

# NATIONAL, BROADWAY LIMITEDS TO GET MAJOR SCHEDULE REVISIONS !!

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One of OARP's major concerns ever since we came into existence in 1973 has been to work to get an improved schedule for Amtrak's National Limited through central Ohio points.

WELL, PEOPLE; WE'VE SUCCEEDED!

On April 24th the National Limited will begin serving Ohio stations in the daytime westbound and in the evening hours on the eastbound run!

OARP learned about the proposed new schedule on March 23rd and on March 31st the new schedule was officially announced by Amtrak.

In addition, the Broadway Limited has also been rescheduled to provide improved connections with all other Amtrak trains running between Chicago and the Northwest, West Coast, and the Southwest.

While the new Broadway Limited schedule will discourage travel by business travelers to the East Coast, an Amtrak spokesman advised OARP that according to a survey conducted by Amtrak, only 7% of the Broadway Limited's passengers were traveling on business purposes. Many Broadway passengers depend on connections with other Amtrak trains in Chicago.

The Broadway Limited will now serve its Ohio stations at night. Whether or not this will result in a drop in ridership remains to be seen.

On March 27th your OARP President sent a mailgram to Amtrak President Paul Reistrup as follows:

THE OHIO ASSOCIATION OF RAILROAD PASSENGERS IS IN TOTAL SUPPORT OF THE NEW SCHEDULE FOR THE NATIONAL LIMITED. IT IS OUR UNDERSTANDING THAT WHILE THE RESCHEDULING OF THE BROADWAY LIMITED MAY HURT RIDERSHIP AT OHIO POINTS, WE DO HOPE THAT WHEN CONDITIONS IMPROVE, THE BROADWAY SCHEDULE WILL BE IMPROVED. WE HOPE YOU WILL KEEP OHIO IN MIND WHEN PLANNING NEW AND EXPANDED AMTRAK SERVICES. WE FEEL OUR STATE HAS A GREAT POTENTIAL IN AMTRAK'S FUTURE.

We are told that Mr. Reistrup and V-P Harold Graham argued long and hard in favor of the improved schedule for the National Limited at the March 30th Amtrak Board Meeting.

Amtrak plans to significantly change schedules of sixty trains on April 24th due mainly to slow orders on bad track and the SDP40 locomotive restrictions on many lines.

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## THE 6:53

SPECIAL

EDITION - APRIL 20, 1977

**OHIO ASSOCIATION OF RAILROAD PASSENGERS**  
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BROADWAY, NATIONAL LIMITED SCHEDULE - APRIL 24

Bdway Ltd.	Natl. Ltd.	W.B.	E.B.	Natl. Ltd.	Bdway Ltd.
<u>41</u>	<u>31</u>	-read down	read up-	<u>30</u>	<u>40</u>
2:32p	6:10p	-Lv-NEW YORK....-	-Ar-	2:10p	4:17p
2r47p	6r25p	- -NEWARK.....-	-	1d54p	4d00p
3r27p	7:10p	- -TRENTON.....-	-	1:04p	3d15p
3r56p	7:38p	- -NO. PHILA....-	-	12:32p	2d46p
<u>441</u>	<u>431m</u>			<u>430t</u>	<u>440</u>
1:40p	5:45p	-Lv-WASHINGTON..-	-Ar-	2:15p	5:17p
--	5r58p	- -BELTWAY STA.-	-	1d59p	--
2r20p	6r30p	- -BALTIMORE...-	-	1d30p	4d33p
3r21p		- -WILMINGTON..-	-		3d32p
3r49p		- -PHILADELPHIA-	-		3d03p
4r22p	z8:07p	- -PAOLI.....-	-y12:07p		2d30p
5:07p	z8:52p	- -LANCASTER...-	-y11:17a		1:43p
5:40p	9:20p	-Ar-HARRISBURG..-	-Lv-	10:45a	1:05p
<u>41</u>	<u>31</u>			<u>30</u>	<u>40</u>
5:45p	9:26p	-Ar-HARRISBURG..-	-Lv-	10:40a	12:52p
6:08p	9:43p	-Lv-HARRISBURG..-	-Ar-	10:25a	12:32p
--	10:47p	- -LEWISTOWN...-	-	8:58a	--
--	11:24p	- -HUNTINGDON..-	-	8:18a	--
--	11f53p	- -TYRONE.....-	-	7f49a	--
8:30p	12:19a	- -ALTOONA.....-	-	7:32a	9:55a
9f35p	1:13a	- -JOHNSTOWN...-	-	6:27a	8f45a
--	1f59a	- -LATROBE.....-	-	5f40a	--
--	2f10a	- -GREENSBURG..-	-	5f29a	--
11:25p	3:09a	-Ar-PITTSBURGH..-	-Lv-	4:37a	7:00a
1:43a		- -CANTON.....-	-		3:58a
3:42a		- -CRESTLINE...-	-		2:07a
5:10a		- -LIMA..... ET-	-		12:32a
5:18a		- -FT. WAYNE CT-	-		10:15p
7d20a		- -VALPARAISO..-	-		8r30p
7d45a		- -GARY.....-	-		8r05p
8:30a		-Ar-CHICAGO.....-	-Lv-		<u>7:30p</u>
	7:55a	- -COLUMBUS....-	-	11:50p	
	9:47a	- -DAYTON... ET-	-	9:50p	
	9f51a	- -RICHMOND. CT-	-	7f45p	
	11:25a	- -INDIANAPOLIS-	-	6:35p	
	1:10p	- -TERRE HAUTE.-	-	4:15p	
	2:20p	- -EFFINGHAM...-	-	3:05p	
	5:00p	- -ST. LOUIS...-	-	1:05p	
	5:50p	- -KIRKWOOD....-	-	12:05p	
	7:53p	- -JEFFERSON CY-	-	10:07a	
	9:08p	- -SEDALIA.....-	-	8:55a	
	9f42p	- -WARRENSBURG.-	-	8f17a	
	11:05p	-Ar-KANSAS CITY.-	-Lv-	7:00a	

