where it is today. Yes, there is evidence of progress; but much of it is too little, or too late, or too politically motivated.

We still believe that modern passenger trains can be an answer to many of our transportation problems today. We still believe that we must have a dependable and reliable nationwide network of rail passenger service routes, concentrating in the metropolitan areas, yet reaching out sensibly to serve popular vacation/recreation areas as well. And we still believe that the day will come, perhaps sooner than we think, when energy crises will mandate the use of proven energy-efficient modern passenger trains for a significant amount of inter-city travel throughout the U.S.

Meanwhile, Amtrak must continue to put up with a shoestring budget, inadequate equipment, uncooperative railroads, and defeatist verbosity from (turn to page 3)

DIRECTORY of the OHIO ASSOCIATION of RAILROAD PASSENGERS ----- corrected to March 10, 1977

President	THOMAS R. PULSIFER	1751 Wilshire Drive, Box 371, Xenia 45385	513-372-9868
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Legislative Relations	DAVID S. MARSHALL	1024-A Courtney Drive, Dayton 45431	513-252-0481

REGIONAL COORDINATORS: Your local person to contact who represents the organization as a whole.

NORTHEASTERN REGION:

CLEVELAND AREA	BILL SNORTELAND	1367 Summit Avenue, Lakewood 44107	216-221-1722
AKRON-CANTON AREA	J. HOWARD HARDING	489 Overwood Road, Akron 44313	216-867-5507
ASHTABULA-CONNEAUT AREA	BILL HUTCHISON	5851 South Ridge West, Ashtabula 44004	216-969-1364
YOUNGSTOWN-WARREN AREA	G. DOUGLAS HUDSON	3981 Greenmont Drive, S.E., Warren 44484	216-856-2557

NORTHWESTERN REGION:

TOLEDO AREA	WILLARD B. EDSON	1008 Eton Road, Toledo 43615	419-536-0643
LIMA AREA	JOHN H. KELLER	721 Woodward Avenue, Lima 45805	419-224-9936

CENTRAL REGION:

COLUMBUS AREA	KARL J. GELFER	87 East Fourteenth Avenue, Columbus 43201	614-291-9246
MANSFIELD AREA	RICHARD A. FRY	P.O. Box 381, Bellville 44813	419-886-2875
HOCKING-SCIOTO AREA	DAVID LEBOLD	343 Lynwood Lane, Lancaster 43130	614-653-0721

SOUTHWESTERN REGION:

CINCINNATI AREA	ROBERT D. GOLDSTEIN	4 East Rochelle Avenue, Cincinnati 45219	513-861-2864
OHIO VALLEY AREA	RONALD D. GARNER	R.R. #2, Box 105, Mt. Orab 45154	513-444-3098
DAYTON-SPRINGFIELD AREA	JAMES W. LEWIS	3134 East Leffel Lane, Springfield 45505	513-325-4727

NARP REGIONAL DIRECTORS FROM OHIO:

DEAN E. DENLINGER	c/o Smith & Schnacke, 390 Talbott Tower, Dayton 45402	513-226-6527
ROBERT G. WICKENS	637 North Abbe Road, Elyria 44035	216-365-8231

HOW TO FIND THE STATION
 Our handy OARP station maps are available as follows:
 CLEVELAND - ELYRIA
 TOLEDO - LIMA
 DAYTON - COLUMBUS
 CINCINNATI - LOUISVILLE
 CANTON - CRESTLINE
 TRI STATE STATION - SOUTH PORTSMOUTH - HUNTINGTON
 ATHENS - CHILLICOTHE - PARKERSBURG
 INDIANAPOLIS - MUNCIE - RICHMOND
 MARION - PERU

Send us a stamped, self addressed business-size envelope for up to 4. Quantities: estimate the postage, we'll make up the difference.

TRAVELLING BY TRAIN?????
 It helps US keep informed on Amtrak train service if you'll fill out one of our OARP RAIL TRIP REPORT FORMS after each train trip you take. Periodically we pass along these reports to Amtrak.

We'll send you four if you'll send us a stamped self-addressed business size envelope.

RIDDLE-OF-THE-MONTH:
 What identifies you as an OARP member that is round, yet comes to a point?
 . badge
 no-uid OARP AN .ans

Order one for 55¢ or two for \$1 from member JOE SCHWITZTERMAN
 ROIFES ROAD - BOX 13
 MARIA STEIN, OH 45860

Please enclose 13¢ in postage for 1 badge, or 24¢ postage for two. (Also sold at meetings.)

SHORT LINES --- The new Amtrak rail passenger station (temporary) in Columbus is taking shape and may be open for business by the end of April.

We have learned that Caldwell Communications, Inc. accepted checks for subscriptions to "All Aboard - The Magazine of Amtrak", but has published nothing and has since left New York City leaving no forwarding address. Your OARP President as well as several OARP members sent in monies for subscriptions in good faith, but it's looking as if we've been ripped off. Unless the firm can be located and contacted, your Prexy intends to file a mail fraud complaint with the U.S. Postal Service in the next few weeks.

