

NO FORMAL OARP MEETING THIS SUMMER

Because of intensive OARP involvement in several ongoing concerns, there will be NO formal OARP membership meeting this Summer.

We are planning for our Fall OARP meeting to include a BANQUET (our first!) and to hold it in the Columbus area on September 17th or the 24th. Details in the September issue of "the 6:53", out early in that month.

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- * AMTRAK MAY AXE FLORIDIAN INSTEAD OF REROUTING AND IMPROVING IT!
- * OARP REGIONAL COORDINATOR HARASSED FOR SHOWING INTEREST IN RAIL AUTHORITY ACTIVITIES!
- * CLEVELAND STATION IS DEDICATED!

NOTICE: There will be an informal meeting of all OARP officers, chairpersons, regional coordinators, and any interested members regarding organizational concerns on Saturday, August 6th, from 1:00pm-3:00pm, at the new Amtrak Station in Columbus. Those planning to attend are asked to notify OARP Pres. Tom Pulsifer so we know how many to expect.



THE 6:53 JULY 1977

ISSUE 19

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

Thomas R. Pulsifer ----- Editor

Michael C. Fugate --- Assistant Editor

HILLTOPPER REPLACES THE MOUNTAINEER — TIDEWATER BUS CONNECTIONS ARE PROVIDED

Passenger train service began June first on Amtrak's new Hilltopper route linking Washington with Richmond, Petersburg, Roanoke, Bluefield, and Tri-State Station in Catlettsburg, KY. The schedule of the Hilltopper is designed to allow good connections in Washington for populous cities in the Northeast and in Tri-State Station for Cincinnati and Chicago,

A connecting bus service is available between Amtrak stations in Norfolk, Suffolk and Petersburg to permit Tidewater residents to connect with the Hilltopper for travel to both western and northern points. Also at Petersburg, passengers from the western portion of the Hilltopper route, or from the connecting bus from the Tidewater, can connect with the Palmetto, a train to the Carolinas. The Hilltopper terminates at Tri-State; through passengers must make a change of trains there. Layover time is 1 hr. 26 min. westbound and 2 hr. 46 min. eastbound. There is a modern, staffed station at Tri-State.

BY REROUTE IN EFFECT: Amtrak's James Whitcomb Riley is now operating on a slightly lengthened schedule in and out of Chicago due to rerouting from LaCrosse, IN, to Wellsboro, then west on the B&O mainline to Pine Junction, then via Conrail trackage in to Chicago Union Station.

President	THOMAS R. PULSIFER	1751 Wilshire Drive, Box 371, Xenia 45385	513-372-9868
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REGIONAL COORDINATORS: Your local contact person representing 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 14th 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
WESTERN OHIO AREA	JAMES W. LEWIS	3134 East Leffel Lane, Springfield 45505	513-325-4727

NARP Regional Directors (Region VI) from OHIO:

DEAN E. DENLINGER	Smith & Schnacke, 2000 Courthouse Plaza, N.E., Dayton 45402	513-226-6527
ROBERT G. WICKENS	637 North Abbe Road, Elyria 44035	216-365-8231

NARP: ROSS CAPON, Exec. Dir., 417 New Jersey Avenue, S.E., Washington, DC 20003 202-546-1550

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

AMTRAK SERVES MAYSVILLE !

Amtrak began serving Maysville, KY, with the James Whitcomb Riley on Sunday, June 12th.

The stop was added by Amtrak because of the population of Maysville and its surrounding area, including Ohio points which are easily accessible. The only highway bridge across the Ohio River between Portsmouth and Cincinnati is located at Maysville.

The westbound Riley stops at Maysville at 9:32am and the eastbound Riley stops at 8:15pm.

Amtrak is using the Chessie System (C&O) depot in Maysville, however there is no ticket agent on duty and no checked baggage can be handled. The Parker Travel Agency at 204 Market Street in Maysville is an Amtrak-authorized travel agent and will sell Amtrak tickets.

Ohioans are reminded that when calling Amtrak toll-free from Maysville, the number to use is:
1 - 800 - 874 - 2775

The station is easy to find, and can be seen from the Ohio River bridge. OARP plans to produce a handy How-To-Find-The-Station map for Maysville, sometime this fall.

JOIN & SUPPORT OARP TODAY!

----- by Mike Fugate

OARP's Columbus Regional Coordinator is Karl Gelfer. Karl, if you don't know him, is a walking encyclopedia of information on railroading in Ohio. Karl has testified on the railroad reorganization plans and has prepared well-documented presentations. He is employed by the State's Department of Administrative Services as an inter-departmental courier. Karl's route included the ORTA offices at 250 East Broad Street. Without taking time from his job, Karl would frequently chat a few moments with ORTA personnel on his daily call at the ORTA headquarters.

