



THE 6:53

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385

Thomas R. Pulsifer — Editor

NO.
20

SEPT. 1977

NATIONAL LIMITED SAFE ON DAYTON - RICHMOND - INDIANAPOLIS ROUTE UNTIL NOVEMBER 1st

OARP learned on August 24th that Conrail had extended their month-to-month lease of the Penn Central trackage between Cambridge City and Charlottesville, IN, until November 1, 1977.

The abandonment of this portion of the National Limited's east-west route has been a major concern of OARP throughout most of this Summer.

The abandonment problem is not yet resolved, however, and a major story inside this issue of "the 6:53" details the ongoing involvement of OARP with the matter.

Meanwhile, Amtrak's National Limited will continue to operate over its present route, through Dayton and through Richmond, IN, until at least Nov. 1st.

YOU, TOO, CAN REGISTER YOUR OPINION ON THE FATE OF AMTRAK'S FLORIDIAN

Amtrak has asked the public to comment on the future of its Chicago - Florida train, the Floridian. Rerouting the train, or its termination, is being considered by the Amtrak Board of Directors because of the Floridian's high losses and low ridership. The Floridian has estimated revenues this year of \$5.5 million and operating costs of \$15 million, a loss of \$9.5 million. Last year the Floridian carried a total of 162,715 passengers.

In notices posted on board the trains and at stations all along the Floridian's 1,500 mile route Amtrak said the train has been identified as a candidate for potential service changes because it does not meet economic performance standards developed in accordance with criteria and procedures for making route and service changes. Those criteria and procedures were approved by Congress last year.

Interested individuals have been invited to submit written comments on five Floridian service alternatives on or before October 12, 1977. In addition, a special toll-free telephone line has been set up to receive comment up through 6:00pm (EDT) on October 12th.

CALL: 1-800-424-7966 (toll-free)
between 9:00am-6:00pm EDT

or **WRITE:** H. L. Graham,
Project Officer - AMTRAK
955 L'Enfant Plaza N, SW
Washington, DC 20024

— continued on page 3

DON'T FORGET OARP'S BIG FALL MEETING AND BANQUET — SATURDAY, SEPTEMBER 24, 1977
1:00pm — HOSPITALITY MOTOR INN, COLUMBUS — SPEAKER: STATE REP. ARTHUR WILKOWSKI

OARP's DIRECTORY will appear in the NOVEMBER issue of "the 6:53".

One change since the July printing of the DIRECTORY: Regional Coordinator Bill Snorteland now lives at 2121 Overbrook Avenue Lakewood, OH 44107 216-221-1722

Your OARP President is now back in school and asks those calling him to do so between 4:00pm - 9:00pm or on weekends at his home in Xenia which is 513-372-9868.

MORE AMTRAK SERVICE CUTBACKS!

EFFECTIVE SEPTEMBER 11th:

- * The new Palmetto will operate on a four-times-a-week basis, leaving Washington on Thu-Fri-Sat-Sun and leaving Savannah on Fri-Sat-Sun-Mon. The Palmetto will continue daily operation on the New York - Washington portion of its route. From November 18 until January 8 the entire Palmetto route (N.Y. - Savannah) will operate daily. From January 9 until June 15, 1978, the Palmetto will revert to the four-times-a-week schedule as outlined above.

EFFECTIVE OCTOBER 30th:

- * Subject to U.S. DOT approval, the Shenandoah and the Hilltopper will be cut back to four-days-a-week operation. The Shenandoah will leave Washington on Thu-Fri-Sat-Sun and leave Cincinnati on Fri-Sat-Sun-Mon. The Hilltopper will depart Washington on Thu-Fri-Sat-Sun and depart Catlettsburg (Tri-State Station) on Sat-Sun-Mon-Tue.
- * A general 2½% fare increase will become effective.
- * The Champion will be merged with the Silver Meteor until Dec. 14th when it will again operate as a separate train.

Amtrak has indicated to OARP that no 403-b service will be cut back, and that despite rumors of service cuts west of Denver, the San Francisco Zephyr will continue to operate daily. In all, 26 states will be affected by the service cutbacks due to the \$50 million operating deficit.

AMTRAK ANNOUNCES SERVICE CUTBACKS!

MORE CUTS MAY BE ANNOUNCED SOON!

In a move to reduce its losses so as to operate within a lower Federal subsidy, Amtrak will reduce service on several routes. The action was taken in preparation for a projected budgetary squeeze in fiscal year 1978 which begins October 1st.

Amtrak had requested \$534.1 million to maintain its nationwide services existing prior to September 8th. By agreement with the Administration, Amtrak supported a budget of \$500 million to operate an austere system and would reduce its budgetary request by exercising its route and service criteria. Congress appropriated \$488.5 million!

Amtrak Public Affairs spokesman Joe Vranich told OARP that NO ROUTE IS EXEMPT from close scrutiny to determine if costs can be reduced.