Amtrak will operate a 3,655-mile excursion from Birmingham, AL, to Portland, OR, via New Orleans and Los Angeles beginning April 13. The special passenger train will be hauled by SP steam locomotive #4449, the Lima-built "Daylight" engine which was brought out of retirement to haul the American Freedom Train. Starting March 8th, information on the schedule and fares can be obtained and reservations made by calling Amtrak's nationwide toll-free telephone numbers. After March 15th, Amtrak ticket offices and travel agents will have complete information available, including a detailed schedule for this once-in-a-lifetime trip.

The "grapevine" indicates that a rail passenger excursion powered by T&P 2-10-4 #610, rehabilitated for the American Freedom Train's tour through Texas, will operate over the SouRy. on June 6th from Cincinnati to Danville, KY, and return. But at this time we cannot confirm this news.

OARP's new ball-point pen, "All Aboard for Modern Trains -- Join with other Concerned Ohioans", will be sold at the April 16th Columbus Meeting.

OARP understands that, effective April 1st, the Riley will probably be rerouted in northwestern Indiana due to continuing difficulties in arranging to operate over 2 miles of former E-L package. Reroute, if necessary, will be from LaCrosse to Wellsboro on a C&O freight line, then west to Chicago on the B&O Akron-Chicago Division main.

SEE YOU IN COLUMBUS ON APRIL THE 16th!

(from page one) those who should know better.

Amtrak has clearly shown that it can succeed, given the proper support and funding. And we think that it is time to demand adequate support, especially financial support for capital improvements (new maintenance facilities, new equipment, new stations, etc.) which are clearly needed, and needed NOW!

NARP has acted, and your OARP President endorsed NARP's action. Your own NARP regional members (also members of OARP and MARP) have acted, even calling for an increase in funding over what NARP recommended!

Now we need individual members to voice their support of adequate funding for Amtrak, so it can go about doing what it is supposed to do, and do it right, and do it well. It's time to renew America's faith in passenger trains! And let's get going!

WRITE TO: PRESIDENT JIMMY CARTER
THE WHITE HOUSE
WASHINGTON, DC 20501
YOUR SENATORS (Glenn & Metzenbaum)
SENATE OFFICE BUILDING
WASHINGTON, DC 20510
YOUR CONGRESSMAN
HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
BROCK ADAMS, SEC'Y. OF TRANSPORTATION
U.S. DEPARTMENT OF TRANSPORTATION
400 SEVENTH STREET, S.W.
WASHINGTON, DC 20590

LONG PROMISED AMTRAK SERVICE IMPROVEMENTS FOR OHIO POSTPONED INDEFINITELY

Because of the many weather-related problems and especially the locomotive and passenger equipment shortage, Amtrak officials have advised OARP that planned service improvements are being postponed indefinitely. These include:

- the long-awaited second day-train between Cleveland and Chicago;
- the new Pittsburgh - New York train which would permit a major rescheduling of the National Limited to serve Ohio cities in daylight hours and restore overnight service to and from the east coast cities;
- establishment of service at Sandusky.

Station improvements at Crestline and Canton may also be delayed somewhat.

REISTRUP MEETS WITH RILEY ROUTE REPRESENTATIVES

On February 24th Amtrak's president Paul Reistrup and vice-president of government affairs Bruce Pike met in Washington with a group of Indiana Riley route representatives. Richard Simons of Marion (IN) and chairman of the Amtrak for Marion Committee reported to OARP on this meeting.

It was learned that Amfleet equipment will remain on the Riley. The sleeping car will be reinstated when such cars are adapted for use with Amfleet equipment, as is now done with the Night Owl on the Northeast Corridor.

Better timekeeping for the Riley is now possible since locomotive/trackage problems on the Chessie's New River Division (Hinton-Huntington) have been resolved. The use of Amfleet has eliminated the servicing stop at Peru. This does not affect the regular station stop.

Amtrak is studying the possibility of establishing a Riley route station stop in north-west Indiana.

Mr. Reistrup promised that when and if tracks again become available over the direct Cincinnati-Indianapolis-Chicago line, both that route and the C&O route will be re-evaluated as the result of an encouraging increase in ridership over the present route. He promised that the four Indiana cities on the C&O would have opportunity for discussion before any final decision is made. He stated that he saw no immediate track improvement, however.

It was also learned that the Riley schedule may be moved forward three or four hours in April, but the complete flip-flop idea has been dropped. And, according to Reistrup, the smaller revision is still under study.

The Indiana group also recommended an immediate look at rerouting the Riley through Hamilton and Oxford (18,000 students at Miami U.) now, rather than waiting for final C&O Cheviot Hill line abandonment. Reistrup agreed that this would be beneficial to the train and that it would be considered.

TRAIN - TRAVELERS NOTE: Amtrak is revising timetables on a route-by-route basis. Most of the schedule alterations we've seen so far are minor, except for a flip-flop of the Arrowhead and separation of the Lone Star from the Southwest Limited.

OARP ADVISES YOU that if you're working from ANY Amtrak timetable dated prior to February 15, 1977, BE SURE TO CALL ON THE TOLL-FREE NUMBER (800-621-0317 in OHIO) for information.

AMTRAK RESTORES LAST OF THE WEATHER - ANNULLED SERVICES

The last of the Amtrak trains which were suspended last month because of adverse weather conditions went back into service March 2nd with the restoration of the Shenandoah between Cincinnati and Washington, DC.