a - am. p - pm. f - flagstop. d - stop to discharge passengers. r - stop to receive passengers. m - Mon-Wed-Fri; other days use Metroliner connection to N. Phila. t - Tue-Thu-Sat; other days use Metroliner connection from N. Phila. y - Lancaster and Paoli served by #30 daily. z-- Paoli and Lancaster served by #31 daily. Trains operate daily unless noted otherwise.

NOTE: The above timetable based on information available to OARP, but subject to change!



AMTRAK TRAIN

SPRINGFIELD, DENNISON, NEWARK SCRUTINIZED FOR FUTURE SERVICE

With the announcement from Amtrak that the National Limited would soon be providing more attractively scheduled service to Ohio, a renewed interest has come about in adding station stops at Springfield, Dennison and Newark to the National Limited. Local citizens, some of them OARP members, are already at work, urging local governments to provide funding for station improvements. Springfield's City Commission has already expressed interest in getting Amtrak service. Amtrak has indicated that if things can be worked out with the communities involved, and with Conrail, the new station stops might come about by this Fall. We hope so.

AMTRAK HIKES USA RAILPASS FARES

Effective May 16 thru August 31, 1977, prices of Amtrak's popular 14-day USA RAILPASS will rise from \$165 to \$290. The 21-day pass will go from \$220 to \$365 and the 30-day pass will jump from \$275 to \$450.

This Summer Amtrak expects a significant overall ridership increase.

# OARP — NEWS

HOW TO FIND THE STATION MAPS -- Three of OARP's handy station maps have been updated and reprinted in a new format (on  $3\frac{5}{8}$ " x  $8\frac{1}{2}$ " card stock) which we have found is really less expensive to print than the traditional folder-format we've been using. The newly revised maps are for CANTON, CRESTLINE, and LOUISVILLE (KY). We've also reprinted and made small corrections in the ATHENS, CHILLICOTHE, PARKERSBURG map folder and have an adequate supply of these maps now available. As before, we will send you the maps free of charge; but you

must send us a stamped, self-addressed, long (business-letter) size envelope. We estimate 4-5 maps in one envelope for a 13¢ stamp. On quantities, try to estimate the postage; we'll make up the difference if necessary. We have in stock maps for: CLEVELAND-ELYRIA, TOLEDO-LIMA, DAYTON-COLUMBUS, LOUISVILLE, CANTON, CRESTLINE, CINCINNATI, ATHENS-CHILLICOTHE-PARKERSBURG, TRI-STATE STATION-HUNTINGTON-SOUTH PORTSMOUTH, MARION-PERU, INDIANAPOLIS-RICHMOND-MUNCIE.

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DID YOU SUBSCRIBE TO "ALL ABOARD"? -- Any OARP member who sent a check to the Caldwell Communications, Inc. for a subscription to "All Aboard - The Magazine of Amtrak" is asked to send a photocopy of your cancelled check as proof of subscription to OARP as soon as possible. Here's a portion of a letter OARP received recently from Bud Brettelle, Sales Promotion Manager for Amtrak:

"Caldwell Communications, a reputable publisher of inflight, onboard and hotel room magazines, who had been in business for eleven years, suddenly went bankrupt in early February of this year. This occurred right on the brink of their going to press with the first issue of our "All Aboard" magazine, and we regret the negative reaction that has developed on the part of subscribers to the magazine since that time.

