THE 6:53

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

Thomas R. Pulsifer, President and Editor

ISSUE 23  MAR. 1978

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DIRECTORY of the OHIO ASSOCIATION of RAILROAD PASSENGERS  

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

NORTHEASTERN REGION:  

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NATIONAL ASSOCIATION OF RAILROAD PASSENGERS  

NARP REGIONAL DIRECTORS (Region VI) from OHIO:  

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Please keep in mind that OARP is an organization of volunteers. We have no "business office" with a full-time "secretary." We do have the centralized mailing address (Box 653, Xenia 45385) to expedite the handling of organizational mail and materials. Generally, the best time to contact our office is the late afternoon and early evening hours.
1/17 Drawbridge at Indiana Harbor on Conrail (ex-PRR) mainline stuck open. EB Broadway held near Whiting, then detoured over B&O trackage to Gary. 8 hour delay.

1/18 1/19 1/20 EB Lake Shore Limited running very late so sleepers, diner and lounge cut out and turned at Albany to protect the WB Lake Shore schedule each day.

1/19 Conrail freight derail at Orrville detouring WB Broadway Alliance-Cleveland-Crestline with a 3 1/2 hour delay.

1/21 Conrail freight derail at Baida (nr. Lima) and the WB Broadway is detoured to Chicago via Cleveland and Toledo. 3 hour delay.

1/22 Failure of HEP-apparatus on the locomotive of the EB Cardinal causes train to terminate at Cincinnati. Passengers bussed on eastward.

Conrail freight derailment at Lawrence establishes Massillon-Warwick-Orrville detour for the WB Broadway (delayed 6 hours) and the EB Broadway (delayed 10 1/2 hours, terminated at Pittsburgh - passengers bussed on to the east).

1/23 EB Cardinal rerouted between Cincinnati and Washington via Parkersburg account Chessie derailment at Sewell, WV. The Shenandoah is annulled.

1/24 Two Conrail freight derail simultaneously at Lucas (Way to go, CR!) detouring EB and WB Broadway Limiteds Crestline - Cleveland - Alliance.

Conrail freight derail near Trinway and the WB National is terminated at Pittsburgh with passengers bussed on westward.

1/25 EB and WB National Limiteds are detoured over the Chessie-B&O between Newark and Pittsburgh account CR derailment near Trinway. EB delayed 5 hours. WB delayed 1 1/2 hours by detour.

1/26 THE DAY OF THE BLIZZARD

Chessie HQ in Cleveland is shut down for two days when only 4 of 200 employees could make it to work. Major Chessie yards at Willard, Columbus and Cincinnati are shut down for 3 days. Some Chessie freights reportedly stuck in drifts up to 20' deep in parts of Ohio. Massive drift 1/2 mi. long blocks 2-W Chessie-B&O mainline near Attica Junction. In Putnam County two Chessie diesels provide the only available transportation for law officials, utility repair crews and Red Cross workers.

Southern Railway diesel engine and a caboose collect 35 people from stalled autos along U.S. 62 near Evansville, IN.

L&N provides engine and caboose to transport heart patient from Owensboro, KY, to Nashville in height of the storm.

Conrail snowplow, engine and caboose transporting prematurely born baby from Bellefontaine to Springfield forced to turn back due to badly drifted cuts. 2nd attempt made the following day, but infant died on the weekend.

Conrail cancels all operations in Columbus-Dayton-Cincinnati territory at 3:00pm. Limited operations resume by mid-morning the following day.

WB Broadway terminated at Canton then pulled back to Pittsburgh.

WB National terminated at Columbus. 85 passengers and Amtrak personnel put up at the Central "Y". Train, with engines left running, remained parked at the Amtrak station until Saturday.

WB Lake Shore 8 hours late into Chicago, but able to complete scheduled run.

EB National terminated at St. Louis.

EB Cardinal annulled at Chicago.

EB Cardinal terminated at Cincinnati.

By evening ALL Amtrak service in Ohio is annulled.
1/27 Conrail's Columbus - Union City "Beeline" blocked by huge snow drifts "as high as the locomotive headlight" according to a CR employee, and by a 135-car freight derailment at Plain City which blocks every grade crossing in town. Priority freight is detoured via Dayton and Richmond over the line CR said they "would never need again".