SO... EFFECTIVE SEPTEMBER 8th:

- * The Inter-American will operate tri-weekly between St. Louis and Laredo, leaving St. Louis on Sun-Wed-Fri and leaving Laredo on Sun-Tue-Fri.
- * The San Joaquin will operate on a four-times-a-week basis, leaving Oakland on Thu-Fri-Sat-Sun and leaving Bakersfield on Fri-Sat-Sun-Mon.
- * The Champion (N.Y. - St. Pete) will cease operating until the winter travel season starting Dec. 14th. Points served exclusively by the Champion will be picked up by the Silver Star, until October 30th.
- * The Southern Crescent and the Patriot will be consolidated between New York and Washington in each direction.
- * The Empire Builder will operate four days a week and the North Coast Hiawatha will be cut back to tri-weekly running on the days the Empire Builder doesn't. The North Coast Hiawatha will become nos. 17-18 and operate on the present Empire Builder schedule between Chicago - Minneapolis. Nos. 9-10 will become a daily Chicago - Minneapolis train known as the Twin Cities Hiawatha. Further changes the schedules of the Empire Builder and North Coast Hiawatha are expected at the end of October.

(continued in column at left)

The provisions of the route criteria and procedures require Amtrak to solicit public comment in cases of changes concerning routes where the economics are unsatisfactory. The current and projected economics of the Floridian, as currently routed, are unsatisfactory. Also, preliminary findings to date indicate that there are no overriding social or environmental benefits of the route.

Amtrak lists FIVE ALTERNATIVES regarding the service, under review for implementation as soon as practicable after December 31, 1977:

1. Continue the present route (Chicago, Nashville, Birmingham, Montgomery, Jacksonville, Miami/St. Petersburg) with possible schedule and/or service modifications.
2. Reroute the service to operate via Chicago, Nashville, Birmingham, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.
3. Reroute the service to operate Chicago, Nashville, Chattanooga, Atlanta, Macon, Savannah, Jacksonville, Miami/St. Petersburg.
4. Reroute the service Chicago - Atlanta (via either Chattanooga or Birmingham), then Macon, Albany, Jacksonville.
5. Cease service over the entire route.

The Amtrak route criteria and procedures provide that public hearings will be held in cities along the route if the Amtrak Board of Directors determines, after review of solicited public comments, that it requires supplemental information in order to understand the extent of public sentiment. No decision has been made whether public hearings are, or will become, necessary. The Board will determine which of the alternatives will be chosen. The public comments received will become part of the public record maintained by Amtrak, which will be available for public examination at Amtrak's Washington headquarters during normal business hours. A summary of the results will be available at each station along the Floridian's route.

OARP RECOMMENDS ALTERNATIVE THREE!

We feel the BEST of the five alternatives is #3, rerouting the Floridian south of Nashville via Chattanooga, Atlanta, Macon, and Savannah to Jacksonville and to Florida points.

When you call or write with your opinion and comments we urge you to voice support for alternative #3. And please urge others you contact to do likewise. Thanks!

OARP SUGGESTS:

- that pressure for a Louisville - Cincinnati - Dayton - Toledo - Detroit Floridian connection be kept up at this time. Amtrak already has stations open at all major enroute cities. The service is feasible and should prove viable.
- that because of the tremendous growth of the greater Atlanta area and of the Savannah/Hilton Head Island area as a major resort area; rerouting the Floridian via Atlanta - Macon - Savannah will greatly increase passenger ridership on the route.
- revising the Floridian's schedule along with the rerouting so that better connections are provided with other Amtrak trains at Chicago.
- aggressive action to get the Floridian back on a direct line through Indianapolis (maybe Indianapolis - Cincinnati - Louisville if Amtrak balks at a Louisville - Detroit connector) and restore service to downtown Louisville's Amtrak station.
- a Nashville - Birmingham - Montgomery - Mobile - New Orleans train connecting with the Floridian at Nashville and with the Sunset Limited at New Orleans.
- pressure to get ADEQUATE FUNDING for Amtrak so it can provide ADEQUATE TRAIN SERVICE! Present service is NOT adequate!

IN CASE YOU DIDN'T GET TO THE OHIO STATE FAIR THIS YEAR, WE HAVE REPRODUCED HERE THE NOW FAMOUS "BROADSIDE" AVAILABLE AT THE OHIO RAIL TRANSPORTATION AUTHORITY EXHIBIT IN THE MASHETER BUILDING.

Will "Buckeyes" wait with keen anticipation to see the first train (speedy and commodious and modern) whisk down the 3-C Corridor to Cincinnati with a wood burning 4-4-0 up front defying the elements?

HAVE YOU SEEN OARP'S NEW BLUE BROCHURE??

OARP's brand new brochures, on light blue stock with an Amtrak Turboliner on the cover panels, went on display at the ORTA exhibit at the Ohio State Fair, although a printing delay meant we had to use our yellow brochures for the first 2½ days of the State Fair.

Quantities will be available at OARP's Fall Meeting. By mail, we'll send you as many as you can use, but kindly send us a stamped self-addressed business (long) envelope with your request. Four brochures in an envelope will go first class for a 13¢ postage stamp.

On large quantities, some postage stamps (or a donation to help out) will be appreciated.