On June 9 Karl wrote a letter to Nat Simons, ORTA's Director, as a citizen and taxpayer of Ohio. Karl requested an accounting of ORTA's fiscal operations which, as an agency receiving state funding, is information which is available to the public. Karl specified 8 areas of interest, all within the realm of questions any well-informed citizen knowledgeable about railroads might ask. On June 22 Karl received a reply, not from Nat Simons, but from Ben Wickemeier who is the Fiscal Officer at ORTA. (Which brings up an interesting observation. A letter to Nat Simons gets a reply from someone else. I once wrote a personal letter to Carl Freshour, ORTA's Assistant Director, and got a reply from Nat Simons!) ORTA's response to Karl Gelfer contained none of the information requested by him and gave the impression that ORTA had no intention of giving out the information. Karl was told he could come to ORTA's offices to conduct his own inspection.

However, at about that same time, Karl's job assignment with the DAS was abruptly changed to prevent any contact with ORTA or any of its staff. Karl's supervisor mentioned receiving an inter-office memo from Nat Simons asking that Karl be transferred because he was harassing the ORTA staff!

While Karl says he is glad he was not dismissed for expressing an interest and concern about ORTA, he is wondering how others who voice concerns and who ask questions are being treated. This writer wonders if ORTA is becoming so enroiled in politics and maneuvering that it has lost sight of its mission.

SHORT LINES ----- compiled by Mike Fugate

A new on-board train route brochure has just been published for Amtrak's National Limited route. ----- Amtrak is introducing a new baggage tag coding system to expedite baggage handling and minimize mixups. ----- Shakeups in Amtrak; Dave Watts, VP and General Manager of National Operations was reportedly asked to resign (which he did) and Central Region VP C. James Taylor was fired outright. And Bill Ehrig, State & Local Affairs Officer familiar to us in Ohio, has resigned. ----- Conrail freight wreck at Metuchen, NJ, wiped out the four-track NE Corridor mainline for two days. ----- Trackwork, late running #4 (SW Ltd.), and flash floods in Indiana and Missouri have helped recently to botch the reliability of #30, the eastbound National Limited. On days when #30 is hopelessly late, it terminates at Philadelphia so equipment can get turned in time to head west as #31, originating at Philly. ----- Popular USA Rail Passes will probably be lower, ratewise, this fall. ----- Arthur D. Lewis has left chairmanship of the USRA to become head of NAMBO! ----- Amtrak has returned French high-speed electric loco CC-21003, stating that a fair trial of the unit's capabilities was impossible due to less than desirable track conditions on the NE Corridor. ----- Conrail is boosting capacity of its freights, flatback trains from 40 to 60 cars and general freights up to 150 cars. Extra length trains are resulting in huge delays as trains enter and leave yards, sidings. OARPer's have observed CR heavy freights crawling up East Dayton Hill with 1-2 helper units on the rear end. ----- Ohio Congressman Chas. Whalen, considered pro-passenger rail, announced he would not run again for that office. ----- Washington, DC, Metro has opened its "Phase II" 11.94 mi. line from Stadium-Armory out to National Airport, including 18 new stations. ----- Rail issue should be on Ohio ballot in Nov.

Amtrak's largest-ever order of new equipment, 492 Amfleet cars, has been completed ahead of schedule, the corporation announced on June 29th. The last car, Amcoach No. 21270, rolled off the production line of the Budd Company plant in Philadelphia on June 9th, three weeks earlier than called for in the original delivery schedule and is already in service.

Of the 492 Amfleet cars, 361 are Am-Coaches, 54 are Amcafes, 40 are Amclubs and 37 are Amdinettes. Amcoaches have either 84-seat capacity for shorter distances or 60 seats for longer runs. The Amcafe, Amclub and Amdinette each have a food and beverage service counter located in the center of each car. The Amcafe has conventional coach seats in both ends while the Amclub provides first-class travel in a 2-1 seating in one end of the car. A few Amclubs have the 2-1 seating at both ends. The Amdinette has a dining area consisting of eight tables seating up to 32 persons in one end of the car, regular coach seats in the other end.

With the busiest summer vacation season now at hand, Amtrak suggests that telephone calls to its information and reservation numbers be placed at other than peak times for faster service. The hours to be avoided, according to Jack E. Gordon, director of sales, are 9:00am-1:00pm and 5:00pm-9:00pm. The best times to call are very early in the morning, in mid-afternoon or quite late at night, he said. Amtrak reservationists are on duty 24 hours daily. Gordon indicated that calls to Amtrak's five national reservations and information centers are running about 9% ahead of last year.

Amtrak has authorized spending \$2.5 million to install electric heating and air-conditioning systems in 25 conventional Budd-built stainless steel sleeping cars to make them compatible with all-electric Amfleet trains. Amtrak will assign them to three trains already operating with Amfleet equipment, the NIGHT OWL, JAMES WHITCOMB RILEY, and PANAMA LIMITED. They will also be used on the MONTREALER when that train begins using Amfleet cars in the Fall of 1977.

