



THE 6:53

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

Thomas R. Pulsifer - President & Editor

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WE'VE HELPED

TO SAVE THE
NATIONAL
LIMITED
SERVICE ON THE

Columbus - Dayton - Richmond - Indianapolis line at least through November, but we've still got a fight for the service on our hands. Since the September issue of "the 6:53" your Association has been very heavily involved in trying to save the train through Dayton. As you will see we've had moments of joy and moments of despair in this scenario which has sometimes seen daily changes.

In mid-September OARP mailed individual letters to the entire U.S. Congressional delegation from both Ohio and from Indiana, plus Senators Metzbaum, Glenn, Bayh and Lugar. The letter proposed that legislation was needed to authorize Amtrak to purchase the track and signal systems necessary to maintain direct rail passenger service between Dayton and Indianapolis, plus appropriations to Amtrak's capital budget to allow this to happen. We suggested that this be tied in with upcoming Congressional action to increase Amtrak's operating budget.

We got some polite responses from the Congressmen, but no immediate solution to the problem, except that Senator Glenn and Senator Bayh indicated they would include a specific allocation for the National Limited situation as part of a Senate-sponsored \$18 million supplemental operating allocation for Amtrak.

Then we decided we'd better do something a little more drastic and newsworthy... and we did succeed! We did some research and came up with a new proposal for rerouting the National Limited (outlined elsewhere in this

issue), called for assistance from our member Paul Bunting in holding a press conference, and then held a very successful and well-publicized press conference on October 7th in Dayton Union Station, just prior to the arrival of the National Limited. All major TV and radio stations covered our conference, along with reporters from area newspapers. Nat Simons from ORTA and two Columbus reporters rode the train to Dayton and also participated. Tom Pulsifer outlined OARP's controversial proposal for rerouting the train. Dave Marshall spoke on behalf of the Dayton Area Chamber of Commerce which supported our proposal, and Dudley Kircher, president of the Dayton C of C also spoke. All participants, plus some train passengers, were interviewed individually by the press and media. And follow-up coverage continued for several days following. Dave Marshall also was interviewed on some Dayton radio talk shows.

OARP members can be proud of the long hours and hard work that we've been putting in to these efforts to save the train service over the most sensible route. Dave Marshall, who serves as

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chairman of the Dayton C of C's Transportation Committee, has been heavily involved in the ongoing, day-by-day developments on this situation. And the fight is still on, even though things look pretty bleak at the time this is being written.

OARP has some copies of the letters sent to Paul Reistrup, Gov. Rhodes and Gov. Bowen outlining our new re-routing proposal and any member who would like copies, as long as they last, may send us a business envelope (self-addressed) with 24¢ postage.

Now, as the Amtrak agents at Dayton again start preparations for shutting down the ticket office at the end of the month, we have received a response from Amtrak's president that they were interested in our proposal, but they feel that they'd be better off using the Conrail/Union City detour routing as a "sword" to hold over Conrail's head to force Conrail to fix up the Cincinnati to Indianapolis tracks for the National Limited as specified in the USRA's Final System Plan.

And meanwhile it is the passenger, you and I, who must suffer with slower train service, service which bypasses proven successful market cities, and an almost total ignorance of the public's demands.

As for Indiana, despite Governor Bowen's "name calling" response to OARP and a nasty phone call from one of the Indiana Congressmen's office, we believe we have succeeded in forcing some Indiana politicians to acknowledge that this National Limited situation IS a valid problem and that maybe they'd better start doing something about it. We have word from our Indiana contacts that some Indiana governmental officials are beginning to come around, and speak out with more favor to the railroad problems. If we have helped to do just that, then we of OARP have then helped to accomplish quite a lot.

Our press release for the press conference of October 7th, plus copies of the letters to Governor Rhodes, Governor Bowen and to Amtrak President Reistrup were mailed individually to each member of the Ohio and Indiana U.S. Congressional delegations plus the Senators. We also mailed copies to key officials in Pennsylvania and to other interested parties at NARP, Keystone ARP, NETA, SETC, etc. to achieve as wide a coverage as possible.

Ridership on the National Limited has been holding up fairly well at Dayton despite the on-again, off-again nature of the train over the past month.

Prior to the last-minute reprieve for the train for an additional 30-days, head Amtrak agent Andy Reed announced he planned to retire as passenger agent when the station was closed. So on what was to be his last day on the job, OARP surprised him with an impromptu "party" which was covered by one of the Dayton TV stations as a human interest story. The three Dayton Amtrak agents; Reed, "Bud" Sherrill, and John Edminson, expressed gratitude for all the help and support OARP has given and continues to give in promoting the passenger service and in helping to save the train service in Dayton.

The new train times for Dayton during November are 8:40am for #31 westbound, and 10:10pm for #30 eastbound. New Amtrak schedules do not show the service to Dayton.

When #31 ran 6 hours late on November 6 (CR freight derailment east of Columbus necessitated rerouting via Crestline) OARP's Dave Marshall notified several Dayton radio stations and encouraged Daytonians to thus make a convenient "round trip to Indianapolis" that day as perhaps their last chance for a train ride out of Dayton. Quite a few heeded the advice, it is reported, thus adding a few more dollars to Amtrak's revenue report and boosting ridership figures for Dayton.

RIDING THE CONRAIL/UNION CITY DETOUR — Karl Gelfer rode #31 and #30 on Oct. 10th over the Union City route and in a phone call to OARP reported that if the train met no freight interference it could just meet the published schedule, but that some segments of track were very rough and that the eastbound train was delayed almost an hour by a stalled freight near Columbus. Other trips have reported delays approaching 3 hours!

AMTRAK PRESIDENT PAUL REISTRUP RESPONDS...

(Oct. 25) Dear Mr. Pulsifer: I know that the Ohio Association of Railroad Passengers has been Amtrak's friend through fair and foul weather. Your constant efforts to promote Amtrak and improve passenger service have been obvious to me for a long time and I, along with others at Amtrak, am grateful to you and your organization.

It is, therefore, with considerable sadness that I must reply to your October 6 letter by stating that Amtrak will not pursue rerouting the National Limited to Cincinnati, thence over the Chessie System to St. Louis.

Your letter made quite a persuasive case for the proposal. As a matter of fact, your reasoning is close to my own on this issue as I, too, want to retain service to Dayton and include Cincinnati on the route.

On the other hand, it is important to Amtrak to do so as part of a Dayton-Cincinnati-Indianapolis route as per the language of the Final System Plan issued by the U.S. Railway Association.

I am asking that Conrail expedite trackwork between Cincinnati and Indianapolis and, frankly, operation of the National Limited on the Muncie route may be one key to the solution.

It is no secret that Conrail is not enthused with operating our train over that busy freight line. As long as this routing exists, Conrail has some motivation to upgrade Indianapolis-Cincinnati.

I want to specifically say that I'm quite unhappy with having to give up the Dayton market. I hope to restore train service there as quickly as possible. I wish I could say when service will be restored, but Conrail has not provided us with specific target dates for track work.

While we are having discussions with Conrail, we are also pursuing a legal case against the trustees of the bankrupt Penn Central that, we hope, will result in track upgrading between Cincinnati and Indianapolis. Also, we have requested \$16 million in our Five-Year Plan for additional track work on the line.

I regret that I could not give you a response more to your liking, but I assure you that I will give this issue my personal attention until it is resolved.

Sincerely, Paul H. Reistrup

INDIANA GOVERNOR OTIS BOWEN "INSULTED BY OARP'S OBSTACLE TO PROGRESS"...

(Oct. 7) Dear Mr. Pulsifer: Your letter is an insult to my intelligence and to that of the Indiana Congressional delegation.