OARP's yellow brochure is still valid and we should try to use up existing supplies if possible.

AUGUST 1, 1977

ALL ABOARD!

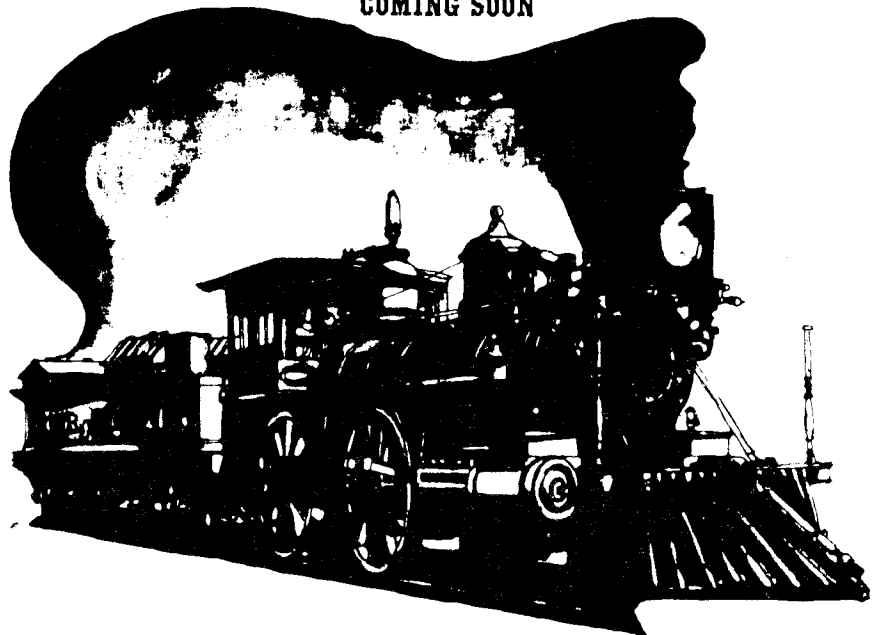
THE OHIO RAIL TRANSPORTATION AUTHORITY

PRESENTS

A TRANSPORTATION ALTERNATIVE FOR THE GREAT AND GLORIOUS

BUCKEYE STATE

COMING SOON



With your help, by 1980, speedy and commodious modern passenger trains will defy the elements to whisk you from Cleveland to Columbus to Cincinnati to Dayton to Toledo to Akron to Youngstown and points in between with amazing dispatch and ease of passage at a price you can afford.

THE OHIO RAIL TRANSPORTATION AUTHORITY

is saving jobs for Ohioans by re-establishing freight service between small towns and major through lines

FROM

ANSONIA TO COLDWATER

FROM

HEMPSTEAD TO LYTLE

FROM

VALLEY JUNCTION TO HARRISON

AND

ETC., ETC., AND ETC.

THE OHIO RAIL TRANSPORTATION AUTHORITY

will insure adequate and satisfactory rail service for all Ohioans. If you have a passenger or freight rail problem or want more information contact:

The Ohio Rail Transportation Authority

30 East Broad Street
Columbus, Ohio 43215

THERE HAS BEEN EXTENSIVE OARP INVOLVEMENT THIS SUMMER WITH WORK IN OPPOSITION TO THE ABANDONMENT OF A SECTION (owned by the Trustees of the Penn Central) OF THE MAINLINE BETWEEN INDIANAPOLIS AND RICHMOND, INDIANA, ON THE PRESENT ROUTE OF AMTRAK'S NATIONAL LIMITED. THE FOLLOWING ACCOUNTS WILL HELP BRING YOU UP-TO-DATE ON THE SITUATION AND RELATE SOME OF THE THINGS WE'RE UP AGAINST AND DESCRIBE THE EXTENT OF OARP'S INVOLVEMENT WITH IT:

PUBLIC MEETING WAS WELL ATTENDED

On Monday, August 1st, the Ohio Rail Transportation Authority held a public meeting in Dayton regarding the proposed abandonment of 23.8 miles of track between Cambridge City and Charlottesville, Indiana, thus forcing Amtrak's National Limited on a detour route bypassing both Dayton and Richmond and ending all rail freight access at both Richmond and Dayton to and from the west.

Several minutes before the start of the public meeting at 9:30am, OARP Pres. Tom Pulsifer learned that he would have to chair the meeting, as he was the only ORTA Board member present. Bill Sanzenbacher, vice-chairman of the ORTA Board, arrived late and then had to leave prior to the conclusion of the meeting at 4:00pm.

The hearing room was packed and several had to stand along the back wall. 41 persons testified, all in opposition to the closing of the rail line. Written statements were received from 27 others who could not attend the public meeting.

THE KIND OF THINGS WE'RE UP AGAINST
(The following incident actually took place and we can substantiate it; however names are omitted for obvious reasons.)