Amtrak was forced to suspend service on eight routes beginning January 19th because record-breaking cold weather had damaged hundreds of passenger cars and locomotives.

The routes, with service restoration dates, were:

Black Hawk	Feb. 1
St. Clair	Feb. 3
Illini	Feb. 9
Two of six Chicago-St. Louis trains	Feb. 15
Mountaineer	Feb. 17
Floridian	Feb. 18
Inter-American, St. Louis-Laredo	Feb. 22
Shenandoah	Mar. 2

The routes were restored one by one as freeze-damaged equipment was repaired by Amtrak mechanical forces.

Amtrak experienced most of its cold weather problems in Chicago where maintenance is performed outdoors. Amtrak will soon begin a \$6.8 million program to modernize its Chicago facilities as the first phase of a \$38 million project scheduled for completion by 1981

"RW30" FARES TO BE OFFERED ON LAKE SHORE, BROADWAY ROUTES

Amtrak has announced it will offer savings of as much as 25% with new 30-day round-trip coach excursion fares on the Lake Shore Limited and on the Broadway Limited from the 15th of March through May 31, except for travel starting March 31, April 1, and in the period between April 7 and 11 as these are traditionally peak travel days. Consult Amtrak agents for the details.

OARP - MARP - NARP REGION SIX MEMBERS ASSEMBLE IN TOLEDO

The weather was great, and the turnout was great, but the train was late! The Annual Meeting of Region Six of the National Association of Railroad Passengers was held in conjunction with the Midwinter Meeting of OARP and the February Meeting of the Michigan Association of Railroad Passengers on Saturday, February 19.

All sessions were held in the Commodore Perry Motor Inn in Toledo. A cool and clear day certainly was welcome after the snows and cold of a few weeks before, and this helped bring attendance close to 100!

Fourteen hardy souls came in on the Lake Shore Limited from Cleveland. The train arrived in Toledo at 3:30p having been delayed the night before by a derailment in Rhinecliff, NY.

Guest speaker for the afternoon NARP meeting was Amtrak's Vice-President of Marketing, Alfred A. Michaud. He spoke essentially on Amtrak's marketing procedures and the different ways by which it is attempting to bring travelers back to the rails.

All five members of the Board of the Ohio Rail Transportation Authority attended the days' activities, along with ORTA's Executive Director, Nat Simons, Jr. and Mark Randall from the ORTA staff. OhioDOT's new director, David L. Weir attended the afternoon NARP session.

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NARP REGIONAL DIRECTORS FOR 1977:

- JOHN DeLORA Grosse Pointe, MI
- ROBERT WICKENS Elyria, OH
- DEAN DENLINGER Dayton, OH
- RON VanderKOOI Grand Rapids, MI
- JOHN GUIDINGER Jackson, MI

Other candidates were Al Mladineo of Chagrin Falls, OH, and James Stevenson, Sr., of Youngsville, PA. Dave Marshall of Dayton, OH, asked that his name be withdrawn and in turn nominated former NARP Regional Director Dean Denlinger who was elected.

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The days' events received front-page coverage in the Toledo BLADE on Sunday the 20th. Interviews were conducted by several Toledo TV and radio personnel. News reports of the meet-

ings were aired and published in several other Ohio cities on the 20th and 21st.

In the morning OARP meeting, Pres. Tom Pulsifer brought members up to date on several items and concerns, some of which are reported on in more detail elsewhere in this issue. Members did vote to cease free regular distribution of "the 6:53" to Amtrak authorized travel agents (186 at last count) as a cost-cutting move. Pulsifer pointed out that several of these agencies had already joined OARP and would not be affected by the cut. Our treasurer's report showed OARP to be "in the black" but only by \$14,14! After Saturday's bills were settled, we had \$35 left over from the registration donations which we split 50-50 with MARP. OARP raised \$10 for postage stamps by selling off some of its accumulated surplus, outdated Amtrak timetables.

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The key action of the day was two-fold and took place in the NARP session.

The NARP members voted to urge Congress to appropriate \$1 billion over and above the present budget for new repair and maintenance facilities and new equipment for Amtrak, citing the fact that Amtrak performed very poorly during this Winter and citing the need for passenger rail service to become reliable and efficient on energy.

In related action the NARP members also voted to support increased or new Amtrak service, according to priority, on four routes serving the OH-MI-PA area.

First priority was given to a new Detroit-Washington train via the B&ORR route through Toledo, Akron and Pittsburgh. Second was the call for added service between Cleveland and Chicago on the Lake Shore route. Third was a proposed Cleveland-Louisville train via Columbus and Cincinnati and connecting with the Floridian and the Lake Shore as well as some of the other east-west routes. Fourth was a Detroit-Louisville train via Toledo and Dayton.

MARP Pres. John DeLora chaired the NARP session and led the rather involved discussion on the recommendations for new or increased Amtrak services.

The shortest distance between two points is a straight line; unless you are the head of Conrail! On the first of April, the shortest distance between Columbus and Indianapolis will get 23.8 miles chopped out of its middle! From that time onward, the shortest distance between those two points will be an option of routing either 1) over an already high-density double-track line which serves few enroute cities of any consequence or 2) over a combination single and double tracked line which serves several large cities but which has on one segment an over-abundance of freight traffic and on another segment unbelievably bad track! And very soon, Amtrak will be faced with a possibly difficult decision.