Amtrak's Board of Directors, meeting on June 29th, approved a number of improvement projects including; \$3.9 million for Phase II of a track improvement program between Michigan City, IN, and Kalamazoo, MI, to raise track speed from 60 to 79mph; \$399,500 for Phase II work to further upgrade the station at Detroit; \$20 million to pay labor and material escalation costs for about 175 of its 284 Superliner cars now on order; and \$1.2 million for improvements to Amtrak's Automated Reservations and Ticketing System (ARTS) and to other aspects of the company's data processing capability.

NEWS FROM



The BROADWAY LIMITED, one of America's most famous trains, celebrated its 75th year in operation on June 15th. Amtrak continued the Broadway without interruption when it took over the responsibility for the nation's inter-city rail passenger service on May 1, 1971. A year later to the day Amtrak rolled out its first completely refurbished train, the Broadway. Though no brass bands marked the occasion, passengers traveling on the Broadway on June 15th honored the train's birthday with complimentary champagne and slice of birthday cake. Both trains were hauled between New York and Harrisburg with Amtrak's recently renovated GG1 electric locomotive No. 4935 which now bears the original PRR Brunswick Green paint scheme, pinstripes and numbers.

Despite temperatures in the mid-90's, thousands of persons thronged to Amtrak stations to watch the PIONEER, the new Seattle-Salt Lake City train, roll into their cities on its inaugural run, June 4-5-6. The Pioneer began revenue operations on June 7th. Sen. Warren Magnuson, speaking at the Seattle ceremonies said, "Congress will continue to support a revival of railroad passenger service because energy-short America needs such mass transit. There is destined to be more and more travel on the energy efficient trains."

HELP SAVE

USRA Line Code
#8206

and preserve
the most efficient

ROUTE OF AMTRAK's NATIONAL LIMITED between COLUMBUS — DAYTON — INDIANAPOLIS!

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IN ADDITION TO THE MATERIAL IN THE MARCH AND MAY ISSUES OF "THE 6:53", HERE ARE SOME FACTS THAT YOU SHOULD KNOW:

- * The 23.8 miles of mainline track between Cambridge City and Charlottesville, Indiana, are owned by the Trustees of the Penn Central. Operating rights are leased to Conrail. CR handles the operation of Amtrak trains #30 and #31, the National Limited. The line was formerly designated USRA Line 633.
- * The extended lease agreement between Conrail and the Trustees of the Penn Central expires on SEPTEMBER 1, 1977; six months from the date of the lease, not from April 1st as many had assumed.
- * Unless something happens before SEPTEMBER 1, 1977, the National Limited will be rerouted between Columbus and Indianapolis via Piqua and Union City, bypassing Dayton and Richmond. Dayton's Amtrak station may be closed.
- * Conrail personnel have informed OARP that despite the extensive upgrading of the Columbus - Union City line, including installation of welded rail, the ride is rough, the tracks are being pounded to pieces again by the heavy freight tonnage now operating over that line, and that the National Limited will probably lose at least one hour by operating over that route.
- * Statistics from Amtrak speak for themselves, showing clearly that with the more attractive schedule of the National Limited, revenue and ridership is way up:

	MAY 77	May 76	JUNE 77	June 76
DAYTON - Revenue	\$27,821	\$10,184	\$42,608	\$22,143
Passenger Count	1587	485	2023	829
COLUMBUS - Revenue	\$23,852	\$18,152	\$41,591	\$27,419
Passenger Count	1351	1075	2037	1687
- * Conrail has recently listed the remaining segments of this through line, 22.5 miles between Charlottesville and Thorne (Indianapolis) and 52.2 miles between Cambridge City and Stillwater (Dayton), for intensive analysis to further identify lines to be studied for possible abandonment. History has shown that once you chop a section out of the middle, it is much easier to chop the ends also.
- * Conrail is trying to unload its Richmond Yard onto the N&W and will try to get N&W to take over all local freight operations on the stub CR lines out of Richmond.
- * Conrail asked for an extension of the lease giving them operating rights on Line 8206 this Summer so that the line could be used as a bypass route for through freight trains while trackwork proceeds on the Union City to Indianapolis (ex-NYCRR) main line. OARP FEELS THAT BY DOING THIS, CONRAIL HAS ACKNOWLEDGED THE NEED FOR THIS LINE AS A THROUGH ROUTE! After all, they apparently admit they can't perform trackwork and run trains over the Union City Line at the same time. Now, once Line 8206 is lost, what are they going to do when the tracks need upgrading? And with a reported 56 to 64 daily train movements! Most of which will be long, heavy freights!
- * Conrail routes most of its operations over Line 8206 on the south track, the one with welded rail that is good for 60 mph operation. The north track, or westbound main, is rapidly deteriorating and has 10 - 30 mph slow orders for much of its length. Against-current-of-traffic moves on the south (east-bound) main track must be made by train order and lack of automatic block signal protection.

* OARP maintains that the overall BEST ROUTE is the SHORTEST ROUTE. It also happens to be the route in question, the one that serves Dayton and Richmond, a route originally built as a mainline for high-speed trains.