OARP, during July, ascertained by talking with several different Conrail employees—train crewmen, signal tower operators, etc.—that at least 58 to 68 daily scheduled freight trains would be using the Indianapolis - Union City line when the Richmond - Indianapolis line was taken out of service. And this information was included in OARP's testimony. A Conrail spokesman who spoke said there would be no more than 43 freights a day. Towards the end of the public meeting, one of our OARP members happened to be in the lavatory at the same time as the Conrail spokesman, who told him, "You know you people are right, about the number of trains; but we're told what to say in these hearings."

GETTING THE WORD OUT TO THOSE CONCERNED

Your OARP President learned over the phone on July 5th that the public meeting in Dayton was set up for August 1st and that ORTA would send a copy of the notice to OARP. Notice was received the following day about 11:00am and it was then learned that written statements would be due 10 days prior to August 1st. Immediate action was necessary! By 1:00pm we had 600 copies of ORTA's notice reprinted with a cover note attached, thanks to Insty-Prints quick service. By 2:30pm Jim Lewis had arrived from Springfield to help fold, stamp and address the notices for mailing to OARP members and others who had a need to know about the meeting. Mike Fugate came over around 7:00pm to help finish up and took the notices over to the Dayton P.O. to get in the night mail. In the days following, many OARP members helped spread the word, hand delivering copies of the notice (we had several hundred additional copies run off) to shippers, railroad people, civic officials, media representatives and others in Richmond, Dayton, Xenia, Columbus, Springfield and other cities and towns in the affected area.

ORTA's intent was to solicit input by means of the initial press notice and by legal notices placed in newspapers in the affected area. ORTA ran one legal notice in the Richmond, Virginia, paper! This error was caught by mid-July and notice was placed in the Richmond, Indiana, paper where it should have been sent in the first place!

It is probably thanks to prompt OARP involvement in just spreading the word that the response was as good as it was and that coverage was widespread.

INTERESTING STATISTICS: Though only 2 testified officially in behalf of OARP 8 others who testified were members of OARP. Of those submitting written statements, 12 are members of OARP. In the audience that day were 17 OARP members or persons who were there because of direct contact from an OARP member.

More on this! See following pages.....

THOSE WHO TESTIFIED ON AUGUST FIRST REPRESENTED A WIDE RANGE OF INTERESTS:

RAY WOLFE, Chairman, Montgomery County Commissioners
CLIFFORD DICKMAN, Mayor, Richmond, Indiana
IRVING HUFFMAN, General Manager, Richmond Power and Light
DEAN MIKESELL, Traffic Supervisor, Johns-Manville Corp., Richmond
JAMES SCHNEIDER, Traffic Manager, Ralston-Purina Co., Richmond
CHARLES HORN, Mayor, Kettering, Ohio
TED BAKER, Asst. Dir., Montgomery-Greene Transportation Coordinating Committee
JAMES ZEHNER, State Representative, 63rd District - Ohio
WALT SZCZESNY, Dir., Clark County-Springfield Transpt. Coordinating Committee
JOHN SMITH, Administrator of Commerce, City of Dayton
W. W. IMBODEN, Traffic Mgr., Indiana Farm Bureau Coop. Assn., Indianapolis
CARL W. FISHER, Asst. Traffic Mgr., Indiana Farm Bureau Cooperative Assn.
HOWARD SCHOLL, Manager, Henry County Farm Bureau Cooperative, Dunreith, Ind.
DAVID W. BECK, National Restaurant Association, Dayton
MICHAEL C. FUGATE, Ohio Association of Railroad Passengers, Dayton
KARL J. GELFER, Ohio Association of Railroad Passengers, Columbus
ROSS CAPON, Exec. Dir., National Association of Railroad Passengers, Wash., DC
ROBERT STEWART, City Manager, Xenia, Ohio
JOHN BUCK, President, Xenia Area Chamber of Commerce
MARVIN KEENAN, Traffic Manager, Super-Value Food Stores, Xenia, Ohio
DON BUNCH, Operations Manager, U.S. Industrial Chemicals, Xenia
GARY SHONBORN, Vice-President, Food Packaging, Inc., Xenia
ELDON REED, Landmark of Greene County, Xenia
DR. WILLIAM WARREN, Kettering, Ohio
RAYMOND J. HARROD, General Engineer, Terre Haute, Indiana
DAVID S. MARSHALL, Transportation Comm., Dayton Chamber of Commerce
RICHARD BUCHWALTER, Asst. Deputy Director, Ohio Dept. of Transportation
DR. RAYMOND KLINE, University of Dayton
HAROLD H. GRAFFENBERG, Dayton, Ohio
DR. MARY LEONARD, University of Dayton
BRUCE LANDIS, Springfield, Ohio
EDMOND J. LEONARD, Dayton, Ohio
EDWARD ORLETT, State Representative, 34th District - Ohio

PERSONS WHO SUBMITTED WRITTEN STATEMENTS ALSO REPRESENTED VARIED INTERESTS:

VIRGINIA ADAMS, Dayton Automobile Club
A. H. HESSLING, Exec. Dir., O-K-I Council of Governments, Cincinnati
WALTER ZEH, North East Transportation Coalition, Greenfield Center, NY
DAVID LIESER, Columbus Area Chamber of Commerce
DALE F. BERTSCH, Exec. Dir., Miami Valley Regional Planning Comm., Dayton
MICHAEL STINZIANO, State Representative, 30th District - Ohio
DARRYL KENNING, City Manager, Centerville, Ohio
ROBERT WRIGHT, Administrator, City of Brookville, Ohio
PATRICK W. BRYA, Asst. Traffic Mgr., World Color Press, Effingham, Ill.
MICHAEL O'BRIEN, Kent, Ohio
SHARON CROSSEN, Kettering, Ohio
BAXTER B. MOORE, Springboro, Ohio
DAVID LEWIS, Cincinnati, Ohio
DR. A. R. WEBER, Cincinnati, Ohio
DAVID AIKEN, Guysville, Ohio
STEVE AVAKIAN, E. Cleveland, Ohio
MS. K. JOHNSON, Greenfield, Ind.
MICHAEL HEALY, Dayton, Ohio
ISAAC and LEONORA LANE, Wilberforce, Ohio
DR. GORDON MURPHY, Dayton, Ohio
TRACY LOGAN, Yellow Springs, Ohio
MRS. JOHN McFADDEN, Dayton, Ohio
JEAN LONG, Oakwood, Ohio
DR. JOHN J. SHEA, Dayton, Ohio
DR. JOHN BROWN, Dayton, Ohio

FIGHTING FOR TRAINS CAN GET EXPENSIVE

Your OARP President's long-distance phone bill from July 13 through the 12th of August was \$192.06 with most calls having to do with this cause.

RAILROADERS SUPPORTIVE BEHIND SCENES

We are gratified by the interest and support provided behind the scenes by several railroad people who wish to remain anonymous.

AMTRAK, AUTO-TRAIN TO END JOINT
LOUISVILLE - FLORIDA SERVICE

On July 27th word came out of Washington that Amtrak and Auto-Train Corporation plan to discontinue an experimental joint service between Louisville, KY, and Sanford, FL. The last combined train will operate out of Sanford on September 2nd and out of Louisville on September 3rd.

Auto-Train will commence a weekend Louisville to Sanford service as a separate operation beginning September 9th. The train will depart from Sanford on Fridays and return from Louisville on Saturdays.

Amtrak expects to continue to operate its Chicago-Miami train, the FLORIDIAN on its present schedule.

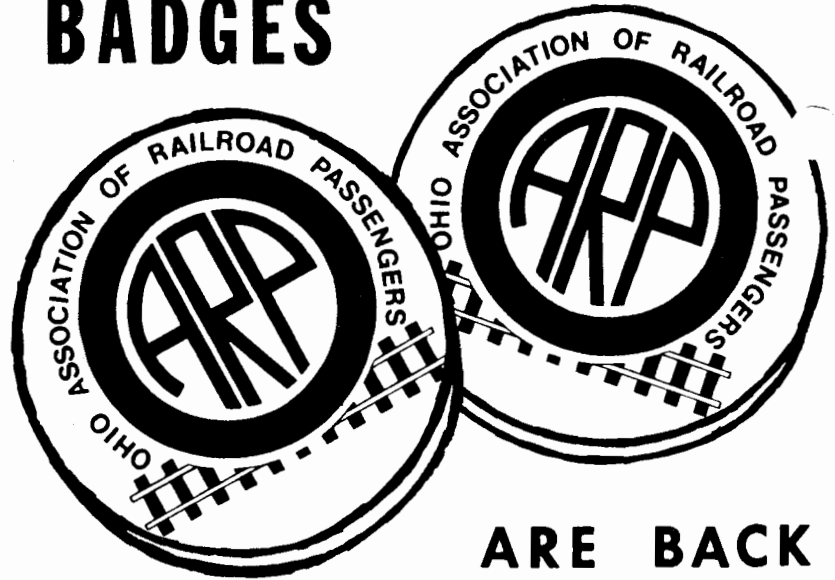
Both companies agreed that while they were discontinuing the experiment on the Louisville to Sanford run, the action did not preclude joint experiments of service elsewhere. Amtrak and Auto-Train agreed from the outset that the joint operation was an experiment to determine if such a service would be operationally viable. While the mechanics of the operation have worked out quite well, Amtrak advised Auto-Train that financial results have shown that the joint service has made no significant contribution to reduce Amtrak's substantial deficit on its FLORIDIAN.

When separate operations resume, Auto-Train will lease Amtrak terminal space in the Louisville facility and provide support services.

Amtrak and the California DOT will each put up \$150,000 for capital improvements at Sacramento, Davis and Suisan/Fairfield in anticipation of a new state supported (403-b) train scheduled to begin operation October 30th.

BRING IN A NEW OARP MEMBER TODAY!

BADGES



ARE BACK

OARP's black-on-yellow, durable, pin-on style BADGES are again available!

Identify yourself to others as a proud member of one of America's most active rail passenger associations!

ORDER DIRECTLY from OARP member:
JOE SCHWIETERMAN
2038 ROLFES ROAD
MARIA STEIN, OH 45860

55¢ each or 2/\$1 Please enclose a 13¢ postage stamp for each badge ordered.

