



THE 6:53

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

ISSUE 18

MAY 1977

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

AMTRAK APPRECIATION DAY A SUCCESS !!

Some said it was the best show of support for Amtrak in Columbus, Dayton, and Richmond that had ever taken place. Monday, May 16th, dawned sunny, warm and clear. It was just right for a train ride to kick off National Transportation Week.

And that's just what some sixty people did! The main event of Amtrak Appreciation Day was a journey of Dayton civic and government leaders to Columbus by bus and return to Dayton on Amtrak's National Limited. This trip was organized by the Dayton Chamber of Commerce to express appreciation for upgraded and rescheduled Amtrak service and to express concern for the future of the passenger service endangered by a planned Conrail line abandonment in eastern Indiana.

Amtrak Appreciation Day was sponsored by the Transportation Coordinating Committee of the Dayton C of C.

The Dayton group included representatives of the City Commission, the Montgomery County Commission, the Dayton Area Chamber of Commerce, the City of Kettering, and the Transportation Coordinating Committee. Joining with the Daytonians in the train trip, the press conferences and briefings were Columbus, State, and regional repre-

sentatives, including city officials from Springfield, Xenia, and from Richmond, Indiana. The Dayton RTA also participated in the day's activities, providing shuttle bus service for the participants upon their return to Dayton.

Several Dayton, Columbus, and Springfield area OARP members also accompanied the group, handling important groundwork and details, and assisting in the overall planning of the event.

When OARP member, Dayton businessman D. W. Beck, heard about the plans he offered to charter a motor coach, out of his own pocket, to transport the greater portion of the Dayton, Xenia, and Springfield delegation up to the new Amtrak station in Columbus. A hearty word of thanks to Mr. Beck for his generous helpfulness is in order. A breakfast stop was made in Springfield with a collection taken on board the bus to help defray the expenses for the food brought on board.

The National Limited pulled into Columbus a few minutes late, but the back-up maneuver, boarding and train servicing proceeded smoothly so the train was not far off schedule. Actually some time

(go to next page...)

AMTRAK APPRECIATION DAY (continued from page one)

was made up enroute to Dayton where the train pulled in only a few minutes late.

Radio-TV coverage was very good, but newspaper coverage was slight. Many of the officials were interviewed on radio-TV regarding the train, the new schedule, the impending rerouting, track problems, greater dependency on rail transport in the future, and other topics. Dayton and Montgomery County officials promised to voice support of the movement to keep the National Limited in service through Dayton, citing the need for continued rail passenger service.

When the train pulled into Dayton it was greeted by the Fairview H.S. Band and a large throng waiting on the platform, some holding placards and signs welcoming Amtrak on its new schedule. Several large banners hung from the canopy supports. The mood was happy and positive. More interviews were conducted at trainside. A sizable delegation from Richmond, including the Mayor, boarded at Dayton for the train ride back to Richmond. The Richmond (ex-PRR) depot was spruced up for the occasion thanks to Margo Kerr of Amtrak's Indianapolis regional offices.

Amtrak and Conrail cooperated in every way to help make this trip a success. Amtrak officials on board were Central Region Vice-President C. J. Taylor, Detroit District Supt. Rich Tower, Bob Casey of Public Affairs/Chicago office, Bill Ehrig of State and Local Affairs, Joe Pollard who is Amtrak's Sales Manager for southern Ohio, and an Amtrak maintenance supervisor. Conrail's Cincinnati Division Supt. Kithcart and the Road Foreman of Engines supervised the operation of the train. Amtrak provided an extra coach and a club-lounge at the end of the train for the special party. Complimentary refreshments were available in the club car. Amtrak also provided free coffee and doughnuts at both the Columbus and Dayton stations. Off-duty Amtrak agents came in to help out and Cincinnati Station Supervisor Joe Deely was on hand at Dayton to provide assistance.

ORTA was quite well represented. In addition to Board members Bill Sanzen-

bacher and Tom Pulsifer, Executive Director Nat Simons, Assistant Director Carl Freshour, Administrative Assistant Sue Whitaker and Public Relations Consultant Dave Lauridsen rode the train.

OARP Pres. Pulsifer prepared an informational handout regarding the planned abandonment of part of the route of the National Limited (USRA Line 633) in Indiana and this was distributed both on the train and at the stations. OARP has about 50 copies of this handout left and any person who would like to have one, while they last, may write to OARP and enclose a self-addressed stamped envelope and we'll be glad to send you one.

As the planning on this event proceeded, many persons got involved. It would be impossible to list everyone who helped in some way to make the day the success it was. We should extend thanks to Joe Vranich of Amtrak's Public Affairs department in Washington for his help and advice.

And VERY SPECIAL THANKS AND TRIBUTE must go to our own DAVE MARSHALL who worked very long and very hard to initially organize and promote this event, at considerable personal expense of time, energy and finance.