"No rip-off was intended at anytime in this venture. Amtrak still intends to have "All Aboard" published by a first-rate publisher as soon as possible. Present target date for the first issue is this June.

"If you and the OARP members who subscribed to this magazine would care to continue to maintain this status, we will honor your subscriptions when we finally publish the magazine. In fact, I would appreciate your sending me a list of OARP members who did subscribe. If you would prefer a refund of your subscriptions, we can arrange for this to be done.

"We regret the inconvenience and concern that this delay has caused you and your members."

-- Bud Brettelle

OARP plans to forward the photocopies of your cancelled checks to Mr. Brettelle on or about the first of June. OARP will assume you want the magazine unless you designate "REFUND" somewhere when you send the photocopy of the check. We are very grateful to Mr. Brettelle and to Amtrak for their willingness to "make things right" even though the failure of Caldwell Communications was at no time the fault of Amtrak.

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BEECH GROVE, ANYONE? -- Several OARP members have expressed an interest in arranging a group visit to Amtrak's Beech Grove Car Shops near Indianapolis. We are right now trying to get information and details so we can put such a trip together, including a round-trip ride from Columbus or Dayton to Indianapolis the rescheduled National Limited. At this point it looks as if such a visit would have to be made on a WEEKDAY (due to the shops work schedule) and for reasons of safety children may not be permitted. If YOU would be interested in a visit to Beech Grove, if it can be worked out, please send OARP a postal card with your name, mailing address, and phone number so we can contact you directly with the details.

CAN YOU HELP OUT AT THE STATE FAIR?

Although at this time nothing is at all definite, it has been indicated that OARP may be asked to help staff railroad exhibits again this year at the Ohio State Fair in Columbus, the last week or so in August through Labor Day.

Last year, as you recall, we helped Amtrak with their exhibit in the Transportation Building and in return they allowed us to make our brochure available to fairgoers who stopped by to visit the exhibit.

This year Amtrak is expected to have their exhibit again, and there is a possibility that ORTA will also prepare some type of exhibit.

IF we are asked to help out, and IF YOU would be willing to give a few hours of your time to help out, then please send OARP a postal card with your name, address, and phone number so we may contact you directly to set up a working schedule.

Working at the Fair is not easy, but it is interesting and it is most definitely a challenge. You may be on your feet for a couple of hours at a time. You'll meet and talk with a lot of interesting and interested people. The Building is not air-conditioned, but no one found the climate impossible, even on the hot, humid days. The workers' lounge is air-conditioned, however, and it was possible last year to take a 5-10 minute break every hour or so. We do not know what the pass situation will be like this year, but if at all possible we'll try to work out some benefit for OARP members who help out.

As an incentive, some OARP members made a day of it, bringing their families to the State Fair, then working the Amtrak exhibit for several hours while the rest of the family went to see other exhibits and the shows.

Again, OARP hasn't been officially invited to help out yet; but in the event that we are, we want to get things set up as early as possible!

Let us know IF you can help out!

The MAY "6:53" will be a full issue.

SHORT LINES . . . . .

DOUG HUDSON of Warren has agreed to serve as OARP Regional Coordinator for the Greater Youngstown-Warren Area and is already planning to arrange a meeting of OARP members and other interested citizens in his area. OARP now has a local contact person for all major metropolitan areas in Ohio! Doug lives at 3981 Greenmont Drive, S.E., Warren 44484 and his phone is 856-2557.

ERROR in the March "6:53" on the Amtrak ridership statistics from Joe Vranich, figures for Athens and Chillicothe should be switched.

AS FAR AS WE KNOW at this time, the National Limited will remain on the Dayton-Richmond-Indianapolis routing until at least the first of September and possibly longer. No "Reistrup's Roundabout" yet! Several minor freight derailments on Conrail lines in western and southwestern Ohio recently may help convince CR officials that the Richmond line should remain as a through route.

THE LAKE SHORE LIMITED has been seen by several OARP members passing through northern Ohio with a Rohr Turboliner power car deadheading on the tail end.