After one skims away the fantasies which surround your rationale for rerouting, it is obvious that only parochial interests in one community would be served by the proposal you make.

Your comment that Indiana has allowed rail track conditions to deteriorate ignores the facts. It may come as a surprise to you, but neither Indiana state government nor Indiana's congressmen are responsible for the Penn-Central bankruptcy. In fact, the state has joined with Amtrak in litigation to compel the Penn-Central estate to uphold its contract agreements with respect to track maintenance. The reorganization court, not the state, has thus far frustrated a favorable conclusion.

I had been hopeful that a harmonious relationship could materialize as the two states endeavor to solve mutual problems involving Midwestern rail passenger service. Indeed, I plan to continue working with Governor Rhodes and other interests in Ohio who may share that spirit. I fear, however, that your organization's position represents an obstacle to progress.

Sincerely, Otis R. Bowen, M.D.

Our thanks to ORTA and to NARP for passing resolutions in recent board meetings in support of continuing Amtrak NATIONAL LIMITED service to and through DAYTON!

NOTE: OHIO GOVERNOR RHODES HAS YET TO RESPOND TO OARP'S OCT. 7th PROPOSAL!

THE WOLF CREEK BRIDGE STORY — DID
CONRAIL REALLY HAVE THE LAST LAUGH?

Little did we realize it at the time, but those of us on hand for the Oct. 7th OARP/Dayton C of C Press Conference almost witnessed that day the last run of #31 (the westbound National Limited) through Dayton. For as soon as eastbound #30 pulled into Dayton that same evening, Conrail took its single-track Wolf Creek Bridge (on the National Limited route on the west side of Dayton) "out of service for an indefinite period"!

Starting October 8th the National Limited began detouring over the Conrail/Union City line, a rerouting which was to last until the 24th.

The reason for closing the Bridge was cited as structural damage caused by a carload of steel which shifted on a 93 car Conrail freight enroute from Indianapolis to Columbus.

Funny, the same carload of steel also knocked down two crossing signals, five utility poles and a whistle post in Xenia at 2:55am on September 27th! Why did Conrail then wait until Oct. 7th to close the damaged bridge?? We have never been able to find out.

Did Conrail do it then in response to the OARP/Dayton C of C press conference the morning of the 7th? And for all the photographers and people to see, what should be pulling #31 on the morning of the 7th but the Conrail E-8 #4022 all decked out in the new bright blue Conrail paint scheme. Talk about irony!

And Amtrak suspicions were not very quickly aroused about the closing of the Wolf Creek Bridge because the word apparently given to the Amtrak operations center in Washington was that the National Limited detouring was caused by a "freight derailment"!

The Amtrak agent in Dayton called your OARP President moments after the shutdown was announced. Amtrak chartered a bus for the duration of the detour, operating between Columbus and Indianapolis and stopping at Dayton and at Richmond. And for a time there was word that even if the Bridge were reopened on the 25th (It was!) that the National Limited would stay on the Union City detour route. But the

train did come back on the 25th and has been operating through Dayton since.

The 2½ week operation over the Conrail/Union City line gave several OARP members a chance to ride that line. One such report appears elsewhere in this issue.

THE NATIONAL LIMITED SITUATION CRITICAL
AS WE GO TO THE PRINTER with this issue of "the 6:53", here's the way it is:

Amtrak's National Limited will be detoured via the Conrail/Union City line on a permanent basis after November 30 unless proponents of the present route through Dayton convince a federal court to intervene. This may happen!

An \$18 million proposed supplemental appropriation for Amtrak was cut to \$8 million by a House-Senate Conference Committee. The \$18 million was included in the Senate-passed version which also included a provision inserted at the request of Ohio Sen. Glenn that required Amtrak to use part of the money to continue the National Limited on the present route through Dayton. The Glenn provision disappeared along with the other \$10 million.

An aide to Sen. Glenn reports that the federal court handling the bankruptcy of the Penn Central may be asked to require PC to pay Amtrak part of the \$20 million it owes in penalties for failing to properly maintain its tracks. Estimates for leasing that 23 mile segment of track needed to maintain the service through Dayton are \$1.5 million yearly.

Service to Dayton was to have ended on October 30th, but thanks to Sen. Glenn termination has been delayed a month. OARP received word of the extension at about 1:30pm on October 28th.

AND IN INDIANA... A \$165,000 federal subsidy necessary to continue service over the 23 mile portion of the Richmond - Indianapolis route was tentatively approved Oct. 31st by the Public Service Commission of Indiana which issued an interim order including in the state rail reorganization plan that stretch of track between Charlottesville and Cambridge City. The interim order, contingent upon federal approval, provides that the federal govern-

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(National Limited Situation Critical
. . . continued from previous page)

ment will pay 90% of the subsidy and the Richmond Power and Light Company will pay the remaining 10%. The RP&L and the Richmond Area C of C claim if the line is shut down, RP&L will have to hike rates for electric service by \$250,000 a year to make up for increased coal shipping costs. RP&L uses southern Indiana coal, brought in to its Richmond power plant by unit coal trains over the Conrail line.

SO... THE FIGHT IS NOT OVER! WE WILL, WITH YOUR SUPPORT, CONTINUE OUR EFFORTS TO SAVE THE TRAIN FOR DAYTON AND WORK FOR THE BEST POSSIBLE SOLUTION TO THIS ONGOING PROBLEM.

DAYTON GETS STATION-OF-THE-YEAR AWARD;
AND NOW THEY'RE PROCEEDING WITH PLANS
TO TAKE THE TRAIN AWAY!

Amtrak's Detroit District Supt. Rich Tower was in Dayton October 12th to honor Dayton Union Station as Amtrak's Station-Of-The-Year and present a plaque to head agent Andy Reed. Tower said that "This station was selected because of the outstanding job done by the personnel here. Our business has tripled this past summer, since the arrival and departure times were changed."

We of OARP congratulate DAYTON for winning this coveted award! We just wish we could assure the future of the train so you could achieve further success.

FULL TEXT OF OARP's OCTOBER 7th PRESS RELEASE...

PLAN FOR SAVING DAYTON RAIL PASSENGER SERVICE - The Dayton Area Chamber of Commerce, in cooperation with the Ohio Association of Railroad Passengers (a citizens' organization), is proposing a new plan for saving Dayton's Amtrak rail passenger service. If Dayton is abandoned by Amtrak as planned on November 1, 1977, it will be the largest metropolitan area in the United States without rail passenger service.

The Ohio Association of Railroad Passengers, in open letters to Ohio Governor James A. Rhodes, Governor Otis R. Bowen of Indiana, and Amtrak President Paul H. Reistrup, has heavily criticized the planned detour of Amtrak's National Limited over a more northerly route, bypassing Dayton, and has proposed a different routing for the train which increases service to Ohio.

The proposed change would have Amtrak operate the train between Columbus, Springfield, Dayton, Middletown, to Cincinnati. The National Limited Limited would then be operated between Cincinnati and St. Louis via the mainline of the Chessie System (B&O).

According to Thomas R. Pulsifer, President of the passengers' association, the proposal is controversial because it calls for bypassing Indianapolis instead of Dayton. Pulsifer adds that while the group hopes for a last-minute reprieve for the existing route between Dayton and Indianapolis, the choice of a temporary route is critical to the future of the train and that the northerly detour route planned by Amtrak could be fatal to future service.

Indianapolis would regain service if and when the problems of Conrail track in Indiana can be resolved, according to Pulsifer.