(photo courtesy of the Cols. DISPATCH)

OARP WANTS SLIDES of the Amtrak Appreciation Day / National Limited trip activities. We will arrange to make duplicates of slides we can use and will return all originals to the lenders. Please contact OARP Pres. Pulsifer on this.

AMTRAK APPRECIATION DAY FOOTNOTE:

The meanest so-and-so of the day award goes to the unidentified person(s) who tore down the expensive banners hung at the Dayton Union Station, ripped one to shreds and burned the other. This occurred some time after the train and the crowds had left, and before our OARP volunteers could get back to take them down for re-use.

BULLETINS! ORTA IS PLANNING TO HOLD A PUBLIC HEARING IN DAYTON IN EARLY JULY CONCERNING THE COLUMBUS - DAYTON - INDIANAPOLIS RAIL SERVICE. CONTACT ORTA OR OARP FOR MORE INFORMATION.

OARP IS PLANNING TO DEVOTE A SIGNIFICANT AMOUNT OF TIME AND EFFORT IMMEDIATELY IN WORKING TO SAVE THE RICHMOND - INDIANAPOLIS LINE AS A THROUGH ROUTE. IF YOU CAN HELP, CALL DAVE MARSHALL AT 513-222-1215!

RAIL OFFICIALS DISCUSS POSSIBLE ENDING OF AMTRAK SERVICE TO DAYTON AND RICHMOND

As Amtrak's Vice-President / Central Region, C. James Taylor (at right) prepared to board the National Limited for the Amtrak Appreciation Day trip to Dayton and Richmond he encountered Nat Simons, Executive Director of the Ohio Rail Transportation Authority who impressed upon Taylor the concern over the planned abandonment of a portion of the National's route east of Indianapolis.

A lease extension between Conrail and the trustees of the bankrupt Penn Central for use of the Richmond - Indianapolis track by the National Limited is scheduled to expire in September and Amtrak officials are very doubtful about a renewal, forcing Amtrak to reroute the train via Union City, bypassing Dayton completely.

SHORT LINES — OARP has and is providing assistance to individuals involved in the formation of ARP's in Pennsylvania and Illinois; namely Bill Staiger and Larry Joyce with the Keystone Association of Railroad Passengers, and to Mike Morrison with IlliniARP. Best wishes for a successful future to both rail passenger organizations!

Conrail and PC freight diesels have been removed from the front ends of the Broadway and National Limiteds on their runs through Ohio. Amtrak "E" units prevail giving the trains the "classic" diesel passenger train look.

SDP40's are presently operating between Chicago and Buffalo on the Lake Shore Limited. Sufficient super-elevation of curves allows operation of these diesels at 70mph on this portion of Conrail's system.

Amtrak has published a very well prepared (in our opinion) brochure entitled "Welcome Aboard". It is, we have found, extremely helpful to any rail passenger who has never been on an Amtrak train, or who hasn't been on a train in years. Contains much very useful information, including car diagrams and a system route map. Copies may be available at your Amtrak Rail Passenger Station Ticket Office or from Amtrak Sales Offices.

Ohio Congressman Thomas L. Ashley (D) has been named to head a select 37-member House Committee on Energy Legislation. Your OARP president has already contacted Mr. Ashley, drawing his attention to the advantages of modern trains as an energy-efficient mode of transport.

Amtrak's newest long-distance route, the Seattle - Portland - Boise - Salt Lake City "Pioneer", is slated to begin operations on June 7th, using Amfleet equipment. The new service will connect daily with the San Francisco Zephyr in both directions (at Ogden), but connects only westbound with the tri-weekly Rio Grande Zephyr, one of the nation's most scenic routes.

Rajindar Koshal, transportation economist at Ohio University, predicts railroads will get more freight business because trucks use 10 times the energy of trains to do the same job, and that buses and trains will start doing more passenger transporting.

75 ATTENDEES OARP'S ANNUAL MEETING IN APRIL
OARP held its Annual Meeting on Saturday, April 16th, at the Holiday Inn/West in Columbus. About 75 attended; most for the entire day, some for either the morning or the afternoon sessions.

In the morning session OARP members met with representatives of the Ohio Rail Transportation Authority (ORTA) regarding the proposed high-speed rail passenger service corridors for Ohio. The Cleveland consulting firm of Howard, Needles, Tammen & Bergendoff is currently working with ORTA in preparing the study for the passenger service routes linking Ohio's major cities. The session was moderated by Jim Lewis of OARP. Representing ORTA on the panel were Nat Simons, Jr. and Mark Randall. Representing HNTB were Herb Crawford and John Hribar.

Following the election of officers (reported elsewhere) and a short business meeting, guest speaker Fred Frayer gave us some practical insights into Amtrak tours and opportunities for group travel. Fred is Amtrak Sales Manager for northern Ohio.

At the end of the day's activities, drawing was made from the registration slips for two door prizes. The 1977 Amtrak wall calendar went to Leona Mann. And a 4' long red-blue-silver cardboard stand-up model of an Amfleet train (donated by Fred Frayer) went to Mrs. H. W. Crawford.