H.B. 300, introduced by State Rep. Art Wilkowski D-Toledo, is designed to beef up the Ohio Rail Transportation Authority. Co-sponsors are State Reps. Ed Orlett, D-Dayton, and Dennis Wojtanowski, D-Willoughby Hills. Wilkowski has charged that the Republican administration is trying to sabotage ORTA by keeping it weak. Wilkowski says the present administration is highway-oriented. One provision of the bill would take away voting privileges from the ODOT Director, Dave Weir, who is a member of ORTA's Board. A second provision would add a member of the Ohio House and a member of the Ohio Senate to ORTA's Board as non-voting members. Third provision would give job protection to ORTA's employees.

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MOUNTAINEER PASSENGERS! -- OARP advises you to CALL AMTRAK (800-621-0317 from Ohio, to ascertain the status of this train after April 24th. As this special edition goes to the printer we do not have any news on this train's future.

MOUNTAINEER FUTURE? -- As part of its legal responsibility, Amtrak posted notices in stations along the route of the Mountaineer that the Norfolk-Chicago train was subject to possible termination. The train has operated for a two-year experimental period which was scheduled to end on March 24. The Secretary of Transportation will decide whether to terminate the service, add it to Amtrak's basic route system, or restructure it. On March 16th, Sen. Robert C. Byrd of West Virginia said that "I have been informed by Transportation Secretary Brock Adams that he has granted a 30-day extension to the Mountaineer route." Byrd has been urging that the Mountaineer route be restructured with an origination point in Washington, DC, instead of Norfolk. Restructuring the route means that all or a portion of the current route must be used, with no added train-miles. During the flood emergency in the VA-WV-KY area, the Mountaineer was annulled for several days.

# NEWS UPDATE

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STEAM PASSENGER EXTRAS! -- Cincinnati Railroad Club will sponsor two excursions from Cincinnati to Danville (KY) and return behind ex-T&P #610 on July 16 & 17. Write the C.R.R.C. at P.O. Box 42213, Cincinnati 45242 (special address for the trips) for flyer.

Chessie System, celebrating the Sesquicentennial of our nation's first railroad (the B&O), will utilize the Freedom Train engine, ex-Reading #2101, in a series of steam passenger train excursions over the entire System for six months beginning May 7. We expect to have details of these unique excursions in our May and July issues of "the 6:53". In May the train will be in the Baltimore and Washington areas. June 5th it will operate from Pittsburgh to Wheeling and return. June 11th it will run from Pittsburgh via the P&W route to New Castle and return. June 12th, Pittsburgh to Rockwood and return. June 18th, Ferry movement from Pittsburgh to Cleveland on which passengers may ride, one-way only. June 26th the train will run from Cleveland to Custer, Warwick and Akron, returning to Cleveland via the Cuyahoga Valley line. Chessie asks interested parties to secure schedule and fare information by writing: Chessie Steam Special, Dept. CJ, Chessie System, 2 North Charles St., Baltimore, MD 21201. Or you may phone 301-237-3737.

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MORE ON APRIL 24th CHANGES -- The Inter-American will be rescheduled to preserve the National Limited connection at St. Louis. The westbound Lake Shore is expected to remain on its present (Feb. 15th) schedule but the eastbound run will be scheduled  $\frac{1}{2}$  hour later. The Lake Shore will make connections with the Southwest Limited once again. No change is expected in the James Whitcomb Riley's schedule. Schedules of the Empire Builder and North Coast Hiawatha are to be extended by 5 hours (3 hours between Chicago - Minneapolis account bad track on the CMStP&P and 2 hours Minneapolis - Seattle account SDP40 problem).

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STATION NEWS! -- Amtrak expects to open the new Lakefront Station in Cleveland the first week in May. The new temporary station in Columbus may be open by the time you read this; call ahead to make sure (614-224-0440 is local number).

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BYE-BYE, SDP40's! -- Amtrak's Board of Directors voted to spend \$15.4 million to convert 40 SDP40-type locomotives to a lighter configuration that will not damage track. The conversion work is scheduled to be completed by late summer or early fall at the LaGrange (IL) headquarters of the engine's designer and builder, EMD division of GM Corp. The six-axle, 396,000 pound locomotives came under suspicion in recent months after a number of Amtrak trains pulled by them derailed on curves. Several railroads charged the units caused rails to spread when the engine passed through curves at high speed. USDOT tests on the cause of the derailment problem, however, are incomplete. Amtrak says the converted units will be 16 feet shorter than the SDP40, will weigh 259,000 pounds, and will have only four axles. They will be re-equipped to provide electrical heat and air-conditioning, rather than the old-fashioned steam heat.

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Amtrak photo in this issue courtesy of the Lorain (O.) Journal.



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