SB Floridian with 2 engines and 7 cars rom snowdrifts higher than locomotive near Roachdale, IN and gets stuck in wees hours of the morning. 49 passengers and 15 crew personnel crowded into one heated coach for 12 hours. LAN sent rescue locomotives from DeWitt (Syracuse) to Elkton, Indiana, EB train originates at Bainbridge, IN, a tiny community which was itself snowbound.

EB Floridian stranded in Lafayette, IN, but passengers have adequate food and heat. On 1/29 passengers transferred to Holiday Inn at W. Lafayette.

Cardinal is annulled through Indiana, EB train originates at Cincinnati.

WB Floridian service resumes out of Louisville.

EB Lake Shore runs in two sections handling Broadway passenger.

1/30 Full service resumes on Floridian route north of Louisville.

1/31 All Conrail mainlines open except for 14 mile stretch near Bowling Green, OH.

1/27 Conrail's Stanley (Toledo) Yard able to operate at 50% of capacity, after being shut down completely during the worst of the storm.

2/02 Conrail freight derailment at Uhrichsville detours both EB and WB National Limited Columbus - Crestline - Pittsburgh. EB delayed 7 hours, WB 5 hours.

2/05 EB National detours Indianapolis - Columbus via Union City as Conrail freight derail at West Manchester interlocking. CR still running priority freight over the Richmond line.

2/06 EB Shenandoah delayed 3 hours at Cincinnati when Amcoach derails at River Road Station. Train departs east with one engine and one car.

2/07 Boston section of the Lake Shore is annulled.

2/08 Engine breakdown on the EB Lake Shore forces termination at Oswego, NY. All passengers transfer to CR local to complete trip into Grand Central.

WB Washington section of the National Limited cancelled due to shortage of motive power.

This Chronology came from many, many varying sources. We have attempted to verify the items for accuracy, but in some cases there may be reporting errors of a minor nature.
OARP members in attendance at our Midwinter Meeting in Toledo on February 4th unanimously recommended proposing a change in OARP’s dues structure to be acted on at our Annual Meeting in April.

The proposal will retain the $5.00 Regular membership category for new members only. Then, any and all renewals (starting with May 1978 membership renewals if the proposal is approved in April) will be for a minimum of $10 per year, which is our Contributing category. It was felt that by keeping the new member rate at $5, more potential members would be attracted to join. Then, after they had the benefit of a year’s membership in OARP, they would get a good idea of what we are doing and not object to the $10 minimum for dues renewal.

It was also recommended that the officers of OARP, should the dues change be approved, study its effects and, if they feel it to be necessary within a 12 to 18 month period, recommend raising the Regular membership category to a $7.50 minimum.

Since a dues change involves a change in OARP’s Constitution, here is the present wording and the proposed wording:

**ARTICLE III - Members (Present)**

All persons who wish to promote rail passenger service in Ohio can be members. All regular members will be subject to annual membership dues of $5.00. The organization may create such other classes of membership as will assist in the promotion of rail passenger service.

**ARTICLE III - Members (PROPOSED)**

All persons who wish to promote rail passenger service in Ohio can be members. Any and all new members will be subject to annual membership dues of $5.00. The organization may create such other classes of membership as will assist in the promotion of rail passenger service. Effective May 1, 1978, all membership renewals will be for a minimum of $10.00 annually.

Each regular member will be entitled to one vote on all matters which are brought to a vote at any duly called meeting.

**DOOR PRIZE WINNERS AT TOLEDO NARP MEETING!**

Tom Pulsifer donated a 1978 Amtrak Wall Calendar as a door prize. Fred Prayer, Amtrak Sales Manager for northern Ohio, donated three additional calendars. J. Howard Harding donated an Amtrak Manual for Club Car Employees. Someone jokingly suggested that OARP reproduce the Manual and distribute it to Amtrak Club Car employees! But no, we drew from the box of registration slips at the end of the afternoon NARP meeting and awarded door prizes to five lucky people:

- John L. Keller, Lima
- James H. Stevenson, Parma
- William P. Sauzenbacher, Toledo
- Albert E. Wolf, Dayton
- Paul Woodring, Stow

**SEVENTY ATTEND TOLEDO MEETINGS!**

Though the infamous BLIZZARD was fresh in everyone’s mind, and despite forecasts of possible snow flurries that day, seventy OARP, NARP and MARP members and guests converged on Toledo for the meetings on February 4th.