NEW AMTRAK STATION IN COLUMBUS IS OPENED

Following the departure of the westbound National Limited on Wednesday, April 27, old Union Depot in Columbus was officially closed and all Amtrak operations were moved to the new station off Swan Street. If you know of persons planning to use the train at Columbus, advise them of the change in station locations, and to allow a little extra time to "find" the new station. Some of the city's Amtrak directional signs have been relocated; High Street between Swan and Spring Streets is one way southbound due to construction work.

A fact unknown to many; train movements in to and out of the new station require a short back-up move! So far, no severe delays have been reported because of this. The location of the new station is expected to be popular with "train-watchers" as all the mainline action can be easily seen from the new station.

MOUNTAINEER IS RESTRUCTURED

Amtrak announced May 3rd that it plans to change the route of the Cincinnati - Norfolk MOUNTAINEER to create a new service from Tri-State Station (Catlettsburg), KY, to Washington, DC. The new train will be named the HILLTOPPER!

The MOUNTAINEER, currently running only between Tri-State Station and Norfolk, will be terminated on June 2nd, after being in service since March 25, 1975, on a two-year experimental basis. Its operation was extended pending a review and a decision by Secretary of Transportation Brock Adams. Adams' decision to cancel the MOUNTAINEER was based on the fact that the line averaged only 35 passengers per trip between any two points and, therefore, cannot be justified economically or as a necessary part of the rail passenger system.

Selection of the HILLTOPPER route between Roanoke and Washington is contingent upon completion of a study to determine the best rail line in terms of capital costs, operating expenses and revenue potential. Under study are routes via Charlottesville and Richmond.

OARP believes that the Washington-Richmond - Petersburg - Lynchburg - Roanoke - Bluefield - Tri-State Station route will be chosen; though this is just in our opinion.

The HILLTOPPER will operate daily in each direction and will use new Amfleet equipment. Amtrak expects more passengers to ride the HILLTOPPER than have been riding the MOUNTAINEER because of the strength of travel to Washington.

As we go to press, we have not received any final word on specific routing, schedule or fares.

And once again we clearly see that POLITICS, and not PEOPLE, is perpetuating at best a marginal passenger operation while routes with obvious greater potential remain without passenger train service!

AMTRAK EXECS RATE SYSTEMS MOST SCENIC TRAIN RIDES

According to a group of Amtrak executives, polled by freelance writer Jay Freeland, these are Amtrak's most scenic passenger train routes:

- Through the High Sierra between Reno and Sacramento on the SAN FRANCISCO ZEPHYR.
- + Skirting the Pacific shore for 113 miles between Ventura and San Luis Obispo on the COAST STAR-LIGHT.
- + Crossing Raton Pass (CO-NM) on the SOUTHWEST LIMITED route.
- + Through Glacier National Park, 56 miles of soaring peaks with glaciers, on the EMPIRE BUILDER.
- + Following the Lewis & Clark Trail as the NORTH COAST HIAWATHA twists through Homestake Pass.
- + 142 miles along the Hudson River on the LAKE SHORE LIMITED and several other Amtrak trains.
- + The ADIRONDACK alongside Lake Champlain plus the Hudson River Valley.
- + The SHENANDOAH route through some of the east's most beautiful mountain scenery through West Virginia.
- + The great Horseshoe Curve aboard the daylight BROADWAY LIMITED.
- + The dramatic view of Manhattan seen from the NORTHEAST CORRIDOR's Boston-New York trains crossing the Hell Gate Bridge.

CONNECTICUT ACTS FOR INLAND ROUTE PASSENGER TRAINS

NARP Director James M.S. Ullman reports that Connecticut State Rep. Benjamin DeZinno, Jr., has introduced legislation (Conn. H.B. 7004), co-sponsored by a number of leading legislators throughout the state, which empowers the Commissioner of Transportation to negotiate a contract with Amtrak to restore Hartford-Boston rail passenger service on the Inland Route via Springfield and Worcester. Under provisions of the bill, the state's financial aid can take any number of forms, including a straight subsidy, expanding commuter rail service in and out of Hartford, or track repair. Ullman points out that the Inland Route is only 2½ miles longer than the traditional Shoreline Route, but it serves about 3 million more people. Service on several intrastate experimental routes is also specified in the proposed bill.

OARP ASSISTS LOCAL EFFORTS FOR SERVICE AT DENNISON

Thanks to OARP's Akron-Canton Regional Coordinator Howard Harding and to several important contacts he has made, a local effort is now under way in the Tuscarawas County area to get a station stop on the National Limited route at Dennison, OH. A well-written article quoting Harding in the Dover-New Philadelphia Times-Reporter outlined steps the potential users should take to request the stop.