Conrail has posted notice that on the first of April service will be abandoned on that portion of USRA Line 633 between Cambridge City and Charlottesville, IN, the high-speed, double-tracked, block signalled former east-west mainline of the Pennsylvania Railroad across central Indiana, the present route of Amtrak's National Limited.

This action will undoubtedly prove to be the greatest disaster since the New York Central and Pennsylvania Railroads were merged back in 1968. Economical, efficient and reliable railroad service in the area will become a farce. This will rank with the infamous removal of 12 miles of direct main line track east of Rensselaer, NY, which has resulted in the time-consuming lengthy backup maneuvers of the Boston section of the Lake Shore Limited, a move that is known as the "Roger Lewis Shuffle".

The line in question has been a key main east-west line. Freight now transported over it comes from points on the East Coast and destined to points in the Southwest and on the West Coast. Key industries in the Dayton-Middletown-Cincinnati area, such as Frigidaire, Armco Steel, Procter and Gamble, and Delco Products, even several General Motors plants and subsidiaries, will be adversely affected as shipments will have to be routed miles out of the way, instead of running directly west from Dayton.

Freight traffic generated between Cincinnati and Dayton will have to be routed either by way of Buckeye Yard near Columbus, or via the busy Sharonville Yard at Cincinnati.

AS "the 6:53" GOES TO THE PRINTER, AMTRAK PEOPLE TELL US THAT THE NATIONAL LIMITED IS EXPECTED TO BE ALLOWED TO REMAIN ON ITS PRESENT ROUTE (thru Richmond) FOR AN "INDEFINITE PERIOD". THE MATTER HAS BECOME QUITE LEGALLY COMPLEX. BUT WE FORESEE AN EVENTUAL, UNFORTUNATE, PERIOD OF ROUNDABOUT REROUTINGS BEFORE SETTLING DOWN, ADEQUATELY, ON THE DAYTON-CINCINNATI-INDIANAPOLIS ROUTING.

Several railroaders have informed OARP that both yards are overtaxed with the present day shipments. And we learned it is not unusual for as many as seven freights to be "stacked up" on the main line tracks waiting their turn to get in to these busy yards. And we can believe that Amtrak trains will surely get stuck behind the freights often.

Conrail is routing some freight up the old Cincinnati Northern line from Carlisle Junction to Meekers, then west to Indianapolis. However, we have learned that the Union City-Indianapolis line now handles 56 daily trains. Think of what it will be like with a predicted additional 20 daily trains!

Conrail has indicated that they don't really want the National Limited on either the Union City line, nor the Dayton-Cincinnati line. And it is estimated that it will take 1½ years to rebuild the Cincinnati-Indianapolis line for 80 mph passenger service!

The Dayton-Richmond-Indianapolis line has been extensively upgraded in the past two years. There are extensive sections of continuous welded rail. The line was built as a high-speed mainline and it still is one today. OARP has opposed eliminating this route as a through route, although we do feel that rerouting the National via Cincinnati would provide greater passenger potential. And, although this line might be part of a future Columbus-Dayton-Indianapolis-Chicago passenger service corridor, Amtrak has indicated that they do not want to get involved in purchasing the 23.8 miles slated to be abandoned, just to preserve the through route for today's one train each way daily. But, come April 1st, something will have to happen.

COMPLETE TEXT OF NARP's MAILGRAM TO PRESIDENT CARTER AND DOT SEC. BROCK ADAMS

WASHINGTON, DC - Feb. 18: Mr. President, the National Association of Railroad Passengers played a key role in getting the Amtrak law written and passed in 1970, and has for over ten years worked as the leading nationwide consumer advocate for improving rail passenger service. Our work is supported only by our dues-paying individual members.

We believe that circumstances warrant a bold commitment by you towards improving the nationwide rail passenger network, making it a vital alternative for countless trips now made unnecessarily and uneconomically by automobile. This can save millions of gallons of fuel per day.

We ask you to support a major capital program for Amtrak. We understand your concern to limit your budget requests, but we urgently point out that a strong, new commitment to developing Amtrak's infrastructure (maintenance facilities, stations, rolling stock) is necessary now in order to improve the future efficiency of Amtrak.

We are grateful to you for the appointment of a Secretary of Transportation who recognizes the need for maintaining a nationwide rail passenger network. It was refreshing to read in The New York Times Secretary Adams' explanation of the reasons for a strong, efficient Amtrak: conservation of energy, protection of the environment, and preservation of mobility for many people.