The O.A.R.P. proposal has gained Dayton support because the suggested routing not only maintains adequate service to Dayton, but will allow the National Limited to serve an area with over twice the population of cities along the planned detour route which bypasses Dayton.

The Ohio Association of Railroad Passengers, with over 400 members, is a not-for-profit organization of concerned citizens working on a volunteer basis to promote train travel and to urge the improvement and expansion of rail passenger services in and through Ohio. The organization helped fight successfully for an improved schedule for the National Limited at Dayton and also helped convince Amtrak last year that Dayton's Amtrak Station should be open for ticket sales during daytime hours.

OARP has an immediate need for 1 4-drawer or 2 2-drawer used legal-size width full-suspension metal file cabinets in halfways decent condition in which to house OARP's files, records, archives, etc. which are ever-accumulating. Contact Tom Pulsifer if you can donate one, or can provide leads in getting one.

ORTA BOARD DISMISSES CARL FRESHOUR BY 4 - 1 VOTE

-- by Karl J. Gelfer, OARP Columbus Coordinator

September 15, 1977 will go down as one of the darkest days in the short history of the Ohio Rail Transportation Authority. On that date, by a 4 to 1 vote in executive session, Carl E. Freshour, ORTA's Assistant Executive Director, was notified by ORTA Board Chairman Paul T. Zellers that his employment with the agency would be terminated as of Friday, December 2nd. The one dissenting vote was cast by our President, Tom Pulsifer who is Secretary of the ORTA Board.

The Board gave Freshour no reason why he was being terminated. It is no secret that Executive Director Nat Simons doesn't want Freshour around. It seems that Simons doesn't want any individuals around ORTA who have railroading background and experience. This is obvious in his hiring practices.

Freshour wasn't notified that he was going to be the subject of the executive session, nor was he present. On October 13th, Freshour directed a letter to Zellers requesting that he state the reasons for his dismissal. On October 19th, Zellers replied, "In reply to your letter of October 13, 1977, requesting "reasons" for the Ohio Rail Transportation Authority Board taking action which resulted in the termination of your employment, it was the consensus of the Board that your experience, training, education and background did not qualify you for your position with the Authority."

On two different occasions, a journalist for one of the Columbus newspapers commented on the Freshour dismissal, stating what the Board did was illegal in that they didn't carry out the intent of Ohio's "Sunshine Law" as it concerns the holding of public meetings and executive sessions. This journalist pointed out that Freshour wasn't notified that he was to be the subject of the executive session, nor was he given an opportunity to defend himself. This journalist also cited a Miami County judge's decision against a local school board that did not renew a particular teacher's contract but never notified the teacher that the contract would be terminated before that action was taken. That judge held the school board acted illegally. The journalist has talked with lawyers as well as State Sen. Paul Freeman who was author of the "Sunshine Law" and they all indicate that the ORTA Board acted illegally in the Freshour matter. The Columbus chapter of Sigma Delta Chi, the professional journalism society, is going to be asked at its November meeting to take some sort of action against the ORTA Board in relation to the Freshour matter.

Carl Freshour, with over 36 years experience in railroading, including a local UTU chairmanship when serving as a conductor on the E-L, was the one who singlehandedly got ORTA off the ground during 1976. I know I speak for many other OARP members in wishing Carl the very best of luck in future endeavors.

OARP HAS DISPLAY TABLE AT
4-DAY TRANSPORTATION SHOW

Your Association, by invitation of the Springfield/Clark County Transportation Coordinating Committee, has a display table and exhibit at the Transportation Show in Springfield's Upper Valley Mall, Nov. 3-4-5-6. Our Regional Coordinator Jim W. Lewis put in many long hours in connection with this and we all owe him a great debt of gratitude. Your OARP president was unexpectedly hospitalized the first day of the Show and was unable to help out.

Our exhibit featured a continuous slide show, displays of our brochure, NARP's brochure, back issues of "the 6:53", station maps, and a special brochure we had made up for this Show. The special brochure featured a reprint of a 1949 NYCRR 3-C Corridor line timetable on the cover, with an Ohio map outlining existing Amtrak service and future intercity passenger service on the inside panels. Anyone interested in a copy may write to OARP and enclose a self-addressed stamped envelope. We have several hundred left over copies.

Our exhibit was quite well-received. We thank those members who worked our exhibit; Bruce Landis, Sue Marshall, Mr. & Mrs John Keller, Ray Kline, Dean Denlinger, Mr & Mrs. Guy Miller, Karl Gelfer, and of course Jim Lewis. Some of these fine people put in long hours on our behalf.

AMTRAK RELEASES "FIVE-YEAR PLAN" -- SOME GOOD NEWS FOR OHIOANS IS FOUND WITHIN
NAT SIMONS CALLS AMTRAK PLAN "HOGWASH" AND A "SLAP IN THE FACE" TO OHIO -----

Monday, October 10th, Amtrak released its Five-Year Plan to the public. A similar report is provided each year to the Administration and Congress to permit an orderly evaluation of Amtrak's potential and future needs. The dominant theme in the Plan is that the demand for rail passenger service is growing and that projections have been borne out by actual results. The Plan is also a formal program budget request for the fiscal year following its issuance.

HERE ARE SOME OF THE PROVISIONS:

- * A complete restudy of Amtrak's national route system, by mid 1978.
- * Fund purchase of 353 new passenger cars for major routes in the east, midwest and south.
- * Predicts 28.8% ridership growth in the next five years.
- * Requires yearly average operating subsidy of \$695 million and capital improvements grants averaging \$210 million annually.
- * Examines expanded service on emerging "corridor" routes.
Six NEW ROUTES with a high potential for success: Atlanta - Montgomery - Mobile - New Orleans; Kansas City to Denver; PITTSBURGH - YOUNGSTOWN - CLEVELAND; CINCINNATI - DAYTON - COLUMBUS; Boston - New York via the Inland Route; Grand Forks to Winnipeg.
- * Three routes for added service: Los Angeles - San Francisco Bay Area; Chicago - Memphis - Jackson; CHICAGO - FORT WAYNE - CANTON - PITTSBURGH.
- * New and upgraded locomotives and cars for Northeast Corridor.
- * \$215 million in track improvement projects including DAYTON to INDIANAPOLIS via CINCINNATI, Indianapolis to Kankakee, and restore 12.6 miles of track between Rensselaer and Post Road, NY, for Chicago-Boston trains.
- * New stations, including Dearborn, MI.
- * Eight new "beltway" suburban stations including Buffalo, Pittsburgh, and "east of" Chicago.
- * \$7 million for grade crossing improvements to improve safety.
- * \$25.4 million for Beech Grove Shops and \$31.2 million for Chicago's 12th St. yards.
- * \$6.9 million to improve crew and supply facilities at major origin points including NY and Chicago.

Thanks to Joe Vranich, OARP has received a copy of the Five-Year Plan for reference purposes.

Nat Simons, Jr. Executive Director of the Ohio Rail Transportation Authority lambasted Amtrak's Five-Year Plan via a press statement issued also on Oct. 10th. He called the Plan "a slap in the face to Ohio" and that it was "in the category of hogwash". It is reported that Simons' tirade has caused a major rift between Ohio and Amtrak officials at a time when both should be working more cooperatively to insure the development of the best possible rail transportation plans for Ohio's future.

According to Simons, Amtrak is "trying to get good words out just before going to Congress to ask for supplemental appropriations to cover their stupid operations. We (the ORTA) are notifying our federal legislators that they shouldn't be deluded by this report during the supplemental appropriations hearings next week."

Simons also stated that "They have poor-mouthed us in private meetings, and then come out with these grandiose announcements. Amtrak has done no better than the bankrupt railroads they were supposed to replace. Amtrak is the biggest bankrupt company in Washington and it has not gone bankrupt by providing good service."