ERRONEOUS NEWS LEAK TO RAIL TRAVEL NEWS ANGERS OARP PRESIDENT, MEMBERS

In its second issue of April Mixed Train of Thoughts column, Rail Travel News carried a news leak item about the May 16th, Dayton C of C - OARP sponsored publicity trip on the National Limited which concluded with the statement; "Some believe that the move will be a protest of Amtrak's decision to keep the RILEY on its "detour" route for the next two years."

The statement is completely false and the source of this news leak remains unidentified. Your president has contacted RTN with an explanation of the NATIONAL LIMITED trip and also stated that OARP was NOT protesting the C&O routing of the RILEY.

The item irked several of our western Ohio-eastern Indiana members and your president has had to call several of our more active members to set the matter straight. OARP has and is working closely with others, such as the Amtrak for Marion(IN) Committee to promote the RILEY service over the C&O line.

OARP IS protesting the likely abandonment of a portion of the NATIONAL LIMITED route in Indiana by Conrail, with probable rerouting of the passenger service via Union City, bypassing Dayton.

It is possible that this is what the RTN item did mean to say and that it somehow got twisted up with the RILEY.

RIDE AMTRAK THIS SUMMER!

AMTRAK FARES GO UP AGAIN ON THE FIRST OF JUNE

Amtrak's general intercity fares will go up an average of 3% on most routes on June 1. Amtrak will also add a fixed surcharge ranging from 25¢ to \$1 per ticket at that time.

Amtrak officials said the general increases in rail and accommodations charges are necessary to cover increased operating costs, including the rate of inflation on consumer services. The surcharge is being added to help meet the increased costs resulting from the severe winter weather.

Fares on the Broadway and Lake Shore Limiteds will increase by 3%, except for the Cleveland-Chicago fare which will increase by 5%. The James Whitcomb Riley will also have a 5% increase, except for the endpoint Washington-Chicago fare which will increase by 3%.

Round trip coach excursion fares are available between many points on all three routes.

Basic coach fares on the National Limited will increase by 3%; there will be no increase in accommodations charges for this train.

Fares will increase by 3% on the Shenandoah, except for the endpoint fare, Washington-Cincinnati, which will increase by 5%.

The surcharges will be: 25¢ for fares \$3.50 to \$6.75; 50¢ for fares \$7 to \$14; and \$1 for fares \$15 and above.

<u>SAMPLE FARES:</u>	<u>OLD FARE</u>	<u>NEW FARE/JUNE 1</u>
Chicago-Cleveland	\$21.00	\$23.50
Chicago-Toledo	14.50	16.50
Chicago-Cincinnati	17.50	19.50
" "		90 da RT 29.50
Chicago-Washington	45.50	48.00
" "		30 da RT 87.00
Chicago-New York	51.00	54.00
" "		30 da RT 98.00
Chicago-Pittsburgh	31.50	33.50
St. Louis-Columbus	27.50	29.50
" "		30 da RT 44.50

RIDERSHIP LEAPS ON SCENIC ADIRONDACK ROUTE

Each weekend in May Amtrak will operate a second new turbo-train as a second section on its New York-Albany-Montreal route to accommodate skyrocketing ridership. Weekend ridership in April jumped a whopping 331% over the previous year! Amtrak officials credit the increase to the attractive new turbo-trains, a multi-media advertising campaign, hotel package plans, and a \$27 weekend RT excursion fare between New York and Montreal. The special fare ends after May 29th. The turbo-trains have a fixed consist of five cars with total capacity of 265.

RILEY'S SCHEDULE IS CHANGED; TRAIN TO STAY ON MUNCIE LINE

Amtrak changed the schedule of the James Whitcomb Riley on May 1st, making it an overnight run between Washington and Charleston and a daytime train between the WV capital and Chicago.

Amtrak officials also confirmed that the Riley would continue to run on its present route through Indiana, serving Richmond, Muncie, Marion and Peru, for at least two years. The route will be reviewed in October of 1978.

Two new station stops have been added, at Thurmond, WV, and at Manassas, VA. The station stop at the Southern Railway's Charlottesville station has been discontinued.

The schedule change is an effort to boost ridership and will serve to complement the Washington-Chicago Broadway Limited, giving passengers a greater schedule option.

<u>WESTBOUND:</u>		<u>51</u>
Lv.	WASHINGTON	9:35p
	CHARLOTTESVILLE	11:56p
	WHITE S. SPRINGS	3:05a
	CHARLESTON	6:22a
	HUNTINGTON	7:31a
	TRI-STATE STATION	7:51a
	SO. PORTSMOUTH	8:38a
	CINCINNATI	11:11a
	RICHMOND (CT)	12:01p
	MUNCIE (CT)	1:01p
	MARION (CT)	1:41p
	PERU (CT)	2:21p
Ar.	CHICAGO (CT)	5:55p
		<u>50</u>
Lv.	CHICAGO (CT)	10:15a
	PERU (CT)	1:25p
	MARION (CT)	2:03p
	MUNCIE (CT)	2:45p
	RICHMOND (CT)	3:45p
	CINCINNATI	6:57p
	SO. PORTSMOUTH	9:11p
	TRI-STATE STATION	10:02p
	HUNTINGTON	10:32p
	CHARLESTON	11:31p
	WHITE S. SPRINGS	2:41a
	CHARLOTTESVILLE	5:55a
Ar.	WASHINGTON	8:35a

HAS REASON GONE MAD?