COMPARATIVE MILEAGE: COLUMBUS, OHIO TO INDIANAPOLIS, INDIANA

- via present National Limited route through London,
Xenia, Dayton and Richmond 179.5 miles
- via proposed detour route through Hilliard,
Piqua, Union City, Muncie and Anderson 188.8 miles
- via the Final System Plan route through London,
Springfield, Dayton, Cincinnati and Shelbyville 229.5 miles
- via questionable roundabout route which would preserve
service through Dayton; through Xenia, Dayton, West
Manchester, Greenville, Ansonia, Union City and Muncie 213.1 miles

In order to use the last route option listed above, the wye and connections at West Manchester would have to be rebuilt (about 1000' of track) and the 22.6 miles of the Carlisle Branch (former Cincinnati Northern, ex-NYCRR) would need some sort of signalization. Line is rated at 50mph in places (overall average limit less than that) thanks to recent upgrading by Conrail. In general we would oppose such "roundabout" detours outright.

* OARP also maintains that the Dayton - Indianapolis line is actually "defense essential". In time of war or national emergency (heaven forbid) this line would be the best and quickest route for rail movement of troops and supplies. Wright-Patterson AFB is close to Dayton. There are major defense supply depots in both Dayton and Columbus. If the line were closed down, defense movements to the west would have to make time-consuming detours.

* According to the recommendations of the Final System Plan, Conrail was to upgrade the Cincinnati - Indianapolis line for Amtrak service. This has not been done. In fact, work has not even started. In fact; the line is now in such bad shape that Conrail is currently not operating at all over the segment between Shelbyville and Lawrenceburg Junction. The line is below the federal Class I standard which is 10 mph for freight!

QUESTIONS THAT NEED TO BE ANSWERED:

1. WHY HASN'T THE CINCINNATI - INDIANAPOLIS CONRAIL LINE BEEN UPGRADED AS CALLED FOR IN THE FINAL SYSTEM PLAN? If they haven't followed the FSP in this regard why should they follow it so religiously in closing down the Dayton - Indianapolis mainline.
2. IF THE DAYTON-RICHMOND-INDIANAPOLIS ROUTING WAS MANDATED AS PART OF THE BASIC AMTRAK NATIONWIDE NETWORK IN 1971 (which it was), DOESN'T CONGRESS HAVE TO ACT BEFORE ANY PORTION OF THIS BASIC SYSTEM IS ABANDONED (which would surely arouse more national concern with this case)?
3. ARE RAILROAD ABANDONMENTS BECOMING POSSIBLE MONEY-MAKING SCHEMES BY THE JUGGLING OF SALVAGE VALUES AND TAX LOSSES? Someone raised this point and it ought to be investigated.

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WHAT OPTIONS ARE AVAILABLE?

- A. Congress might enact a special law and provide funds so that Amtrak could purchase or lease the line segment (USRA Code 8206) and thus keep the Dayton-Richmond-Indianapolis line open.
- B. Conrail could be made to keep the route open as a through route and maintained to suitable condition for operation of passenger trains.
- C. The line could be jointly purchased by the States of Ohio and Indiana, providing a test case for state subsidy in Ohio.
- D. ? ? ? ? ? If you have a solution; then please come forth with it!

HERE'S WHAT YOU CAN DO TO HELP:

WRITE LETTERS! OARP suggests that letters to the following will do the most good:

THE HON. JAMES A. RHODES (YOUR CONGRESSMAN)
GOVERNOR OF THE STATE OF OHIO HOUSE OFFICE BUILDING
STATE HOUSE WASHINGTON, DC 20515
COLUMBUS, OH 43215

SENATOR JOHN GLENN SENATOR HOWARD METZENBAUM
SENATE OFFICE BUILDING SENATE OFFICE BUILDING
WASHINGTON, DC 20510 WASHINGTON, DC 20510

BROCK ADAMS, SECRETARY OF TRANSPORTATION (YOUR MAYOR)
U.S. DEPARTMENT OF TRANSPORTATION (YOUR C. of C.)
400 SEVENTH STREET, S.W.
WASHINGTON, DC 20590

...and also to these Indiana officials:

THE HON. DR. OTIS R. BOWEN, M.D.
GOVERNOR OF THE STATE OF INDIANA
STATE HOUSE - 200 WEST WASHINGTON
INDIANAPOLIS, IN 46204

SENATOR BIRCH BAYH SENATOR RICHARD LUGAR
SENATE OFFICE BUILDING SENATE OFFICE BUILDING
WASHINGTON, DC 20510 WASHINGTON, DC 20510

URGE THE GOVERNOR, LEGISLATORS, PLUS YOUR MAYOR AND CITY OFFICIALS IF ON-LINE, TO WRITE TO CONRAIL AND TO AMTRAK IN AN ALL-OUT EFFORT TO SAVE THE RICHMOND LINE FOR THROUGH TRAINS!

When you write, typewrite if possible. State the situation. State your opinion. State your arguments. Get to the point. And if you are in a position to provide extensive information or documentation, say so - and be sure to include your phone number. Some of the above officials are already concerned about this rail line -- and time is getting short!

ATTEND THE PUBLIC MEETING!

TESTIFY AT THE PUBLIC MEETING!