RECOMMENDED READING ----- Many of our members may wish to subscribe to a quality, yet inexpensive, quarterly put out by the U.S. DOT. Entitled TRANSPORTATION USA the publication almost always has at least one article on rail transportation, often with fine color photos. Each issue also lists recent U.S. DOT publications and reports, some free, some on rail transport.

To order, send check for \$3.10 payable to the Superintendent of Documents and mail to TRANSPORTATION USA, Assistant Public Printer (Superintendent of Documents), Government Printing Office, Washington, DC 20402.

RECOMMENDED EATING ----- When in the Worthington area try LINWORTH JUNCTION (S.R. 161 at C&O crossing, west S.R. 315). Dine in ex-C&O diner! Food is top-notch; personnel friendly. Occasional trains roaring by on the C&O mainline lends to the atmosphere!

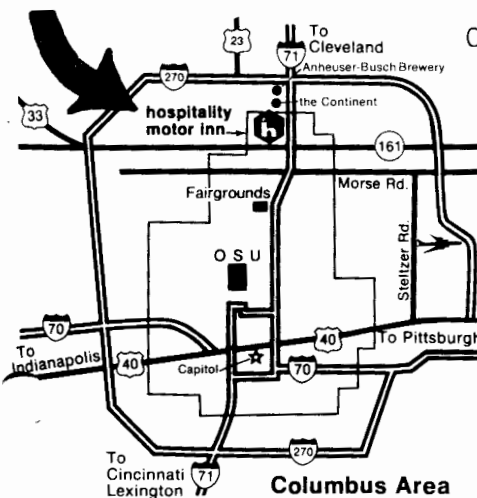
THE OHIO RAIL TRANSPORTATION AUTHORITY HAS MOVED!

ORTA has moved! But not very far. The state rail authority has relocated to larger quarters on the 34th floor of the new State Office Tower at 30 E. Broad Street in Columbus (43215). The phone number remains the same (614-466-5816). Stop by if you're in Columbus and get acquainted with YOUR state rail authority. Ask Executive Director Nat Simons to show you the fantastic view from his office in the northwest corner. All rail movements through the heart of Columbus can easily be observed from ORTA's new headquarters.

"6:53" RUNS FALSE RUMOR; APOLOGY IS SENT TO AMTRAK OFFICIAL

Your OARP President and "6:53" Editor accepts full responsibility for a most unfortunate error which appeared in the July issue under SHORT LINES on page 3. It was reported that Amtrak's Central Region V.P. C. James Taylor had been dismissed. He was not! We picked this item up from a Chicago area rail publication which we at one time held to be quite authoritative and reliable. But in the haste to get the July issue out to our members, that was one item which got overlooked in our "checking it out" process. A letter of apology was immediately sent to Mr. Taylor, who, of course, is in charge of Amtrak in Ohio as we are within his regional jurisdiction. We also wrote several other key Amtrak officials of our error and of the action taken in apology for it.

We have learned a most important lesson from this unfortunate incident. We got careless because we were in a hurry. Now we must strive to maintain the quality in our efforts which our own members and others with whom we come in contact have come to expect of OARP. This means all of us who provide or gather material for "the 6:53" must increase our efforts to check it out, get it right, and get it straight (so it won't happen again).



OARP's BANQUET and FALL MEETING is coming up on SEPTEMBER 24th. This map will help you find the location.

Notice of the meeting (with registration form for the banquet) was mailed to all OARP members in mid-August. If you did not get one, write or call OARP very soon. Registrations and payment (\$6) are due by SEPTEMBER 10th!

TWO ACTIVE OARP MEMBERS MOVING; WILL BE MISSED

It always hurts a little when an OARP member moves away who has been very active and helpful with the operation and with the work of OARP.

We have recently lost two such members, but we know that they, as with others in the past, will lend support and leadership to the passenger rail scene in their new locations.

Mike Fugate, who recently graduated from the Univ. of Dayton and who served as assistant editor of "the 6:53", and his family have moved to Arizona.

Paul Bunting, who did the narration for our OARP slide show and who has provided significant help and advice in the area of media and public relations, has returned to his native Pennsylvania and other employment.

OARP extends best wishes to both gentlemen and extends a hearty THANK YOU for all the assistance they've given to OARP!

\$ \$ EXTRA DONATIONS APPRECIATED

Costs associated with the printing of OARP's new brochure for use at this year's Ohio State Fair were considerably higher than we anticipated. The printer has been kind enough to let us pay part of the bill now and the rest later. OARP does request extra donations from those of you who can do so, to help us meet our obligations and enable us to continue our efforts to promote the cause of passenger rail transport.

AMTRAK SETS NEW PRICES FOR USA RAIL PASSES

Prices will drop sharply, effective Sept. 1st, for Amtrak's USA RAIL PASS sold within the U.S., good for unlimited travel on the 27,000 miles of the Amtrak and on the Southern Railway systems. The new prices will be:

\$185 — 14-days
250 — 21-days
295 — 30-days

USA RAIL PASSES will be good at the new rate for an unlimited amount of reserved or unreserved conventional coach travel between all points on Amtrak or on the Southern Railway. They may be upgraded for travel on Metroliners, sleeping cars, or other premium services by paying fare differentials for applicable trip segments but only on a space-available basis, one hour prior to train departure.