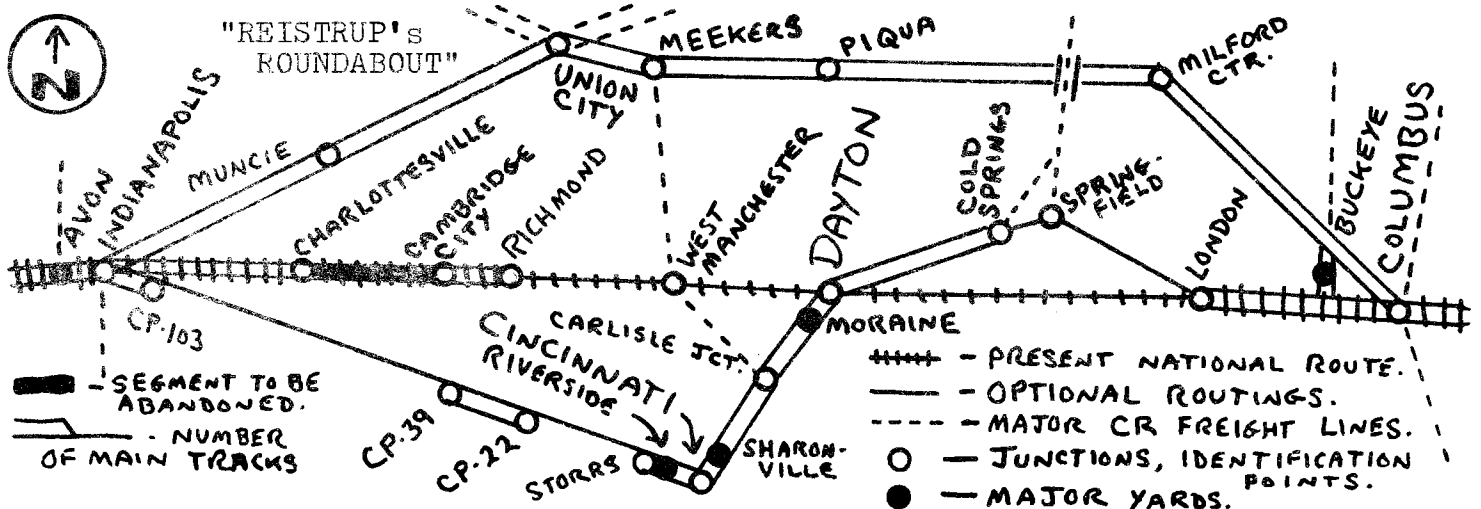
Amtrak has proven during its first five years that, even with limited funds and services severely limited in quantity and often in quality, it could reverse the previous rapid demise of the passenger train and bring significant numbers of people back to the trains.

But, during the past two months, instead of providing the all-weather reliability which the railroads once provided, Amtrak performed poorly. This has underlined the need for major capital investments so that, for example, heavy maintenance work in Chicago can be moved indoors.

We believe \$500 million for Amtrak's fiscal year 1978 capital program is a modest sum when compared with the benefits it could produce and when compared with sums which this nation continues to spend in increasing amounts on less efficient transport modes.

/s/ Orren Beaty, President of NARP

Endorsed by: Linda M. Billings, Sierra Club; Leonard Arrow, Environmental Action; Anne Wickham, Friends of the Earth; Rita Molyneaux, National Parks and Conservation Association; James M.S. Ullman, North East Transportation Coalition; Thomas R. Pulsifer, Ohio Association of Railroad Passengers; John DeLora, Michigan Association of Railroad Passengers; Paul Phillips, Washington Association of Railroad Passengers; Walter Diem, Florida Association of Railroad Passengers; Dr. M. D. Monaghan, Dallas City-County Amtrak Committee; W. O. Jones, South Eastern Transportation Coalition; and others.



MAINLINE STEAM PASSENGER EXCURSIONS IN OHIO THIS SPRING!

Our friends at Steam Tours, Inc. have announced a unique opportunity to enjoy an all-day Steam Train "Journey to Yesteryear". These trips are not the usual, short "amusement park" operation. Rather, they offer a full-size, 18-car standard passenger train pulled by one of the few remaining examples of latter-day super-power steam locomotives — ex-Reading 4-8-4 #2102, 400 tons of sight, sound and fury!

All facets of the excursions are planned to portray pre-World War II main line steam railroading are are designed to give passengers an enjoyable, memorable day. In addition to the steam locomotive, equipment includes old-time open-window cars, spacious reclining seat tour coaches and a snack-souvenir car.

On April 30th and May 1st, trains will leave the historic Erie station in Kent, OH, for Greenville, PA. The out-bound and return trips will be via two different routes — one through Warren, Niles and Youngstown, the other on a rural line bypassing the industrial centers.

On May 15th and 22nd, trains will leave Penn Station in Pittsburgh, PA, for Altoona via Conrail's spectacular main line up and over the beautiful Allegheny Mountains, culminating in the world-famous Horseshoe Curve! These trips will feature a real rarity — "doubleheaded" steam power, with 2-8-2 #4070 running in tandem with 4-8-4 #2102 as they team up to challenge the steep mountain grades.

Excursion operator is Steam Tours, Inc., an organization of volunteers who work without pay for the preservation, operation and maintenance of steam engine #2102. Proceeds from the sale of tickets are used to pay operating expenses and maintenance costs.

For brochures giving full details, write to: STEAM TOURS, INC., DEPT. 36, P.O. BOX "G", AKRON, OH 44305. Evening information phones are: Cleveland 216-226-3196 and Akron 216-688-0396 or 923-5584.