SUBMIT DATA TO THE ICC - RSPO!

OARP has mailed the official notice of the PUBLIC MEETING concerning the Richmond Line to be held in DAYTON on MONDAY, AUGUST 1st, 9:30am, in the MONTGOMERY COUNTY ADMINISTRATION BUILDING at 451 West 3rd Street in Room 901.

Every OARP member should have received this notice by now. The Ohio Rail Transportation Authority is conducting this PUBLIC MEETING. Arrangements to testify must be made with ORTA. Contact Mr. Louis Jannazo at ORTA if you wish to be scheduled to speak (10 minutes). Call 614-466-5816 or write to ORTA at Suite 704, Midland Building, 250 East Broad Street, Columbus, OH 43215.

WE ARE HOPING FOR A LARGE TURNOUT AND A LARGE NUMBER OF PERSONS WHO ARE WILLING TO SPEAK OUT AND TESTIFY IN BEHALF OF SENSIBLE RAIL TRANSPORTATION!

...and additionally: The RAIL SERVICES PLANNING OFFICE of the I.C.C. is seeking information, data and materials relative to the Richmond Line, U.S.R.A. Code 8206. OARP has already submitted material. OARP urges ALL PERSONS WHO CAN PROVIDE INFORMATION TO ASSEMBLE IT AND WRITE DIRECTLY (AND SOON) TO:

JOSEPH R. POTTER, CHIEF - ECONOMIC IMPACT BRANCH
I.C.C. - R.S.P.O. SUITE 503
1900 L STREET, N.W., WASHINGTON, DC 20036

OARP INSPECTION TRIP TO BEECH GROVE IS A SUCCESS

Outfitted with green hard hats and safety glasses, twenty OARP members and guests toured Amtrak's Beech Grove Maintenance Facility on June 27th with Robert W. Badger, Manager of Administrative Services as guide. The Beech Grove shops, on the southeastern outskirts of Indianapolis, perform complete mechanical overhaul, refurbishment, and programmed maintenance of all Amtrak coaches, sleeping and dining cars.

The Beech Grove Maintenance Facility was originally built by the CCC&StL in 1907 for major repair of freight and passenger cars and for locomotives. NYCRR acquired the shops in 1922 and at its peak employed close to 5,000 workers. Amtrak took over a major portion of the facility in 1975. The present work force numbers about 700, with an output of six passenger cars per week. The Beech Grove Maintenance Facility is now undergoing a five-year, \$29,765,000 modernization program. The ultimate goal is to have a production of eleven cars per week with a moderate increase in the work force.

Our tour included the twelve main "stations" in the complex; inspection area, coach shop #1, storage building, machine shop, wheel shop, power house, forge shop, coach shop #2, truck shop, paint and trim shop, electric shop, truck replacement, and finished cars. We saw some wreck and fire damaged equipment and got to walk through several cars which had just been rebuilt and refurbished. Many interesting operations were observed. There was so much to see that the only criticism of the tour was that it was too short (1 hr 45 min). We came away impressed at the extent of the work done at Beech Grove and with a better understanding of the vital "behind the scenes" work to keep Amtrak's fleet rolling.

Seventeen of our group rode the National Limited to and from Indianapolis, ten from Columbus and seven from Dayton. Three joined our group at the Indianapolis Amtrak Station. #31 was on time and #30 was about an hour late, but our people enjoyed the train trip nevertheless. On both trains, galley-equipped parlor cars were being operated as lounge cars. And it was good to see crowds of passengers thanks to the new schedule of the train attracting a great deal of business.

Our thanks to Bob Badger, and to Joe Pollard and Tom McGinley for making this trip possible. OARP chartered a Gray Lines minibus for the local transportation in Indianapolis. Those who made the trip were; Jack Kraft, Bryan and Bruce Boyer, Charles Young, Mark Giorgio, Al Wolf, Tom Pulsifer, Doug Hudson, Gary Amatore, Gordon Murphy, Tom Nastoff, Iris McFadden, Bob Wright, H. H. Wright, John Keller, Sr., John Keller, Jr., Ray Kline, Bill Grant, Mike Rolcik, and Bill Rhoads.

"CONGRATULATIONS, FRED!"

Fred R. Frayer, senior sales representative, Cleveland, has been honored as Amtrak's Salesman of the Month for April.

In addition to handling over \$25,000 in group business from ten travel agencies, Frayer's accomplishments include:

- + Appearing as featured speaker at the Ohio Association of Railroad Passengers' annual meeting in Columbus.
- + Arranging for station WTOL-TV in Toledo to ride and film the Lake Shore Limited in preparation for a 30-minute show titled All About Amtrak.
- + Attracting eight additional on-the-spot enrollments in the Tiffin Auto Club's Springtime in the Rockies promotion, following his appearance as the featured speaker at the club's travel show.
- + Selling the Alcorn State Alumni Club on a tour to New York in June for a total revenue of \$1,710.