Simons concluded, "They need \$60 million to cover their present losses. I can't see buying a dying organization."

OARP President and ORTA Board Secretary Tom Pulsifer, in a three page letter to his fellow ORTA Board members, criticized Simons' outbursts against Amtrak and attempted to refute some of Simons' charges however it is generally felt that a good working relationship with Amtrak has been destroyed and that it will be hard for ORTA to build that relationship back together again soon.

Simons' tirade appeared, unfortunately, in several key newspapers within the state.

NARP REGION SIX MEETING and OARP's MID-WINTER MEETING will be SAT. FEB. 4th AT THE COMMODORE PERRY HOTEL IN TOLEDO, OH.



EFFECTIVE NOV. 6th, THE SHENANDOAH AND THE HILLTOPPER WENT TO FOUR-DAY-A-WEEK OPERATION, BOTH TRAINS LEAVING WASHINGTON ON TH-FR-SA-SU. THE SHENANDOAH LEAVES CINCINNATI ON FR-SA-SU-MO AND THE HILLTOPPER LEAVES TRI-STATE, KY, ON SA-SU-MO-TU. The Hilltopper now stops at Fleet & Grove Sts. in Petersburg, VA, adjacent to the campus of Virginia State College.

A faster schedule (one hour faster) for the SAN FRANCISCO ZEPHYR became effective October 30th. The train now stops at Richmond, CA, where passengers may connect with the BART system.

Effective October 30th six hours was cut from the running time of the NORTH COAST HIAWATHA and five hours was cut from the EMPIRE BUILDER. Major schedule changes have been made on these routes, permitting excellent connections in Chicago with the BROADWAY and LAKE SHORE LIMITEDS.

A new Buffalo - Albany weekday train, the MOHAWK, has been added to the Empire Service timetable. The ADIRONDACK remains a Turbo-equipped train.

HIGHLIGHTS OF NEW BROADWAY LIMITED SCHEDULE, effective October 30th:

#41 Lv	NEW YORK	6:30p
	PITTSBURGH	3:35a
	CANTON	5:48a
	CRESTLINE	7:47a
	LIMA	9:15a
Ar	CHICAGO	12:35p
#40 Lv	CHICAGO	3:30p
	LIMA	8:27p
	CRESTLINE	10:03p
	CANTON	11:53p
	PITTSBURGH	2:20a
Ar	NEW YORK	12:02p

NATIONAL LIMITED, effective Oct. 30, now leaves New York 4:55p, arrives Columbus 6:40a; eastbound run leaves Columbus 12:25a, arrives New York at 2:35p. Travel times at Columbus are getting worse instead of better! We will keep our eye on this.

During November Amtrak is selling, to highest bidders, nearly 170 conventional passenger cars, at ten locations around the country.

Amtrak announced in mid-October that it gained over 1 million new riders during the last 12 months, boosting total ridership for the fiscal year just completed to 19,207,000. This is a 5.8% increase over the same period last year.

Effective Oct. 30th, Amtrak's COLONIAL began serving Lee Hall, VA.

Amtrak's Board, on Sept. 28th, committed an additional \$15 million to a planned \$40.6 million modernization program for its 12th and 16th Street Yards in Chicago.

By mid-November, sleeping car service on the CARDINAL (formerly the James Whitcomb Riley) is expected to be operated daily in both directions.

The new CARDINAL (Riley) stop at Maysville, KY, appears to be doing quite well. Between June 12th, when service began there, and the end of July, the train served 1,287 passengers at Maysville, an impressive average of 25 per day! Elsewhere ridership on this train in July at Cincinnati went up 86%, from 2,738 to 5,104.

Amtrak's Board, on Sept. 28th, approved a program to begin overhauling and modifying Amtrak's existing fleet of Metroliners and approved a program to buy new lightweight electric locomotives for the Northeast Corridor. Thirty-two more SDP-40F diesels will be modified into 4-axle units for use with Superliner and Amfleet trains.

Because it would cost Amtrak too much to comply with new federal "Animal Welfare" regulations, transportation of all pets, except seeing-eye dogs, was ended on September 19th.

Despite the supplemental appropriation of some \$8 million, forestalling cutbacks of trains in the Northeast Corridor, a handful of the runs would be cut anyway, according to Amtrak, including the quaint Providence - New Haven "Clamdigger" local train!

I've been planning this particular article for some time. Then with each issue I kept putting it off. But recent events now make it necessary that this be written. And in talking with others from time to time I believe this may well echo the sentiments of several others active within OARP and of others in other ARP's.

So here we are! A volunteer citizens' organization. Some 400+ strong. Some successes and some disappointments at what we try to do on behalf of the rail-traveling public. No one paid for their hard work except for getting expenses reimbursed. And you know as well as I that we never turn all of our organizational expenses in to our treasurer for reimbursement. If we did, we'd go broke!

So, on one hand, a handful of dedicated people are keeping the organization going by sacrificing much more than they should be asked to. And on the other hand, if we are to maintain the level of service to our members and for our members, then the overall levels of support must be increased, or the services provided must be decreased. Plain and simple. And I believe in OARP too strongly to want to see our services decrease!

So here we are! A spare-time organization. But some days you wouldn't know it! There are days when I have been involved with OARP work from the time I've come home from school (4pm) until I go to bed after 11 o'clock. There are times that I can't believe the amount of OARP work that needs attention. There are evenings when the phone never rests. There are days when the pile of mail for Box 653 exceeds the pile brought out to my school! And sometimes several days each week are like this!

So here we are! The family is complaining! My wife says, "We never have time to go places together any more." Or, "Your daughter wants to see you when you come home; but off you go to the "OARP office" and shut the door." Or, "When is that infernal typewriter of yours going to self-destruct?" Or, "You know I had to take three OARP calls for you today!"

So here we are! My doctor, following my recent trip to the local hospital's emergency room and then two days of enforced bed rest says to me, "Tom, you helped save that train, but you're doing too much and you've just got to get off the merry-go-round."

Gee, but it's hard to get off that merry-go-round!

(Is Pulsifer calling it quits? What will happen to OARP? Oh, my gosh! What'll we do?)

First of all, Pulsifer is NOT calling it quits! In fact, the more I get into this fascinating rail transportation "avocation" the more determined I become that this thing can succeed and that it will succeed!

But, there are limits.

I am stating that under the present circumstances, you, and I, must realize that family comes first. Then obligations to salaried jobs come next. Then come obligations to OARP.

Throwing in the towel? No way! We do not need that. And I will be among the first to voice appreciation to all of our fine members. For without all of us, OARP would not be here today. Your support and participation is most appreciated!

But maybe we're to the stage where we need more different kinds of support.

I like to toot the horn for OARP! After all, we've made this organization what it is. We are growing. We are reaching out. We have strength. We are heard. We try to act in a professional manner. We are established. We have some influence. We are fairly well-known. We have some valuable experiences under our belt and we've learned some valuable lessons. We've even made some enemies because we're no longer afraid to take a stand for what we believe is the right course.

But at what expense?

At the expense of the burdens always falling upon the same shoulders? At the expense of the faithful few who must make financial and personal sacrifices? At the expense of regular jobs? At the expense of an obligation to one's spouse and children? Home and family? Personal health?

Yes, there will always be the larger core of supporters and the smaller core of "doers", for this is the way it always seems to work.