IS NOW IN DANGER !

THE INTEGRITY OF A HEALTHY AMTRAK SYSTEM

save 23.8 miles of Conrail mainline in eastern Indiana in the name of sensible rail freight and passenger transportation. The main thrust of this will be a massive letter-writing effort both to alert passengers and shippers and legislators and others to the situation and to gather support to preserve this rail line as a through service route.

by OARP President Tom Pulsifer

Several of us in OARP strongly believe that the time has come to mount an intensive campaign to

mount an intensive campaign to

YOUR HELP WILL BE NEEDED!

WHY is Conrail planning to chop 23.8 miles of high-speed, grade separated, block-signalled, double-track mainline between Cambridge City and Charlottesville, Indiana?

USRA's Final System Plan says this segment is weak in local freight carloadings, therefore rail service is not justified!

WELL, essentially because the

A KEY ISSUE THAT HAS SO FAR BEEN OVERLOOKED OR IGNORED IS THAT THIS RAIL LINE TRADITIONALLY HAS HANDLED A LARGE AMOUNT OF THROUGH (OVERHEAD) TRAFFIC AND IS MOST VIABLE AS A THROUGH ROUTE!

WHY NOT rip up 16 miles of Interstate 70 through the fields of eastern Indiana? After all, local traffic does not justify a four-lane highway, does it?

THE ELIMINATION OF 23.8 MILES OF USRA LINE 633 WILL EFFECTIVELY DESTROY EFFICIENT RAIL FREIGHT AND PASSENGER TRANSPORTATION BETWEEN THE EAST AND THE MIDWEST, AT A TIME WHEN OUR NATION MUST FACE AN INCREASED RELIANCE UPON RAIL TRANSPORT DUE TO EVER-SHRINKING GLOBAL ENERGY RESERVES!

THIS PLANNED ABANDONMENT MAY WELL PROVE TO BE THE GREATEST MISTAKE SINCE THE MERGER OF THE NEW YORK CENTRAL AND PENNSYLVANIA RAILROADS IN 1968!

THE REASONING BEHIND SOME RECENT GREAT DECISIONS AFFECTING OUR RAILROADS BORDERS ON LUNACY! IT IS HIGH TIME TO CORRECT THE MISTAKES OF THE PAST THROUGH ACTION!

The Dayton - Richmond - Indianapolis line (formerly the Pennsylvania R.R.) was extensively upgraded in the last two years. One of the tracks has continuous welded rail. OARP understands that Conrail soon plans to take up one of the two tracks and use the rail elsewhere. The line is in good shape now; and should be retained as a through route in this condition!

WHAT IF THE ABANDONMENT IS ALLOWED?

VERY SIMPLY, one of the shortest, fastest and most direct east-west mainline routes in the U.S. will be cut, forcing shipments and passenger trains to be rerouted on longer, slower, more congested rail lines. And this will add to everybody's costs; shippers and passengers alike. And OARP can document this!

NOW, TO US THIS DOESN'T MAKE SENSE AT ALL. AND WE MUST ACT NOW IN ORDER THAT COMMON SENSE PREVAILS.

We feel the cost of maintaining those 23.8 miles of track would be peanuts compared to most of the projects now before Congress!

PULSIFER RE-ELECTED, DAVE MARSHALL IS OARP TREASURER

Tom Pulsifer of Xenia was re-elected president of OARP at our organization's annual meeting in Columbus on Saturday, April 16th. Also re-elected were vice-president Rodg Sillars of Cleveland Heights and secretary Joe Brove of Lorain.

OARP's founder and first president, Dave Marshall of Dayton was elected to succeed Dean Denlinger as our treasurer. Dean was elected a NARP Director in the February Region VI NARP Meeting and is serving on a NARP committee on route selections and asked to be relieved of the OARP treasurer duties.

All four officers ran unopposed. The nomination and election process was conducted by Jim Mann.

WINDOW INPUT PROVIDED

Your OARP president has submitted commentary to the FRA on behalf of rail passengers on the Need for Improved Glazing Material in the Windows of Locomotive Cabs, Rail Passenger and Rapid Transit Cars, and Caboose (RSGM-1, notice 1), stating the need for a safe but undistorted view is a right of rail passengers!

THREE OARP MAPS UPDATED

Three of our handy How-To-Find-The-Station maps have recently been redrawn, revised, and printed in the new card format (compact, easy to read and follow).

They are; CINCINNATI, COLUMBUS and DAYTON.

Early in April our CANTON, CRESTLINE, and LOUISVILLE maps were printed in the new card format.