Steam Tours' trips have been sell-outs in the past so we advise making your arrangements early to avoid disappointment. By agreement with Steam Tours, Inc., whose activities help rekindle an interest in trains per se and thus advancing the objectives of OARP, OARP's brochures will be distributed on board the Ohio trips to all passengers.

SOME RIDERSHIP STATISTICS FROM AMTRAK

Passengers on and off at selected stations for the year 1976:

CLEVELAND	58,658
CINCINNATI	41,720
TOLEDO	33,834
South Bend	16,775
Erie	13,185
ELYRIA	11,672
COLUMBUS	9,942
DAYTON	7,499

Passengers on and off at Shenandoah Route Ohio stops, 10-31-76 through 12-31-76:

ATHENS	912
CHILLICOTHE	1,402

Amtrak's projected Shenandoah ridership for December 1976:

3,815

Actual ridership on the Shenandoah during December 1976:

6,061

Statistics courtesy of Joe Vranich, Sp. Rep., Public Affairs, Amtrak.

DON'T FORGET! OARP's ANNUAL MEETING & ELECTION OF OFFICERS; SATURDAY, APRIL 16 IN COLUMBUS!! PLAN TO ATTEND

AMTRAK's 1977 WALL CALENDAR IS AVAILABLE TO THE PUBLIC

In past years Amtrak has received requests for its calendar that exceeded the number produced. As you know, the cost of four-color printing is high and only a limited number were printed. Hence, many people were disappointed. This year, Amtrak has decided to offer its calendar for sale to interested persons. The 1977 wall calendar measures 24" x 33" in a vertical format and has the entire year on display. The top half features a full color painting of an F40PH diesel locomotive pulling a string of new Amfleet cars, painted by noted artist Gil Reid. The calendar is printed on heavy paper and the 16" x 23" painting can be cut off and framed.

TO ORDER:

Send \$3.50 plus Ohio state sales tax to

AMTRAK CALENDAR
c/o WESTERN FOLDER
850 W. FULLERTON AVE.
ADDISON, IL 60101

Shipped in sturdy mailing tube.

Get yours today!

ORTA IS NOW SEEKING INPUT FROM OARP AND YOU CAN BE OF HELP

SHORT LINES

The Ohio Rail Transportation Authority (ORTA) has entered into an agreement with Howard, Needles, Tammen and Bergener of Cleveland to study the feasibility of high-speed rail passenger transportation in Ohio. The plan, which ORTA is required by legislation to prepare, will consider rail passenger service linking Ohio's largest metropolitan areas on three routes:

Cleveland-Greater Akron-Columbus-Greater Dayton-Cincinnati
Toledo-Cleveland-Youngstown
Cincinnati-Dayton-Toledo

The scope of services for the Study is based on the premise that prudent expenditure of State funds for this work can best be achieved by performing a relatively brief study which will result in the development of preliminary plans with associated order-of-magnitude estimates of costs and revenues, and resulting feasibility analysis. This approach will enable ORTA to provide to the General Assembly sufficient information to enable it to consider whether the service improvements provided by the planned systems warrant the financial commitments of the State that would be required to achieve them. More extensive and detailed studies would be necessary prior to actually implementing the programs associated with the proposed systems.

Goals and objectives for the high-speed rail passenger transportation plans, potential passenger ridership, and preliminary criteria for evaluating the merits of alternative system concepts will be developed in carrying out the study. Simultaneously, all potential reasonable system concepts and associated route alternatives will be identified. These will be converted into preliminary cost estimates and patronage forecasts for the various concept/route combinations. From the results, an appropriate number of alternatives having greatest potential attractiveness will be selected for refinement and further evaluation. This process of analysis refinement and further evaluation will be repeated as may be appropriate in the light of evolving Study findings. Thus, the overall Study process will consist of successive evaluations to an increasing level of detail for a number of feasible alternatives.

It is the intention of ORTA to consider all views in the preparation of the plan. ORTA hopes that OARP will provide such viewpoints during the progress of the work. As the program progresses, the ORTA staff may contact OARP and individual members of OARP regarding possible contributions to the work.

ORTA's Executive Director, Nat Simons, Jr. has informed OARP that any member who has any questions relating to the study, or who has suggestions for areas of importance to be reviewed, or who believes they can provide significant input to the study, should contact Mark J. Randall, Chief of Planning, Ohio Rail Transportation Authority, Midland Building, Suite 704, 250 East Broad Street, Columbus, OH 43215, or call him at 614-466-5816. And do this very soon.

member; it is not enough to write ORTA and say, "Gee, but it would be nice to have a passenger train stop at Middletown again", or, "There ought to be a parlor car on every 3-C Corridor train". At this stage we need to support any statements with facts, figures, any and all data that we can muster.

We do hope that many interested OARP members will contact ORTA in this regard.

DUNGAREES FOR 30 and 31: The National Limited has been seen recently with a Conrail "Geep" freight diesel of the 3200 series at the head end followed by one or two Amtrak "E" passenger units. Use of these engines, though, has helped improve the time-keeping of the National Limited.

DAYTONIANS are getting ready to protest vigorously IF Amtrak finds it must route the National Limited via Union City, bypassing the Gem City. And... the word is that there's a move afoot in Muncie to push for a Union City routing with a station stop in Muncie! The battle may be just beginning.