Yes, thank God for the Marshalls and the Denlingers, the Gelfers and the Hardings, the Garners and the Wolfs, the Edminsons and the Amatores, the Lewises and the Kellers, the Goldsteins, the Lebolds, the Hudsons, the Manns, Glassers, Nastoffs, Krafts... Obviously I could go on with the names of the doers. I wish there were more of them. We need more of them.

And thank God for the others, the majority of our members, who provide the encouragement, the occasional constructive criticism, and the most essential financial support. We need more of these people too!

From one who is involved with OARP almost daily, I tell you our fight for modern passenger trains is just beginning! More demanding days are just ahead. If we are going to be ready to meet the challenge we must start building readiness NOW! For if we are destined to forge ahead (and I know we should and I know we must), then it is most necessary that we broaden our bases of support, not just financially, but also in terms of time and talent, material and manpower.

And we must begin now!

For we are already taxing the limits of ourselves in all these vital areas. We just cannot, and should not, continue to stretch these limits and even hope to meet the challenges that are coming.

Those elected to carry the ball must be provided with the means to carry out the play!

The foundation is established.

The future direction of OARP is now in all our hands.

How will we go?

STATE FAIR EXHIBIT -- In the last issue of "the 6:53" we inadvertantly omitted Jack Kraft from the listing of those OARP members who provided assistance to ORTA with the railroad exhibit at the Ohio State Fair this past August.

BULLETIN!

AS WE GO TO PRESS (11-11) YOUR PRESIDENT HAS JUST LEARNED THAT THE NATIONAL LIMITED HAS BEEN DUMPED INTO THAT HOPPER KNOWN AS "ROUTE CRITERIA PROCESS"! ALSO NOW SUBJECT TO THE EXAMINATION PROCESS ARE THE LAKE SHORE LIMITED, LONE STAR, SEATTLE - PORTLAND LOCALS, NORTH COAST HIAWATHA AND THE EMPIRE BUILDER, THE PIONEER, SAN FRANCISCO ZEPHYR, AND EVEN THE SOUTHWEST LIMITED.

ALREADY UNDER SCRUTINY ARE THE SAN JOAQUIN AND THE INTER-AMERICAN.

THE EVALUATION PROCESS ON THE FLORIDIAN IS NEAR THE END, IN MORE WAYS THAN ONE. FOR YOUR PRESIDENT UNDERSTANDS THAT TOP LEVEL AMTRAK MANAGEMENT WILL RECOMMEND TO THE AMTRAK BOARD OF DIRECTORS AT ITS NOVEMBER 16th MEETING THAT THE FLORIDIAN BE DISCONTINUED!

Is there any hope? The future of Amtrak is now in absolute turmoil! Congress says to expedite the route criteria process; that public hearings are desirable, but not mandatory! The routes that lose the most money MUST be evaluated under this process. Amtrak faces a \$48.5 million funding problem, and Congress has told Amtrak they are not to come back asking for more money!

Apparently the COAST STARLIGHT, the PANAMA LIMITED, the BROADWAY LIMITED (N.Y. section only) and the CARDINAL are presently exempted from the route criteria process.

THE NOVEMBER 16th AMTRAK BOARD MEETING WILL BE A CRUCIAL ONE.

IT IS ALSO OUR UNDERSTANDING THAT THE RECENT CARTER NOMINEES TO THE AMTRAK BOARD, INCLUDING ANTHONY HASWELL, WILL NOT BE APPROVED OR CONFIRMED UNTIL POSSIBLY SOMETIME IN JANUARY OR EVEN FEBRUARY!

AND AT THIS DATE, THE FUTURE OF THE NATIONAL LIMITED REMAINING ON THE DAYTON ROUTE LOOKS VERY, VERY BLEAK. But we aren't giving up hope.

WHO'S AMTRAK LISTENING TO, ANYWAY?

Former NARP director Al Mladineo gave the UPI in Columbus a story on October 1st simply quoting from NARP NEWS about the Floridian route restructuring. The toll-free number and Graham's address was included. All the "Option #3" cities were listed also. He added; "A recent private survey in Florida noted that one out of every three out of state license plates belonged to motorists from Ohio and Michigan." He also added; "If energy is to be conserved, the large number of motorists driving to Florida must be given the option of all modes of transportation." UPI apparently thought this was a great story. Cleveland area local news media picked it up immediately. Mladineo was interviewed on the TV-5 news. Radio stations played the report on Sunday and Monday. The Press and the News-Herald did stories.

Then on October 7th, Mladineo received a phone call from a top Amtrak official who shall remain anonymous. This official raised hell with Al! According to Mladineo, this official told him "You can get in trouble for this. The route restructuring was meant to be from Nashville only. Our switchboard at Amtrak has been jammed since Monday from calls from Columbus and Cleveland."

Mladineo suggested that Amtrak avail themselves of the marketing tool just handed to them. The Amtrak official then, according to Mladineo, got even more irate and the conversation ended with a loud click coming from the Amtrak end!

Mladineo told OARP that the response was overwhelming from Columbus and Cleveland for the Ohio-Florida service and noted that in the Cleveland area the response was even greater than the support for the Lake Shore Limited continuation. Mladineo said, "Maybe Amtrak should start listening to its friends. The consumer poll saved Amtrak a great deal of marketing dollars. Let's hope Amtrak supporters are not disappointed in another bureaucratic bungle by some high-priced directors who were not smart enough to take an opportunity and turn it into cash."

OARP, MARP and NARP have for years been urging establishment of north-south Amtrak service ultimately linking Michigan and Ohio points with Florida and the South by direct passenger train.

YOUR ASSOCIATION... provided assistance to Bruce Ronald of Kircher, Helton & Collett of Dayton who is preparing an article on rail passenger service in Dayton for the November issue of Gem City Saver (bank) Magazine.

...provided non-monetary assistance to the Wisconsin ARP, just getting organized.

...sent sample station maps and a sample "6:53" to nearly 100 people who wrote us after an item on our maps appeared in the Columbus Dispatch.

LAKE SHORE LIMITED ENDS ITS TWO-YEAR EXPERIMENTAL STATUS

As November 14th was the deadline for submitting written statements to the U.S. D.O.T. regarding the future of the Lake Shore Limited, your OARP president submitted a two-page letter urging strongly that the Lake Shore Limited be made a permanent part of Amtrak's national system.

Shortly after November 14, Secretary of Transportation Brock Adams is expected to make his decision on the future of this highly successful long-distance Amtrak train.

O A R P M A T T E R S - - - - -

When we can get the time and talent organized, our OARP SLIDE SHOW will be completely re-done. We are now going to Kodak Carrousel equipment as opposed to the Sawyer/GAF Rototrays. We thank Howard Harding, Dave Lebold, John Beach, and Amtrak for updated slides for our Show.

Our Dave Marshall has contact with an ad agency that can have substantial ceramic coffee mugs made with our OARP logo on one side, glazed right in, for use as a promotional item. Your president has seen a sample of the product and they are good quality. If there is interest expressed in this, we will go ahead with a trial order. Let Dave or Tom know soon.

Jim Lewis, our Western Ohio Regional Coordinator, has asked for a "temporary leave of absence from his duties" citing personal reasons. Thus granted; Jim.

This SUPER ISSUE will close out 1977 and we plan for our January issue to be out by mid-month. Our big expense on this issue is postage, but we had lots of news.

QUOTES OF NOTE ##### "The U.S. Government's position on the railroads exemplifies the grim travesty that has been made of transportation policy. The railroads are the form of land transport that is best suited to an age in which liquid fossil fuels will be increasingly expensive and progressively more scarce. Their value to society is now being judged of a kind of free-enterprise procustean bed what will not fit the frame of private profitability is to be lopped off. This may serve the ideology of private enterprise, but it will help destroy the production system that yields its wealth."