Frayer joined the Amtrak sales force in February 1976 after working for 10 years as vice president of Wayfarer Group Travel of Cincinnati. Prior to that he was the district sales manager for the Northern Pacific Railroad in New York. He also taught a rail course for New York's ASTA School for several years.

(from Amtrak News)

HELP KEEP OARP STRONG!
BRING IN NEW MEMBERS!
RENEW YOUR MEMBERSHIP!

CHESSIE STEAM SPECIAL SCHEDULE IS REVISED

The Chessie Steam Special trips scheduled for the continuing celebration of the Sesquicentennial of the Baltimore & Ohio Railroad are shown below. There have been some changes from the listing in our May "6:53". For flyer giving specifics, write to CHESSIE STEAM SPECIAL, DEPT. CJ, CHESSIE SYSTEM, 2 N. CHARLES ST., BALTIMORE, MD 21201. Even this listing may be subject to changes.

- Sun Jul 17 - Detroit to Grand Rapids (OW)
 - Sat Jul 23 - Grand Rapids to Plymouth (RT)
 - Sun Jul 24 - Grand Rapids to Chicago (OW)
 - Sat Jul 30 - Chicago to Garrett (RT)
 - Sun Jul 31 - Chicago to Hartford, Mich (RT)
 - Sat Aug 6 - Chicago to Garrett (RT)
 - Sun Aug 7 - Chicago to Cincinnati (OW)
 - Sat Aug 13 - Cincinnati to No. Vernon, IN (RT)
 - Sun Aug 14 - Cincinnati to Chillicothe (RT)
 - Sat Aug 20 - Cinti. to Ashland, KY (RT)
 - Sun Aug 21 - Cinti. to Huntington, WV (OW)
 - Sat Aug 27 - Huntington to Lexington (RT)
 - Sun Aug 28 - Huntington to Hinton (RT)
 - Sat Sep 10 - Huntington to Hinton (RT)
 - Sun Sep 11 - Hunting'n to Clifton Forge (OW)
 - Sat Sep 17 - Richmond, VA to Balcony Falls (RT)
 - Sun Sep 18 - Richmond, VA to Charlottesville (RT)
 - Sat Sep 24 - Newport News to Charlottesville (RT)
 - Sat Oct 1 - Baltimore to Harpers Ferry (RT)
 - Sun Oct 2 - Baltimore to Harpers Ferry (RT)
- RT - Round trip (Adults \$20, under 12 \$18)
 OW - One Way trip (Adult \$18, under 12 \$16)

Here's the schedule for the CHICAGO-CINCINNATI TRIP (OW):

- Lv CHICAGO (B&O Barr Yard in Riverdale) CDT -- 7:30am
- Run via Wellsboro & LaCrosse
- Ar PERU EST -- 1:10pm
- Connection with Amtrak Train #51
- Lv PERU EST -- 2:40pm
- Lv MARION EST -- 3:25pm
- Lv MUNCIE EST -- 4:15pm
- Lv RICHMOND EST -- 5:25pm
- Run via Oxford & Hamilton
- Lv HAMILTON EDT -- 8:00pm
- Ar CINCINNATI (CUT) EDT -- 9:00pm

SEE "UPDATED INFORMATION..." elsewhere in this issue!

CONGRATULATIONS... to JOHN GUIDINGER, who was recently elected the Chairman of the Michigan Association of Railroad Passengers... and to MIKE MORRISON, recently elected President of IlliniARP, the new rail passengers' organization in Illinois. OARP extends best of wishes to both gentlemen!

DON'T FORGET MONDAY, AUGUST 1st!

GROUNDBREAKING FOR CANTON STATION

There was a good crowd on hand on June 23rd for the groundbreaking for the new Amtrak Rail Passenger Station in Canton. Among those participating in the ceremonies were Harold Graham of Amtrak, Carl Freshour of ORTA, John Hawkins of SCATS, Canton Mayor Stanley A. Cmich and Community Development Director Ted Hacquard.

OARP SLIDE-SHOW NOTE: Our slide-show is now generally spoken-for until after Labor Day. We are glad its use is increasing. Members intending to show it for clubs, groups, etc. should put in their request as early as possible.

OARP MEMBER DIES IN SOUTHGATE HOLOCAUST

OARP extends deepest sympathy to the family of Rosemary Tilley of Kettering, who died in the tragic May 28th Beverly Hills fire in Kentucky. Rosemary was the tour director for the Dayton Auto Club and had very recently joined OARP.

OARP GETTING ACTIVE IN SPRINGFIELD AREA

Regional Coordinator Jim Lewis had an opportunity to promote passenger rail as a featured guest on WBLY - radio's Dan Cline talk show a few weeks ago and also spoke before Springfield's Audubon Society. On August 2nd, OARP Pres. Pulsifer will present OARP's Slide Show to the Springfield Kiwanis. Interest in passenger rail is growing in the Springfield area and we have picked up several new OARP members!

On March 11 I boarded Amtrak's San Francisco Zephyr in anticipation of a wonderful short vacation in California. I had no idea of any snowstorm at all until our train arrived in Omaha. I woke up as we pulled into the station and got off the train and walked around on the platform.