Our maps detail streets in the vicinity of the rail passenger stations and suggest access from nearby major highways. The maps also contain helpful information on the particular station including the local phone number when applicable.

The back of the map has information about OARP and Passenger Rail Has Advantages!, an excerpt from our promotional brochure.

OARP's handy maps are free, however we ask that you send a self-addressed stamped business envelope with your request.

For quantities (10 maps=1 oz.) try to estimate postage. OARP has maps for: CINCINNATI, COLUMBUS, DAYTON, LOUISVILLE, CANTON, CRESTLINE, CLEVELAND-ELYRIA, TOLEDO-LIMA, ATHENS-CHILLICOTHE-PARKERSBURG, TRI-STATE STATION-HUNTINGTON-SOUTH PORTSMOUTH, INDIANAPOLIS-RICHMOND-MUNCIE, also MARION-PERU. All maps are now in fairly good supply.

OARP PROTESTS BROKEN NATIONAL LIMITED / INTER-AMERICAN CONNECTION AT ST. LOUIS WITH MAILGRAM TO MR. REISTRUP

In our April "Special Edition" of "the 6:53" it was erroneously reported that the Inter-American would connect with the rescheduled National Limited at St. Louis. When Amtrak finalized all timetables for the April 24th effective date it was learned that the Inter-American would miss connecting with the eastbound National Limited by a mere 55 minutes!

The eastbound National Limited leaves St. Louis at 1:05pm; the Inter-American arrives at 2:00pm!

Westbound, the National Limited arrives St. Louis at 5:00pm; the Inter-American leaves at 2:30pm.

On April 30th your president sent the following mailgram to Paul Reistrup, President of Amtrak:

THE OHIO ASSOCIATION OF RAILROAD PASSENGERS THANKS YOU AND AMTRAK FOR CHANGING THE SCHEDULE OF THE NATIONAL LIMITED THUS IMPROVING PASSENGER RAIL SERVICE FOR COLUMBUS AND DAYTON. HOWEVER WE ARE VERY CONCERNED THAT THE ST. LOUIS CONNECTION WITH THE INTER-AMERICAN IS BROKEN. WE STRONGLY URGE THAT THIS CONNECTION BE RESTORED AS SOON AS POSSIBLE TO PERMIT AND ENCOURAGE MORE DIRECT TRAVEL BETWEEN TEXAS, ARKANSAS AND THE EAST COAST. IN OUR OPINION THE NATIONAL LIMITED INTER-AMERICAN CONNECTION IS MORE VIABLE AT THIS TIME THAN THE LAREDO CONNECTION WITH THE MEXICAN RAILWAYS.

/s/ Thomas R. Pulsifer, Pres., OARP

Our friends, rail passenger advocates in Texas and the Southwest, are also urging restoration of this connection at St. Louis. To us it seems only logical that a once-a-day north-south service should connect with a once-a-day east-west service especially when the train times are already reasonably close.

PASSENGER EXTRAS :

The Cincinnati Railroad Club is sponsoring two round trips from Cincinnati to Danville, KY, via High Bridge on July 16 and 17, with Lima built ex-T&P 2-10-4 #610. Adults \$21.50. Children \$20.00 Write CRRC for flyer at Box 42213, Cincinnati, OH 45242 or call 513-541-3430 or 471-0530 for information. Both trips are likely to be complete sell-outs! Act soon!

Details arrive periodically regarding the Chessie System's Steam Specials (with ex-RDG #2101 which pulled the Freedom Train through Ohio in '75 and '76). Interested persons may write Chessie directly for trip information. Address request to: Chessie Steam Special, Dept. CJ, Chessie System, 2 N. Charles St., Baltimore, MD 21201. Here is the schedule as we have it for June-July-August:

- Sun Jun 05 - Pittsburgh to Wheeling & return.
- Sat Jun 11 - Pittsburgh to New Castle via P&W line and return.
- Sun Jun 12 - Pittsburgh to Rockwood and return.
- Sat Jun 18 - ferry move, Pittsburgh to Cleveland (one way).
- Sat Jun 25 - Cleveland to Willard and return.
- Sun Jun 26 - Cleveland to Lester, Sterling, Warwick, Akron & return.
- Sat Jul 02 - ferry move, Cleveland to Toledo via B&O (one way).
- Sun Jul 03 - ferry move, Toledo to Detroit via C&O (one way).
- Sat Jul 09 - Detroit to Lansing and return.
- Sun Jul 10 - Detroit to Saginaw and return.
- Sat Jul 16 - ferry move, Detroit to Grand Rapids (one way).
- Sat Jul 23 - Grand Rapids to New Buffalo and return.
- Sun Jul 24 - ferry move, Grand Rapids to Chicago (one way).
- Sat Jul 30 - Chicago to Garrett and return.
- Sun Jul 31 - Chicago to Peru via C&O and return.
- Sat Aug 06 - Chicago to Garrett and return.
- Sun Aug 07 - ferry move, Chicago to Cincinnati via C&O (one way).
- Sat Aug 13 - Cincinnati to Chillicothe and return.
- Sun Aug 14 - Cincinnati to North Vernon and return.
- Sat Aug 20 - ferry move, Cincinnati to Huntington via C&O (one way).
- Sat Aug 27 - Huntington to Lexington and return.
- Sun Aug 28 - Huntington to Hinton and return.