— BARRY COMMONER (The Poverty of Power)

"The creation of the Ohio Rail Transportation Authority was the creation of a renewed dedication on the part of the State Government to provide for the development, administration and operation of rail service throughout the state. The Ohio Rail Transportation Authority has broad enough powers that it can concentrate on one primary function -- to provide the citizens of Ohio with a modern, high-speed, efficient rail system and to proceed with plans for the revitalization, modernization and expansion of rail passenger and freight service in the state. With the present energy crisis facing this nation, it is essential that restyled modes of transportation be devised and put into operation."

— CARL FRESHOUR, Asst. Exec. Dir., ORTA

"There are two problem areas which I feel are very serious and which Amtrak must address itself to if it is to continue to receive the support of the traveling public. The first is the on-time record. On four separate trains we were always from 2 to 3 hours - 10 minutes late, which is unsatisfactory from any standpoint. Most people would overlook a 15 minute delay, but the kind of delays we experienced will undoubtedly cause anyone who is not a dedicated train rider to seriously consider alternative transportation on the next trip. The second problem area is the attitude of the train crews. Some conductors still talk down to passengers, as if they were children who should not ask questions. Dining car waiters are more often than not surly and snappy with passengers. Dining car food is almost always very good but if they are out of something the waiter will usually say something like 'Don't have any more pie' and leave it up to the customer to ask if something else can be substituted. The train crew should be in the business of selling rail travel instead of displaying an attitude of 'If you don't like it, that's too bad.'"

— OARP member ALBERT E. WOLF, reporting on a rail trip taken with his wife and two small children from Dayton to Jackson, MS, and return.

"President Carter's warnings on the energy crisis would have been more convincing if he had devoted a few words to such giants as General Motors, which brought us to our present pass. In 1936, the United States still had 40,000 energy-efficient trolley cars, driven by electricity. But as Bradford C. Snell, counsel for the Senate Subcommittee on Antitrust and Monopoly, pointed out in a report several years ago, GM decided to eliminate the trolleys and substitute its own buses. It bought up streetcar companies in a number of cities and replaced the old vehicles with buses. 'By 1949,' Snell notes, 'General Motors had been involved in the replacement of more than 100 electric transit systems with GM buses in 45 cities including New York, Philadelphia, Baltimore, St. Louis, Oakland, Salt Lake City and Los Angeles.' In March 1949, GM was convicted of conspiracy and fined \$5,000; its treasurer was fined \$1."

— SIDNEY LENS (in The Progressive, June 1977 issue)

On Sept. 29, 1977, U.S. Senator John Glenn and Nat Simons, Executive Director of the Ohio Rail Transportation Authority jointly announced that a federal \$5.5 million grant was received from the FRA for the initial stages of the Ohio rail line acquisition program by which abandoned rail lines will be "rail-banked" for future revitalization. The project is funded under the "3R" Act of 1975.

MEXICO - IN - WINTER RAILFAN FUN TRAIN
SCHEDULED FOR JANUARY 20 - FEBRUARY 4

Railfans from 12 states and two Canadian provinces are among those already signed up for the 16-day Midwest Travel MEXICO RAILFAN FUN TRAIN scheduled for January 20, 1978, thru February 4, 1978, according to Howard B. Thornton, Midwest Travel Service Director who will personally escort this tour.

All travel in Mexico will be by special train and cover 5,748 km. of the National Railways of Mexico and the United of Sureste Railroad. Many will travel on connecting Amtrak trains to join the Fun Train group with arrangements including tickets and reservations handled by Midwest Travel.

Midwest Travel's two private cars, the Mistletoe and Soonerland (with its open rear platform and track lights), will be used for all travel in Mexico. Other lightweight sleeping cars, formerly on U.S. railroads, will be furnished by the National Railways of Mexico.

Trip highlights will include the "Trip of a Thousand Wonders" over the former Mexican Electric Railroad with its 4.1% grades, all the rail and light rail features of Mexico City, the new railroad with its 90-mile track and 12 tunnels, the Texas Transportation Company with its two electric locomotives at San Antonio, the narrow-gauge lines at Merida, and a chance to ride the locomotive of the Mexican Special Train.

Howard B. Thornton, a member of OARP, as director of Midwest Travel Service will be making his 40th trip to Mexico and his railfan interest makes him especially qualified to escort this group.

A limited amount of space is still available for this Fun Train and full details can be obtained by writing or calling Midwest Travel Service, 2936 Bella Vista, Midwest City, OK 73110, (405) 732-0566.

I have seen a piece of literature on the Floridian situation put out by a brand new ARP, the Hoosier Assn. of Railroad Passengers, 1001 E. First St., Bloomington, IN 47401.

AMTRAK JACKETS, TIES, SCARFS, EMBLEMS
ARE NOW AVAILABLE TO THE PUBLIC

Amtrak employees and friends of the railroad can now purchase new Amtrak-oriented merchandise direct by mail. Available are a lightweight Amtrak jacket, necktie and scarf, all in Amtrak's bright red, white and blue colors.

The Swingster jacket is in Amtrak blue with red trim around the collar, down the sleeves and outlining the pockets. This "windbreaker" jacket has button cuffs, a button collar and full-length zipper front. There is a large Amtrak emblem on the back and a newly-designed emblem, featuring a modern train, on the left front. The jacket is 65% polyester, 35% cotton and is machine washable. Jackets come in small-medium-large-extra large and are \$12.50 each.

The tie is 100% polyester and is manufactured by Prince Consort. Featuring a neat pattern of Amtrak logos in red and blue, the tie comes only in dark blue and costs \$5.

The 21-inch-square all-dacron polyester ladies' scarf features a symmetrical design of Amtrak arrows converging on a center block of four red squares. The price is \$4.50.

Available separately for \$2 is the round emblem that is on the front of the jacket. The embroidery-type badge is 5 inches in diameter and is red, white and blue.

Available in the near future will be a blue golf-style cap with an Amtrak emblem on the front. OARP will report on this item when we get word on it

Your OARP President purchased one of the jackets and one of the neckties and can attest to the quality of these items.

These Amtrak items can be purchased by mail through Western Folder, P.O. Box 311, 850 W. Fullerton Avenue, Addison, IL 60101. All prices include sales tax and merchandise will be sent postpaid.

Following OARP's examples, our friends in the Oregon Association of Railway Passengers (OreARP) are producing attractive railway passenger station guides for the various Amtrak stations in their area.

OARP's MID-WINTER MEETING
and

ANNUAL NARP REGION SIX MEMBERSHIP
MEETING AND ELECTION OF DIRECTORS

will be held SATURDAY, FEBRUARY 4th
at the Commodore Perry Motor Inn in
downtown Toledo. Full details will
appear in our January issue. A \$2
per person donation will help cover
rental of the meeting rooms. The
OARP meeting will be from 10:30 to
noon and the NARP meeting will be
from 1:30pm until 4:00pm. Members
of the Michigan ARP plan to hold a
morning meeting also.

PLAN NOW TO ATTEND !!!!!

OARP MEMBERS receiving renewal let-
ters will be noticing a
new designation of "MEMBERSHIP SER-
VICES" on the envelope. We're ex-
panding the scope of duties of Gary
Amatore, our Membership Chairman,
to include a data file on those OARP
members who have indicated they can
be of useful assistance above and
beyond the paying of their dues. All
to make our operations more effec-
ient in your behalf. We'd like to
thank Jim Lewis of Springfield for
initial work in compiling our data
file on "active" members. This will
be one load off our presidents'
hands. And, by the way, "78" OARP
membership cards will be printed
shortly. To economize, we're using
up our stock of "77's". Be assured
that they are still "good" until
your membership comes up for renew-
al in 1978.