OARP HELPS ORTA WITH STATE FAIR EXHIBIT

Bill Grant, Tom Nastoff, Karl Gelfer, Jim Shoemaker and Tom Pulsifer assisted ORTA personnel at this year's State Fair Rail Exhibit. Our thanks to all who helped.

SHORT LINES: Pro-passenger rail president of the D&H, Bruce Sterzing, has been forced to quit his position at the request of the USRA because of a dispute over D&H operations and its pending request for a \$2 million loan. Move has sent waves through rail industry as Mr. Sterzing, young and sometimes outspoken, has generally been well-regarded as the president of the D&H.

"Put the Trains Where The People Are" is the title of a blunt, straightforward article in the New York Times (July 31st) by NARP Director James M.S. Ullman, attorney from Meriden, CT.

NEITHER THE OHIO RAIL CONSTITUTIONAL ISSUE NOR THE TURNPIKE TOLL DIVERSION ISSUE WILL APPEAR ON THE BALLOT THIS NOVEMBER!

The Ohio Intercity Rail Passenger Study, prepared for ORTA by Howard, Needles, Tammen & Bergendoff of Cleveland, is expected to go to the Legislature and be made public later this month.

Friction between Amtrak and Conrail over operation and servicing of Amtrak trains has resulted in problems for passengers this Summer, mainly with severe delays and equipment breakdowns. The press has not been too kind to Amtrak, partly in not fully comprehending the problems.

SECOND SECTION OF OARP GROUP VISITS AMTRAK'S BEECH GROVE SHOPS

Several OARP members and guests who could not be included in our June 27th trip to Amtrak's Beech Grove Maintenance Facility made the trip to Indianapolis on August 8th. The only big disappointment of the day came at the beginning as the westbound National Limited was 3 hr. 40 min. late leaving Columbus. In addition, the dining car had been taken off at Pittsburgh due to a malfunction.

With the help of Amtrak agent Bud Sherrill at Dayton, calls were made and we found that both Gray Line and the Beech Grove Shops would adjust their schedules to accommodate our very late arrival. We had eight in our group this time. Six rode the train over and back. At Dayton 160 chicken dinners were put on #31 so as we headed west we all enjoyed "Famous Recipe" courtesy of Amtrak!

#31 was able to make up a little time and when we arrived at Indianapolis our chartered Gray Line minibus was right there so we were able to head right out to Beech Grove. Once again, Mr. Bob Badger, Manager of Administrative Services, conducted our group on the tour.

Some of the highlights of this tour were seeing Silver Dome, no. 9401, America's first vista-dome car; the electrification of standard sleeping cars to make them Amfleet-compatible; and the manufacturing of new parts and components needed to make older equipment serviceable. The little center-cab diesel switcher, #77 in Amtrak colors, was busily switching cars to the delight of the photographers!

A highlight of the return train ride was clocking #30 at a good 80 mph over portions of the Indianapolis - Richmond line which Conrail wants to abandon! Who says that line's no good! A leaky ceiling condenser in the inadequate diner often dumped water on those waiting for a table; and with the pleasant ex-

ception of one personable waitress, dining car service was agonizingly slow and careless. However, all in all, the day was worth it.

Those who made the trip were Don and Jan Yates, Rodg Sillars, Karl Gelfer, Patricia and Howard Harding, Ralph Pierce and Tom Pulsifer.

SHORT LINES ---- "Stainless" is the title of a new, illustrated 12-page color brochure prepared by the Budd Company which explores the varied advantages of using stainless steel in railway passenger cars. A copy may be had, free of charge, by writing to their Public Affairs Dept. at 3155 West Big Beaver Road, Troy, MI 48084 and mention that you read about it in OARP's "the 6:53".

Norman M. Lorentzsen, President of Burlington Northern Inc., has been elected to Amtrak's Board of Directors, succeeding Robert Downing, former vice-chairman and chief operating officer of the BN who resigned in May.

Bargain day on Amtrak's Hilltopper was Tuesday, August 16th, when \$1 was the only fare charged between any two stations between Bluefield and Richmond in an effort to promote the train and its new Amfleet equipment in the state of Virginia.

We understand the larger Elyria (ex-Cleveland) Amtrak station is now open for use, but that the budget crunch makes staffing the station questionable at this time.

OARP's badge-maker, Joe Schwieterman will be attending Purdue University starting this Fall. Please allow a little extra time for processing if you order your OARP badge by mail.

Amtrak's James Whitcomb Riley will officially be renamed the CARDINAL (state bird of all six states served by the train) effective October 30. The original Riley was introduced by the NYCRR back in 1941.

The Lorain Journal of July 3rd had a feature article with photo of OARP member Phil Pasterak of Sandusky who at age 18 is engineer on the steam railroad at Cedar Point this Summer. Phil is a civil engineering student at Case-Western Reserve.