AMTRAK has signed an agreement to lease two high speed, Canadian-built LRC trains with a unique tilting-body suspension system permitting operation around curves at higher-than-usual speeds.

BRIEF CHRONOLOGY OF THE WINTER THAT WAS - as reported to OARP by various sources

- 12-19 Burlington Northern restricts Amtrak SDP40 diesels to 40mph; Southern Pacific and Chessie soon follow suit.
- 12-31 EB Shenandoah derails at Independence, WV; locomotive and 1 car rerailed in 3 hours; train continues on to Washington.
- 1-3 Amtrak reaccommodates 900 at Chicago Union Station due to missed connections; later Amtrak announces that no connections would be guaranteed.
- 1-11 9 Amtrak trains averaging 2½ hours late leaving Chicago; EB Riley/Mountaineer annulled; Amtrak leases entire remaining fleet of UP E9's.
- 1-12 FRA and Chessie restrict the Riley to 30mph over entire New River Sub-division; WB Riley arriving Chicago regularly after 6:30pm; Southern Ry. FP-7's leased to replace SDP40's on C&O lines.
- 1-16 Temperature in Chicago averages -13! Switches freeze, water pipes burst, diesel fuel becomes jelled, water pipes in unheated cars freeze & burst!
- 1-17 -21 in Dayton, -25 in Cincinnati! WB Riley 3 hrs 45 mins late into Chicago; EB Riley/Mountaineer, National, Lake Shore and 14 other trains are annulled; EB Broadway leaves Pittsburgh 5 hours late, arrives NY almost 24 hours late; Amtrak trains with SDP40's restricted to 40mph on curves systemwide, restriction causing horrendous delays systemwide.
- 1-18 6" of ice covers ATSF Coach Yard in Chicago, all cars frozen in solid! Amtrak suspends service indefinitely on 8 lightly patronized routes, including the Shenandoah, Mountaineer and Floridian; the Riley converts to Amfleet cars in attempt to maintain service and schedule; EB National is over 3 hrs late at Pittsburgh; WB Broadway 8½ hrs late into Chicago; all baggage and lounge car service on the Broadway is curtailed indefinitely. National Limited is annulled for three days.
- 1-20 Amtrak and 3 other parties start joint investigation into SDP40 problems.
- 1-22 WB Lake Shore 8 hrs late at Buffalo, 9½ hrs late into Chicago.
- 1-23 Conrail freight wrecks in Ohio and Indiana delay the Broadway, reported 12 hrs late into Chicago; delay and reroute the National via Crestline, reported 15 hrs late WB at Dayton then annulled at St. Louis.
- 1-24 WB National is 10½ hrs late at Dayton.
- 1-26 WB Lake Shore reported stuck in snowdrift near Berea, Ohio.
- 1-27 WB National reported 8 hrs late at Dayton.
- 1-28 Conrail closes down portions of lines west of Pittsburgh for up to 3 days causing the Broadway, National, and Lake Shore to be annulled; no trains running west of Syracuse; 3 SDP40's buried in 25' snowdrift near Buffalo are dug out by National Guard; WB National running 19 hrs late at Dayton.
- 1-29 Lake Shore Limited is annulled indefinitely.
- 1-30 Equipment shortage causes National to originate at St. Louis EB.
- 2-1 WB Broadway due Chicago on 1-31 arrives at 11:00am, 24 hours late.
- 2-8 Lake Shore is reinstated but slow orders between Erie and Buffalo cause 4-6 hour delays to be common.
- 2-18 Amtrak leases 6 U36B's from Auto-Train Corp. for Floridian service.

BUT DESPITE JANUARY'S WEATHER PROBLEMS, AMTRAK REPORTS 3% RIDERSHIP INCREASE!

SHORT LINES: NARP founder Tony Haswell reportedly resigned as Passenger Service Director of the Rock Island in mid-February. ---- Engine designer Raymond Loewy is honorary chairman of a project to repaint electric locomotive 4935 in its original PRR livery by Friends of the GG-1, Philadelphia Chapter NRHS, Box 7302, Philadelphia, PA 19101. Donations of \$1 or more are welcomed. ---- Amtrak and Greyhound have announced interline ticketing and baggage handling to points on the Gulf Wind Route between Jacksonville and New Orleans. ---- Rohr Turboliners have replaced historic Alco PA's and conventional equipment on the Adirondack, and the schedule has been speeded up. Adirondack will get Amfleet equipment by Fall. ---- Conrail's Valparaiso locals may come off April 10th. Most CSS&SB "South Shore Line" service, except for a few Michigan City - Chicago rush hour trains, may end April 8th. B&O RR is expected to take over Conrail's Boston commuter service on March 13th.

OARP PREXY ELECTED SECRETARY OF ORTA BOARD

ORTA PRESS RELEASE: Feb. 7, 1977 - Thomas R. Pulsifer of Xenia has been elected secretary of the Ohio Rail Transportation Authority (ORTA) Board. ORTA is the state agency responsible for planning, administration and coordination of rail service throughout Ohio. Pulsifer is president of the Ohio Association of Railroad Passengers, editor of the organization's bi-monthly magazine, "the 6:53", and a member of the National Association of Railroad Passengers. A graduate of Wilmington College and Wittenberg University, he is an elementary music specialist in the Xenia Schools. He and his wife, Eloise, have a 14-month-old daughter, Bethany.