Although our BADGEMAKER Joe Schwie-
terman is "hitting the books" over
at Purdue University, he's still
making badges (2" round, laminated,
pin-on style featuring our OARP
logo in black on yellow) for our
members who can send orders to him
by mail at 2038 ROLFES ROAD, MARIA
STEIN, OHIO 45860. Price is still
55¢ each or 2/\$1.00 and include a
13¢ postage stamp for each badge
you order. Allow a little extra
time for processing; Joe does not
get home to Ohio every weekend. We
will have some badges for sale at
the Feb. 4th Toledo Meeting.

BACK ISSUES OF "the 6:53" GOING FAST

We've been rapidly depleting our stock
of many back issues of our OARP news-
letter mainly by making copies avail-
able at various meetings and displays.

Once gone, they're gone (except for
the 4-6 copies we keep for OARP's of-
ficial files) and they won't be re-
printed. If you want to get copies,
we'd advise that you do it now. Send
OARP a 13¢ postage stamp for each is-
sue you want and we'll provide back
issues on a first-come-first-served
basis. Some issues are in short supply.

The following "6:53's" are available:

#8 NOV 75	#15 JAN 77
9 JAN 76	16 MAR 77
10 MAR 76	18 MAY 77
11 MAY 76	19 JUL 77
12 JUL 76	20 SEP 77

Issues 1, 2, 3, 4, 5, 6, 7, 14, and 17
are gone except for OARP's file copies.

OARP's FALL MEETING/BANQUET A SUCCESS!

Though attendance was somewhat less than
we'd originally anticipated, some 47
OARP members and guests enjoyed a very
good dinner and an enjoyable guest
speaker, State Rep. Art Wilkowski, at
our Fall OARP Meeting on September 24th
at the Hospitality Inn in Columbus.

We had major competition that day with
an OSU home football game and other con-
flicting activities.

We taped Mr. Wilkowski's talk to us and
had written transcripts prepared for any
member who'd like a copy. We'll send
one if you'll send us a stamped, self-
addressed business envelope.

Wilkowski assailed those in high places
who do not see a need for railroads in
transportation needs of the future. He
also paid special tribute to Carl Fresh-
our as the prime force in getting ORTA
off and running. He also spoke quite
frankly on the rail transportation sit-
uation here in Ohio and how organiza-
tions like OARP can provide help.

Based on the overall success of this
meeting with the banquet, we will try
to include a meal with our Annual Meet-
ing in April.

We've learned that Public Broadcasting
TV station WOUB in Athens is planning a
documentary on rail passenger services.

OARP's FALL MEETING DOOR PRIZES AWARDED TO:

YOU CAN HELP KEEP O.A.R.P.
STRONG AND HEALTHY BY

Ralph Beery	Worthington	Amtrak	Glass	Stein	
Gary Dillon	Akron	"	"	"	
Alex Heingartner	Delaware	USDOT 2-vol. Final Standards report			
Edith Pierce	Dayton	"Trains of the Broadway Route" - Miller			
Joe Brove	Lorain	Amtrak/Superliner bumper sticker			
Jim Mann	Huron	FRA Track Standards booklet			
Nancy Hickman	Portsmouth	"	"	"	"
Carolyn Glasser	Canton	Rand McNally R.R. Atlas			
H. V. Smith	Stow	Amtrak Appreciation Day (May 16, '77) Press Kit			
Ted Kauer	Columbus	"	"	"	" "
Dave Lebold	Lancaster	"	"	"	" "
Gary Amatore	Huron	"	"	"	" "

RENEWING
PROMPTLY
AND UP-
GRADING
YOUR MEM-
BERSHIP!

ACTION/RESOLUTIONS APPROVED AT OARP's FALL MEMBERSHIP MEETING IN COLUMBUS -----

- * Approved authorizing OARP's president to appoint a Membership Committee and solicit input for consideration in preparing a recommendation to the OARP membership at the Spring 1978 Annual Meeting on increasing OARP membership dues.
- * Approved authorizing OARP's president to appoint a Publications Committee and solicit input for consideration in dealing with a) the future of OARP's How-To-Find-The-Station Maps, and b) solving problems associated with making "the 6:53" a monthly publication.
- * Approved authorizing the officers of OARP to discuss and prepare a recommendation to the OARP membership at the Spring 1978 Annual Meeting on employing someone on a part-time basis to handle regular routine clerical duties for OARP.
- * Approved authorizing the president of OARP to continue to bill (by voucher) OARP for the costs (or percentage thereof) of long-distance phone calls deemed necessary to the conduct of OARP business or in dealing with active OARP concerns.
- * Approved OARP participation in the Nov. 3-4-5-6 Springfield Transportation Show.
- * Approved authorizing the 1978 OARP calendar project to bring in added donations to OARP.
- * Approved a resolution to oppose any cutbacks in Amtrak service and to urge Congress to provide Amtrak with adequate operating funds.
- * Approved a resolution to oppose discontinuance of Amtrak service to Dayton and east-west service at Richmond until such time as an adequate, acceptable, permanent solution can be found to the National Limited route problem.
- * Approved a resolution supporting the "Option #3 - via Atlanta" rerouting for Amtrak's Floridian and urged providing for a routing service via Indianapolis and downtown Louisville as soon as possible, urged consideration for a Detroit and/or Cleveland Floridian connection and a Tampa-Sarasota-Venice Floridian connection on an experimental basis.
- * Approved a resolution supporting reappointment of consumer representative Joseph V. MacDonald to the Amtrak Board.

PLEASE NOTE: THE FIRST THREE ITEMS IN THIS LIST WILL BE TOPICS OF PRIME DISCUSSION AT OUR OARP MID-WINTER MEETING ON FEBRUARY 4th IN TOLEDO. MEMBERS WHO ARE NOT SURE THEY CAN MAKE THAT MEETING, BUT WHO WANT THEIR INPUT CONSIDERED, MAY WRITE A LETTER TO OARP STATING THEIR OPINIONS AND SUGGESTIONS. YOUR PRESIDENT WILL WAIT UNTIL THE FEBRUARY MEETING BEFORE APPOINTING EITHER COMMITTEE. THE OFFICERS MAY MEET PRIOR TO FEBRUARY 4th TO INFORMALLY DISCUSS THE THIRD ITEM.

SHORT LINES -- We have received word that the abandoned L&N Union Station in Louisville, KY, will be acquired and renovated for public use by the Transit Authority of Louisville and Jefferson County under an UMTA grant. We do not know if plans include future use of the facility by Amtrak, presently operating out of a suburban facility shared with Auto-Train. ##### Budd's new SPV-2000 diesel powered railcar is nearing completion in Troy, MI. The prototype will undergo road tests in the Philadelphia area. In January the car will embark on a tour of several cities for running demonstrations. ##### Pullman-Standard is seeking an injunction to block the awarding of a \$30 million contract for new Cleveland rapid transit (Shaker Division) cars to an Italian firm. ##### President Jimmy Carter has nominated five new members of Amtrak's Board of Directors and renominated one member. Of the five new nominees, two are well-known in Ohio; Anthony Haswell, native Daytonian and founder of NARP; and Ron Nathan, Washington attorney who had been in the ICC's Office of Public Counsel and worked with Ohio shippers and others during the hearings on the Preliminary and Final System Plans. The other nominees are California State Senator James Mills, University of Michigan law professor Harry Edwards, and Frank Neel, president of Neel Heating and Air Conditioning Company of Thomasville, GA. Charles Luna, retired head of the UTU, was renominated to Amtrak's Board by Carter. ##### OARP has been investigating reports that construction of an office building immediately west of Cleveland Union Terminal would effectively cut off any rail access into the Terminal from the west in the future, except for the two rapid transit tracks. Apparently after the structure is finished, space will be provided for 2 or 3 tracks to pass through. This according to reports from a couple of OARP members from Cleveland. ##### The long-awaited new Amtrak station in Canton is at last under construction, however, we do not know the completion date for the project. ##### NARP Director Bob Wickens reports that the ex-Cleveland Amtrak station now sits on-site at Elyria, unused because Amtrak has no funds to staff it or maintain it. Bob reports that the small station shelter building at Elyria has suffered from some vandalism, the pay phone is perpetually out of order, and that whoever is responsible for replacing burned-out light bulbs around the Elyria Amtrak station is neglecting their duty. Bob does say that ridership to and from Elyria remains high. ##### OARP has heard nothing further regarding the proposed Amtrak on-train magazine. We suspect that because of the current budgetary situation, this project will be delayed further. Amtrak has announced changes in the distribution system for Amtrak NEWS to save mailing costs. #####