As I walked I overheard a few crew members talk of a bad snowstorm around McCook, Nebraska. They also mentioned that the train that had departed Chicago the night before had been buried in the snow there. At the next stop, Lincoln, our train was halted. The original plan was for our train to remain in Lincoln for a few hours until the snow in McCook could be plowed and the earlier train dug out. Those of us in Lincoln could not even imagine snow. The weather there was off-and-on drizzling rain and sunshine.

Those few planned hours turned into many hours. The snow in McCook continued, coupled with 80 mph winds. Even the snowplows were getting stuck in the snow. At noon the agents in Lincoln circulated a list around the train for passengers to list their names and destinations. Lunch was then served free of charge in the dining car. The mood of the passengers was good. Only a handful were angered. Most passengers still smiled and were in good spirits.

Later that afternoon it was announced that all passengers would be flown from Lincoln to Denver, where a train was waiting to take us the rest of the way. A bus was chartered which took us to the airport in Lincoln. Finally at 7 pm our long wait in Lincoln ended, and we were on our way to Denver.

Upon arrival in Denver we were told that everyone would be flown to their destination that evening. Most passengers that were going past Denver were bound for Ogden, Reno or San Francisco. Flights for all of these cities were leaving within two hours of our arrival in Denver.

After discovering that Amtrak was going to fly me to San Francisco, I realized that I would be one whole day early! Since I have this friend in Denver who always wanted me to come and he'd show me the city, Amtrak told me that I could stay a day and fly out the next day. So I called my friend and was able to spend a day visiting the "Mile High City". Amtrak indeed came through for me; I got an extra side trip to Denver and lost no time in California, though I regretted not being able to ride the train and see all the scenery.

Most notable about the whole ordeal were the Amtrak personnel in Denver and in Lincoln. The station agents in Lincoln were always friendly, courteous and helpful. Never did they raise their voice even though they were asked the same questions over and over by the waiting passengers. In Denver, Amtrak personnel were waiting at our arrival gate to assist us. They are to be applauded for their efforts.

ASSISTANCE APPRECIATED IN CATALOGUING COLLECTION

Two years ago OARP's "archives" were greatly enriched by the donation of a large and varied collection of 260 railroad timetables of the 1940's, 1950's and 1960's; a gift from OARP member Frank Michael of Dayton. Since that time this collection has been safely stored in the home of your OARP President and several OARP members who have visited the Pulsifer home have spent hours poring over these timetables. Your President is now asking for help in cataloguing this timetable collection sometime this Summer, thus making it more useful to research projects, etc. Someone skilled in library science should guide this effort. Any volunteers?

MODULES ARE NOW IN ELYRIA

Bob Wickens reports that the modular units which have served as Cleveland's Amtrak Station were very recently moved over to the Elyria Station. He says that the foundations are now being laid and that the "station" should be in place very soon, possibly by the time you read this. The building will be at the track level. No word yet on staffing the depot.

UPDATED INFORMATION ON THE CHESSIE STEAM SPECIAL

Our friends in the Cincinnati Chapter of the NRHS are helping sponsor the excursions out of Cincinnati. For specifics contact: STEAM SPECIAL CINCINNATI CHAPTER NRHS, P.O. BOX 15441, CINCINNATI, OH 45215. Include SASE if ordering tickets from them.

SCHEDULES AS WE HAVE THEM AT PRESS TIME:

- Sat Aug 13 Cincinnati to North Vernon, Indiana
Lv. Cincinnati 8:30a (CUT)
Ar. N. Vernon 12:45p Lv. 1:15p
Ar. Cincinnati 4:35p
- Sun Aug 14 Cincinnati to Chillicothe, Ohio
Lv. Cincinnati 8:30a (CUT)
Ar. Chillicothe 12:10p Lv. 3:10p
Ar. Cincinnati 5:50p
- Sat Aug 20 Cincinnati to Ashland, Kentucky
Lv. Cincinnati 8:30a (CUT)
Ar. Ashland 1:35p Lv. 3:30p
Ar. Cincinnati 7:50p
- Sun Aug 21 Cincinnati to Huntington, WV (OW)
Lv. Cincinnati (CUT) 1:00p, Maysville 3:00p, So. Portsmouth 5:12p, Tri-State Station 6:05p, Ar. Huntington 6:30p.

(Subject to change!)

NEW CLEVELAND AMTRAK STATION IS DEDICATED -----

----- by Mike Fugate

Though it was a hot and humid day on July 12, a fair-sized crowd was on hand for the official dedication of Amtrak's new Lakefront Station in Cleveland at 2:00 that afternoon. Quite a few OARP members were in attendance, as were several Amtrak officials plus the entire Cleveland station staff in their Amtrak uniforms. As an added attraction, Amtrak had their mobile "Travel Center" parked and open for inspection.