THIS SCHEDULE
OF SPECIAL
TRIPS IS SUB-
JECT TO POS-
SIBLE CHANGE.

All round trips are \$20 for adults and \$18 for children. Fares for the one-way "ferry" trips are \$18 for adults and \$16 for children.

AMTRAK RESPONDS TO THE INTER-AMERICAN NATIONAL LIMITED CONNECTION SITUATION

We have just received a letter from Amtrak State & Local Affairs Officer Wm. J. Ehrig as follows: "Amtrak President Paul Reistrup has asked me to reply to your expression of concern noting the lack of connections between the Inter-American and the National Limited. The connections were broken at St. Louis reluctantly and only after the study of several alternatives. Essentially, it was determined that improved times at Dallas and Little Rock and the connection to the Mexican National Railways outweighed the St. Louis transfer to the National Limited. In addition, the legislative history designating the service to Laredo is quite clear in emphasizing connections to Mexico, DF. We will continually review the impact of the new schedules.

If shifts from predicted ridership trends are indicated, we will make adjustments. Thank you for your interest."

/s/ William John Ehrig,
State and Local Affairs
Officer

THANK YOU, CLIPPERS! — Periodical-ly we make an opportunity to say THANKS to all OARP members who clip rail articles out of their local papers (or other journals) and send them in to us. We appreciate this and we do depend on this type of information contact to find out what's going on all over the state, and out-of-the-state. So, we thank you for forwarding clippings in to OARP at Box 653, Xenia, OH 45385.

FUNDING FOR CANTON'S NEW STATION IS APPROVED!

Amtrak's Board of Directors, at its April 22 meeting, approved the funding of nearly \$200 thousand for a new rail passenger station in Canton, OH. Passengers there have been using makeshift shelters since the old PRR depot was condemned and demolished by the city last year.

The City of Canton has agreed to provide landscaping for the new station, as well as a parking lot with lighting, police protection and snow removal.

The new station, one of Amtrak's standard designs, will be a one-story building of masonry and glass with a capacity of 50 persons. It will include a ticket office, baggage area, passenger lounge and restrooms, baggage check lockers and vending machines. The station will be completed by the end of this year.

Our members in the Canton-Akron area, as well as the many passengers who go many miles to take the Broadway Limited at Canton, are glad to hear this news. We will keep you informed on the progress of the station construction in the months ahead.

CAN YOU HELP OUT AT THE FAIR?

Plans are proceeding (but as of this writing are not final) for ORTA to coordinate a rail exhibit, with cooperation from Amtrak, OARP, and others, at this year's Ohio State Fair. The State Fair runs the last two weeks of August through Labor Day. Theme for the transportation exhibits this year is "Transportation — Ohio's Lifelines".

It is already indicated that OARP will again be asked to provide members willing to work at the exhibit to help the cause and in return OARP will be permitted to make our brochure available to fair-goers.

IF YOU CAN HELP, SEND OARP A POSTAL CARD WITH YOUR NAME, ADDRESS & PHONE NUMBER SO WE CAN CONTACT YOU DIRECTLY.

CINCINNATI UNION TERMINAL MAY BECOME RECREATIONAL CENTER

-- by OARP member Dave Puthoff, Cincinnati

It was announced in late March that a city task force has recommended that the City of Cincinnati enter into contract with Columbus developer Joseph Skilken for the development of CUT into a recreational facility.

Since Amtrak could not afford to be a primary tenant and thus elected to build the little station (now slightly enlarged) on River Road, it might now be possible for Amtrak to move back to the Terminal as a "minor" tenant.

It was also recently reported by NARP that Amtrak wants to spend \$5 million for station improvements within the next five years. I presume this would not include use of CUT. I have written Amtrak's president Reistrup on the idea and urge other OARP members to write also. The developer's plans have clearly not been finalized and I believe Amtrak could easily be included if there is sufficient interest. If Amtrak is ever to further expand its operations in Cincinnati, it will need more space and better parking facilities that the River Road site could ever provide.

Skilken & Co. proposes the CUT development to be called "The Land of Oz", including a discotheque, restaurants, shops, a "human pinball machine", roller and ice skating rinks, and the "Wizard's Ice Cream Parlor"! All the art and noted design elements will be preserved and plans call for restoration of the fountain in front of the huge rotunda.

OARP EXCURSION TO BEECH GROVE SHOPS; PLANS WILL BE FINALIZED SOON —

20 OARP members have already indicated interest in our proposed rail excursion on the National Limited to Indianapolis and a visit to Amtrak's Beech Grove Shops.