CLEVELAND REPORT — The second anniversary of the Lake Shore Limited came and went without any mention in the Cleveland newspapers. A NARP member was successful in getting a news release to the AP so the radio and TV stations did carry the story.

The Downtown People Mover (DPM) seems to be a dead issue, at least until the new mayor is sworn in. Cuyahoga County Commissioners Voinovich and Sweeney have joined with mayoral candidates Fieghan and Kucinich in denouncing the DPM. The intermodal concept for Cleveland Union Terminal has been revived by mayoral candidate Dennis Kucinich. The Plain Dealer reported, "Kucinich says he'll work with business. After reminding his audience that he opposes tax abatement, --- and a jetport in Lake Erie, Kucinich outlined his vision for downtown. He asked for Growth Association support for putting the Amtrak station in Cleveland Union Terminal."

It is generally felt that once Cleveland gets a new Mayor, chances will be greatly improved for getting RTA bus connections restored between the new Amtrak Lakefront Station and downtown.

Al "Amtrak Al" Mladineo, who provided much of the material in this Cleveland Report, is now with Tower Travel Service located Terminal Tower, Room 1114b. He's stocking everything for national and international rail and bus travel and asks all OARP/NARP members to drop in for a cup of coffee when they're in the Terminal Tower.

SEASONS GREETINGS TO ALL - - - FROM OARP!

President	THOMAS R. PULSIFER	1751 Wilshire Drive, Box 371, Xenia 45385	513-372-9868
Vice-President	RODGER J. SILLARS	2521 Euclid Heights Blvd., Cleveland Heights 44106	216-932-2781
Secretary	JOSEPH F. BROVE	3902 Valley View Drive, Lorain 44053	216-282-2130
Treasurer	DAVID S. MARSHALL	1024-A Courtney Drive, Dayton 45431	513-252-0481
Membership	GARY D. AMATORE	527-H Berlin Road, Huron 44839	419-433-3279

REGIONAL COORDINATORS: Your local contact person representing the organization as a whole.

NORTHEASTERN REGION:

CLEVELAND AREA	BILL SNORTELAND	2122 Overbrook 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:

MANSFIELD AREA	RICHARD A. FRY	P.O. Box 381, Bellville 44813	419-886-2875
COLUMBUS AREA	KARL J. GELFER	87 East 14th Avenue, Columbus 43201	614-291-9246
HOCKING-SCIOTO AREA	DAVID LEBOLD	343 Lynwood Lane, Lancaster 43130	614-653-0721

SOUTHWESTERN REGION:

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

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 Ave., S.E., Washington, DC 20003	202-546-1550

JOIN OARP! Regular membership still only \$5.00 annually; includes a subscription to "the 6:53". Write to OARP at P.O. Box 653, Xenia, OH 45385. 400 other Ohio citizens are already members of OARP!

OARP THANKS Doug Hudson who arranged for a display of OARP and Amtrak literature and materials in the Niles and Warren Public Libraries this Fall.

UPDATE: Dennis Kucinich, considered more pro-rail than his predecessor Ralph Perk, is now the new mayor of Cleveland.

RESOURCES! Thanks to our recent Springfield Transportation Show display we have built up a resource supply of professionally lettered signs, frames, etc. for use in other OARP displays and exhibits. All for furthering the cause.

WE THANK Howard Harding who attended a meeting sponsored by Senators Bayh and Glenn on the National Limited situation, held in Washington the last week in September. We appreciate his willingness to represent the interests of OARP in this vital concern while he was in Washington on other matters. Thanks, Howard!

UPDATE: When Dave Marshall took to the radio in Dayton November 3rd and urged people to take a train trip to Indianapolis and back on the National Limited, to make the most of a six-hour late #31, Amtrak agents reported that 15 made the round-trip that day.

EVERY OARP MEMBER WILL WANT ONE OF OUR QUALITY CALENDARS!

MANY WILL WANT SEVERAL TO GIVE OUT TO FRIENDS!

EACH CALENDAR YOU ORDER MEANS EXTRA DONATIONS TO OUR TREASURY!

OARP is having 1500 high-quality, full-color, 1978 calendars printed. Each calendar will be printed on heavy, quality stock and will measure

9" by 12". The

OARP calendar will feature a color photo of an Amtrak (Rohr) Turboliner passing

CALENDAR

1978

OARP

South Charleston, Ohio, while on a September 1976 "press run" through central Ohio cities. We think the photo (which appears in black and white on OARP's new membership brochure) is symbolic of things to come for rail passenger transportation in Ohio. And our calendar will show the entire 1978 calendar year at a glance; yet neatly and distinctly. This calendar will be unlike those we have given to our members in past years. This is one you'll be proud to display!

WE'VE ESTABLISHED A SUGGESTED DONATION LIST WHICH WILL COVER OUR COSTS AND YET ENCOURAGE MEMBERS TO ORDER QUANTITIES TO DISTRIBUTE TO FRIENDS, AND PERHAPS SOME PROSPECTIVE MEMBERS. YOU'RE GETTING A QUALITY, USEFUL ITEM AT A REAL BARGAIN!

SO... for the suggested donation (make check payable to O.A.R.P.) as outlined in this chart, we'll send you your calendar(s) by first class mail in a sturdy mailing envelope. Please mark "Calendar" on the outside of your envelope. We plan to have the calendars ready to ship by December 1st.

MAIL your donation and calendar request(s) to: OHIO ASSN. OF RAILROAD PASSENGERS
P.O. BOX 653
XENIA, OH 45385

And do it today!

SUGGESTED	\$1.00 - 1	\$5.75 - 6	\$ 9.25 - 11	\$11.50 - 16	\$12.70 - 21
MINIMUM	2.00 - 2	6.50 - 7	9.75 - 12	11.75 - 17	12.90 - 22
DONATION:	3.00 - 3	7.25 - 8	10.25 - 13	12.00 - 18	13.10 - 23
	4.00 - 4	8.00 - 9	10.75 - 14	12.25 - 19	13.30 - 24
	5.00 - 5	8.75 - 10	11.25 - 15	12.50 - 20	13.50 - 25
	\$15.00 - 30	\$17.50 - 35	\$20.00 - 40	\$25.00 - 50	

We'll send your calendar(s) within 2 days of receiving your request, after 12/1.

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OHIO ASSOCIATION OF RAILROAD PASSENGERS

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ASHTABULA, OH 44004

FIRST CLASS

DAYTON

DAYTON
NOV 15 1977
PM 15
4-6 weeks for checks to be processed.