Speakers included Mrs. Mary Head, vice-chairman of Amtrak's Board, Cleveland Mayor Ralph Perk, ORTA's vice-chairman William Sanzenbacher, Conrail's C. B. Alban, and Amtrak District Sales Manager Tom McGinley. Though several speakers mentioned the two-year experimental status of the Lake Shore Limited, there seems to be no doubt at all that this train will become a permanent part of Amtrak's nationwide system. And a couple of the speakers resurrected the Lakefront Station-Terminal Tower battle, hoping that someday Amtrak would go back to the Terminal.

During the ceremonies, Amtrak's top salesman for April, Fred Frayer of Cleveland, was presented an award by Amtrak's Al Kaletta.

The station was officially opened with an unusual variation of the traditional ribbon-cutting, a silvered "rail" was unchained from its position blocking the front door, after which everyone went inside for refreshments.

STATE FAIR - - - -

CAN YOU HELP ????

At this writing (July 15) it is not yet certain if OARP will be asked again to assist (manpower-wise) with the ORTA Railroad Exhibit at the Ohio State Fair which is the last two weeks in August through Labor Day. We assume we will be asked and we are getting geared up on this assumption.

So far we have about 20 OARP members that have said they can come to Columbus during the Fair and put in from a few hours to half a day at the Exhibit.

Those who worked last year all found it a worthwhile experience. One of our Columbus members, Jack Kraft, has offered to help schedule and coordinate the OARP workers this year and when the word comes, he will be in touch with those who have offered to help.

IF YOU'D LIKE TO HELP, JUST SEND YOUR NAME, ADDRESS AND PHONE NUMBER ON A POSTAL CARD TO OARP, BOX 653, XENIA, OH 45385.

HOW AMTRAK KEEPS 'EM HAPPY

A minor Conrail freight derailment at West Manchester, Ohio, on July 10th caused the National Limiteds to be detoured via the "Union City" line. #30 was almost into Richmond when the word came, so #30 was backed all the way to Indianapolis before starting east again! And Dayton-bound passengers on #31, instead of being put off at Columbus and bussed to Dayton, were carried on through to Indianapolis (where the train arrived 3 hours late) before being bussed back to Dayton!

REISTRUP WANTS TO AXE THE FLORIDIAN! MOVE MUST BE AGGRESSIVELY OPPOSED BY ARP's

Amtrak's Board, upon recommendation of Amtrak President Paul Reistrup, gave approval to a course of action which could result in the discontinuance of the Chicago - Florida FLORIDIAN train service. The train is the biggest moneyloser in Amtrak's system relative to the number of passengers carried. The Board's action came one day following recommendation of a House-Senate joint appropriations committee that Amtrak's operating budget be reduced by \$11.5 million.

Amtrak may make a formal test of the FLORIDIAN in terms of social and environmental benefits, designated terms of route criteria. So far no public hearings have been announced. NARP wants to see that hearings are NOT held unless the train is first given a fair trial on a recommended routing via Atlanta.

This also raises other concerns. It is reported that L&N claims their Atlanta to Chattanooga main line has no capacity to handle the daily passenger train. It is also reported that the Southern (CofG) doesn't want the train running on their Atlanta - Macon - Savannah line; but if forced to accept the train, will require track upgrading to the tune of \$14 million (Atlanta-Macon) and \$6 million (Macon-Savannah). The sad thing is that reportedly Amtrak does not wish to even challenge these claims!

Admittedly the root of the problem is money! But does Amtrak have complete control over what they are doing with the monies they now have? One does not have to look very far to see on the one hand examples of wasted monies and on the other hand obvious service improvements that can result in a profit, or at least a lower loss. As long as the FLORIDIAN continues to bypass Indianapolis and downtown Louisville, as long as it continues to bypass the progressive Atlanta area, and as long as it lacks connecting service to and from Ohio and Michigan via the Cincinnati Gateway, the train will continue to be a loser!

OARP has known for some time now of a plan to reroute the FLORIDIAN from Nashville to Jacksonville via Chattanooga, Atlanta, Macon and Savannah. There was even a plan for a connecting Amfleet train from Nashville to New Orleans via Birmingham, Montgomery and Mobile. OARP has been pushing for the past two or three years for an Ohio and/or Ohio-Michigan connection with the FLORIDIAN. We've even submitted proposals to Amtrak for what we feel, based on our knowledge and research, would be connections and routings which would improve the entire Midwest - Florida - Sunbelt - Gulf Coast service. Yet the train retains a dubious routing. It must combine with a more successful Auto-Train operation. It serves some of its largest enroute cities at the "wee hours". And we really hate to have to say to Amtrak that "we told you so".

OARP feels that it is time to renew a commitment to restructure the Midwest - Florida Amtrak service and MAKE IT SUCCEED! This is not the time to eliminate it. And we will oppose any move by Amtrak to do so. And we urge your support!



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



FIRST CLASS

Effective August 15th, try Amtrak's new NIGHT-OWL EXCURSION FARES, round-trip for one-way fare plus \$1, good only from Canton and Crestline in Ohio. Call Amtrak for full information.

William H. Hutchison, Jr.
5851 South Ridge West
Ashtabula, OH 44004