We expect to hear very soon from Joe Pollard (Amtrak Sales Manager) on details and costs.

We do know that the trip will have to be on a weekday and the size of the tour group may be limited to 20-24.

We'll soon be in contact with those who have expressed a specific interest in this. The tour is open to interested non-members also.

HELP KEEP OARP GOING STRONG! RENEW YOUR MEMBERSHIP!

DARP DIRECTORY CHANGES (as of May 15):
(Complete directory appears in MARCH,
JULY, and NOVEMBER issues of the 6:53.)

TREASURER David S. Marshall
Res. 1024-A Courtney Drive
Dayton, OH 45431
513-252-0481
Bus. 329 So. Jefferson St.
Dayton, OH 45402
513-222-1215

NARP REGIONAL DIRECTOR Dean Denlinger
has a change
in address to:
Smith & Schnacke
2000 Courthouse Plaza, N.E.
10 West Second Street
Dayton, OH 45402
513-226-6527 (Bus.)
513-298-3291 (Res.)

Citing personal reasons, Membership
Co-Chairman Jim Mann has requested a
temporary leave of absence from his
OARP duties and we will of course hon-
or his request. Gary Amatore will now
handle all the membership record work.

And your President reminds all con-
cerned that OARP has no business of-
fice with a full-time executive sec-
retary. OARP functions out of the
family room of his home. Family re-
sponsibilities and salaried jobs come
first. Please call between 4pm and
9pm if at all possible. Or leave your
name and number for a return call.
During the school summer vacation you
can call during the day if you wish.

LETTERS MAY HELP ELYRIA AND CANTON!

OARP has learned that Amtrak does not
have funds available to staff the new
Canton station or the Cleveland mod-
ular station when it is moved to the
Elyria site sometime this summer. We
encourage letters of support for staf-
fing these stations from OARP members.
Write to your State and Federal legis-
lators, and to Amtrak Pres. Paul Reis-
trup, 955 L'Enfant Plaza N., S.W.,
Washington, DC 20024. Do it now!

"The 6:53" COMES TO YOU REGULARLY WHEN
YOU BECOME A MEMBER OF OARP
AND WHEN YOU CONTINUE YOUR MEMBERSHIP
BY PROMPT RENEWAL OF YOUR DUES. FOR A
COPY OF OUR MEMBERSHIP BROCHURE WRITE
OARP AT BOX 653, XENIA, OH 45385!

SHORT LINES — Amtrak's Board of

Directors has approved the purchase
of ten new diesel locomotives at an
estimated cost of \$7 million. The
4-axle, 3000hp high-speed units will
be equipped with head-end electrical
power and will supplement a fleet of
30 similar F40PH units built by GM.

A \$314,000 project has been approved
for refurbishing and repairing the
busy North Philadelphia Amtrak Sta-
tion, served by 40 trains daily.

OARP understands the new Lakefront
Amtrak Station in Cleveland may be
officially opened by the time you
read this.

Did you catch the Amtrak ads in the
Columbus and Dayton papers in late
April heralding the new National
Limited schedule for Ohio?

OARP has learned that electrified
sleeping cars will be placed into
service on the RILEY sometime this
summer, before August.

OARP's Mansfield Area Coordinator,
Richard Fry reports the City of Mans-
field is showing interest in helping
to fund rehabilitation of the former
PRR depot as an Amtrak stop. But,
without the City picking up \$120,000
of the \$203,000 tab, service may not
come about for at least 3 years.
Crestline officials feel their stop
could be upgraded for much less than
\$120,000 total! Added incentive for
Mansfield is that ORTA has indicated
that the proposed intrastate rail
passenger corridor will probably fa-
vor the Mansfield location.

Doug Hudson, OARP's new Youngstown-
Warren Area Coordinator, arranged a
local meeting of members and inter-
ested potential members in mid-May.
Howard Harding assisted. OARP's
slide show was presented.

A fine article on group travel on
Amtrak by Fred Frayer appeared in
the April edition of TRIAD, the of-
ficial journal of the Ohio Music Ed-
ucation Association.

MARP reports that Amtrak and the
State of Michigan will cooperate in
building a \$750,000 Detroit suburb-
an station in Dearborn, with virtu-
ally unlimited free parking. Plans
call for the station to be open for
business this fall.



THE FIRST WESTBOUND NATIONAL LIMITED to operate on the new schedule pulls into Dayton Union Station the morning of April 25th twelve minutes early! TV and newspaper cameras recorded the occasion. A TV crew from Columbus rode to Dayton on this train, as did OARP member Tom Nastoff who was quoted in a Dayton Daily News article. The night before, several OARP members were on hand with signs welcoming the first eastbound train, unfortunately running 1:30 late, as improved Amtrak service comes to central Ohio. Photo: Dayton Daily News



OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

PROCLAIM LIBERTY
USA 13c



FIRST CLASS

BILL HUTCHISON, JR
5851 SO RIDGE WEST
ASHTABULA, OH 44004