IF YOUR JANUARY "6:53" WAS LATE... We put the January issue in the mail the night of the 25th, less than 48 hours before most of Ohio got zonked by THE BLIZZARD. We found out that mail service to many points was delayed, or even annulled for a day or two. Then, along towards mid-February, we found that the Dayton P.O. had been holding fifty "6:53's" that either didn't get stamped or that the stamps came off. Usually they'll return such copies to Xenia a day or two after mailing. We remailed these, noting on each copy the date it was originally sent. Well... anyhow; it's been one h--- of a winter for most of us. So please forgive us. We'll tighten our quality control on mailing "the 6:53" so hopefully it'll get out to you when it's supposed to.

AND... Remember we're still an all-volunteer organization. Please allow 4-6 weeks for checks and memberships to be processed.

NATIONAL IS SHAFTE AT SHAFTON

Amtrak #30, the eastbound National Limited, derailed early Saturday morning, February 19, in the village of Shafton, PA, injuring seven of its 45 passengers.

The derailment occurred within sight of the Pennsylvania Turnpike. Ten cars and one of the two locomotives left the track but all cars remained upright.

Amtrak officials gave no immediate cause of the derailment, but stated that the train was traveling about 40 mph at the time.

One railroad employee was hospitalized in fair condition with lower back injuries. Six others were treated at local hospitals, then released.

THANKS to all who worked and helped out in connection with the February 19th meetings in Toledo: to John DeLora and MARP for making the arrangements; to Sue Marshall, Paul Bunting, Mike Fugate, Bill Gorschoff, Rich Sherwood, Jim Lewis, Willard Edson, and probably some individuals I've forgotten to mention, for helping with the registration table, setting up, moving tables, taking down, etc. at the meetings. We DO appreciate the assistance!

YES! I want to support your efforts to promote, improve and expand rail passenger services in and through Ohio. I understand my membership card will be sent to me in a few weeks; and that I will receive "the 6:53", OARP's newsletter, plus occasional special mailings to keep me informed of developments. I will notify you of any change in my mailing address.

My remittance for a year's dues is enclosed for the class of membership checked:

Regular \$5 Contributing \$10
 Participating \$25 Sponsor \$50
 Sustaining \$100

Please make your check or money order payable to the OHIO ASSOCIATION of RAILROAD PASSENGERS.

Mail to:
Ohio Association of Railroad Passengers
Post Office Box 653
Xenia, Ohio 45385

Name _____
Address _____
City _____
State _____ Zip _____

Comments: _____

I can work actively in OARP. Here is my phone number so you may contact me regarding projects etc.
() _____

Send me information about NARP, the National Association of Railroad Passengers, to which many OARP members also belong.

JOIN OARP! HELP SUPPORT OUR PUSH FOR MORE RELIABLE AND MORE DEPENDABLE PASSENGER TRAINS AS AN ANSWER TO SOME OF OUR PRESENT TRANSPORTATION PROBLEMS!

WANT A COPY OF OUR BROCHURE? THEN CHECK HERE ()

IF THIS IS A DUES RENEWAL, CHECK HERE ()

OARP ANNUAL MEETING AND ELECTION ♦

**IN
COLUMBUS AT
THE**

HOLIDAY INN - WEST
4601 West Broad Street
7 mi. from downtown on
U.S. 40 just west of
the I-270 interchange.

♦♦♦♦ 1:15 PM - SATURDAY - APRIL 16TH

REGISTRATION: \$1.00 donation to help defray expenses.
DISPLAYS / EXHIBITS in meeting room. Lunch on your own.
The REVISED & UPDATED OARP SLIDE SHOW will be shown.
PLAN NOW TO ATTEND! ----- Guests are welcome.

9:30am - Registration & Displays Open.

10:00am - OHIO'S PASSENGER RAIL PLAN - INFORMATION EXCHANGE & DISCUSSION

Members with an active interest in the proposed high-speed rail passenger service corridors in Ohio are invited to come hear about and discuss informally the passenger service plans. ORTA staff personnel and hopefully a representative from Howard, Needles, Tammen and Bergendoff (the consultant firm in Cleveland which is preparing the passenger study) will be present. This will be a good opportunity for our OARP people to meet with the people who are seeking input from metropolitan planning organizations and groups such as OARP.

11:45am - Lunch on your own -- Registration & Displays Open.

1:15pm - ANNUAL MEETING OF THE OHIO ASSOCIATION OF RAILROAD PASSENGERS
ELECTION OF OFFICERS

By request of several members, the revised and updated OARP SLIDE SHOW on passenger rail in Ohio will be shown.

2:30pm - GUEST SPEAKER: MR. FRED FRAYER, Amtrak Regional Sales Representative
for Northern Ohio

3:30pm - Adjournment.

"DOOR PRIZE" - an Amtrak 1977 calendar (donated to OARP) will be given away at the end of the afternoon session (name drawn from registration forms).

"the 6:53"
official publication
of the
OHIO ASSOCIATION OF
RAILROAD PASSENGERS
P.O. Box 653
XENIA, OH 45385

1977



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