AMTRAK MAY SUE MOPAC OVER TRAIN DELAYS

In mid-July Amtrak announced it was considering filing a lawsuit against the Missouri Pacific over its operation of the Inter-American which winds 1,449 miles from the Mexican border at Laredo, TX, through Dallas, into Arkansas and Missouri and ends in Chicago. Amtrak says that one out of every four Inter-American runs gets so far behind schedule that passengers have to be put on charter buses at St. Louis to complete their trip to Chicago. The train is suspended at St. Louis when it is too late to get to Chicago in time for properly servicing the train for the return trip.

Amtrak's Joe Vranich stated, "I have personally been on the Inter-American only to be pulled into every siding between St. Louis and Laredo for nearly any freight train going in any direction. The federal law which created Amtrak in 1971 says that intercity passenger trains shall be accorded preference over freight trains!"

Mopac-operated Amtrak trains were nearly twice as late as the Amtrak national average in April, and the Inter-American was nearly three times as late, 2½ hours on the average. MoPac has, according to Amtrak, one of the worst on-time performance records for Amtrak trains of any railroad in the country. Amtrak further charges that MoPac runs their Amtrak trains too slowly though both sides agree that MoPac's tracks are in excellent condition. MoPac disagrees with Amtrak's insistence that passenger trains can run safely at 79 mph.

Vranich stated, "Amtrak is now examining its legal options. This is the only railroad in the nation against which Amtrak is considering some type of legal action."

Amtrak announced August 1st that it would operate Amfleet equipment on the Inter-American effective August 8th. Sleeping car service would be suspended until Amfleet-compatible conventional equipment could be placed into service. Apparently slow train speeds over the MoPac lines caused frequent failures of air-conditioning units on the conventional equipment. MoPac reportedly limits Amtrak trains to 55 mph or less, despite quality track conditions.

FABULOUS FIVE-DAY FIVE-DOLLAR FARE!

Between Sept. 15th and Nov. 15th YOU can go Amtrak from Cleveland to N.Y. and back for \$40 plus \$5 as long as you come back within five days. From Elyria and Toledo its also the one-way fare plus \$5. From Crestline or Canton, pay the one-way fare plus only \$2! Call Amtrak at the toll-free number (1-800-621-0317) and ask for the RW-05 fare. Then call the Hotel Wellington in New York at 1-800-223-7501. Stay Fri. and Sat. nights at bargain rate of \$37! Hotel can arrange Broadway Show tickets at box office prices. Visit New York for \$82 by taking advantage of this special promotional. Round trip air fare alone is \$116. Information on this courtesy of Fred Frayer, Amtrak No. Ohio Sales Manager, Cleveland.

AL "AMTRAK AL" MLADINEO is now associated with LANDFALL TRAVEL in Lakewood, Ohio, and can give OARP members and others planning Amtrak trips good service, both with package tours and independent tours. Landfall, and Al, may be reached at 216-521-7733.

AND OUR GOOD FRIEND HOWARD THORNTON of Midwest Travel Service (2936 Bella Vista, Midwest City, OK 73110) is announcing another MEXICO RAILFAN TOUR (Jan. 20 thru Feb. 4, 1978) featuring the private car "Soonerland".

RUMOR: Shenandoah schedule MAY be flip-flopped late this Fall.

IT IS OBVIOUS TO OARP, AND TO MANY OTHERS, THAT AMTRAK IS INDEED IN A CRITICAL FINANCIAL CRISIS!

WHILE AMTRAK IS NOW MAKING SERVICE CUTS IN AN EFFORT TO REDUCE THEIR DEFICIT, WE FEEL THAT ANY SERVICE CUTS ARE VERY DETRIMENTAL AND THAT VIGOROUS EFFORTS MUST BE MADE NOT ONLY TO RESTORE FULL SERVICES, BUT ALSO TO PRESSURE CONGRESS NOW TO PROVIDE ADEQUATE FUNDING FOR AMTRAK EVEN A SHORT, TO-THE-POINT LETTER TO YOUR CONGRESSMAN AND SENATORS WILL HELP. PLEASE SPEAK UP TODAY!

WRITE: Your Congressman, House Office Bldg., Wash., DC 20515
Your Senator, Senate Office Bldg., Wash., DC 20510
OARP THANKS YOU FOR HELPING!

TRAINS OF THE BROADWAY LIMITED ROUTE 1922-1977 is a new title in a series of publications by Rail Ways of the Americas, Inc. (PO Box 1437, Washington, DC 20013) and summarizes in report form the history, schedules and equipment listings of the 36-odd RR and Amtrak trains on the N.Y.-Chicago route over a 50 year period. Compiled by Harry W. Miller, the publication is available at \$2.50 per copy, postpaid. Interesting.

RUMOR: Amtrak, citing declining patronage, MAY abolish all 3 agents' jobs at Lima and close the station there.

"the 6:53" is published bi-monthly (Jan-Mar-May-Jul-Sep-Nov) for members of the Ohio Association of Railroad Passengers, concerned citizens working on a volunteer basis to promote train travel and to help get better passenger rail services.

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