Many from northeastern Ohio who had planned to ride Amtrak’s Lake Shore Limited (it arrived in Toledo about 2:30pm!) elected instead to drive, or to take the bus to Toledo and take the train back that night (and that train was nearly 2 hours late into Cleveland!).

All in all, we had a great day!
REGION VI NARP DIRECTORS ELECTED

At the February 4th Annual Membership Meeting of Region VI (Ohio & Michigan) of the National Association of Railroad Passengers, the results of the election of five Regional Directors was as follows:

JOHN DE LORA
1649 Brys, Grosse Pointe, MI 48236

DEAN DENLINGER
1660 Courthouse Plaza, N. E., Dayton, OH 45402

BILL SNORTLAND
2122 Overbrook, Lakewood, OH 44107

JOHN D. THOMAS
122 Nesbit, Rochester, MI 48034

ROBERT G. WICKENS
637 N. Abbe Rd., Elyria, OH 44035

In other NARP action

...Recommended nomination of ROY CANTELL of Grand Rapids, MI, as a NARP Director-at-Large.

...Directed Regional Directors to seek change in NARP's Constitution so that annual regional meetings and elections do not fall in mid-winter months.

...Directed Regional Directors to seek inclusion of the State of Indiana in NARP Region VI (possibly with the exception of counties in the N.W. corner of that state) as, by and large, Indiana's rail problems are similar to Ohio's and to Michigan's. It was noted there are about 85 NARP members in the entire State of Indiana.

...Passed a resolution deploring the deterioration of Amtrak's Lake Shore Limited services.

...Passed a resolution requesting the General Accounting Office (GAO) to audit Amtrak billings from contract railroads for any three-month billing period. NARP officers reported two Amtrak auditors found $400,000 in overcharges after just one day of investigation in the Detroit District. And it was also learned that for a period of time, three ICG 403-b trains in Illinois were being billed to the State of Michigan. An incredible gaffe!

TOM DOUGHERTY, FROM SENATOR GLENN'S WASHINGTON OFFICE, IS GUEST SPEAKER

Though we tried to get the Senator himself to address the Region VI NARP Meeting, this was not possible, due to prior commitments. But the Senator's Legislative Assistant, Tom Dougherty, and Press Secretary Steve Avakian did come, and Dougherty's address was very well received by all in attendance.

Some excerpts:

"I think it's about time those of us who have had pleasant experiences of trains are heard. The press today on railroad passenger service is almost uniformly bad. I've yet to read a story in the past two years that didn't have a preponderance of criticism over praise. I certainly admit there's a lot to complain about, but let's get some balance into our regional and national publications."

"The Senator and I have seen a lot of cooperation during his efforts to continue the National Limited over its current route through Dayton. I experienced the strong support of ORTA, NARP, Dayton Chamber of Commerce and other concerned individuals and organizations. The combination of constant pressure, legal maneuvering and some legislative sleight-of-hand produced the happy result -- the train was saved. I feel sure that where we failed in keeping our collective acts together was when we failed to communicate. I know there were times when instead of making sure everyone knew what was going on, what the next political move might be, and how everyone could be helpful, I just moved ahead. I think this victory taught us all that we need each other -- including Amtrak. We realize that perfectly legitimate stirrings to compose our own individual marching tune should best be left to a time when the stakes are not so high and we can afford the luxury of independent experiments. We've learned from a victory, fortunately, let's make sure this is the beginning of a winning streak -- together we can."

(continued on next page)
I believe the vote in the House of Representatives, recommitting the supplemental appropriations bill, shows a growing realization in Congress that Americans do want their passenger trains, and are prepared to do political battle for them. We absolutely have to insist that Congress and the Administration start thinking realistically of an energy-scarce future, and imagining what it would be like without rail passenger service across this nation."

"God help us if we are not ready for the shift to rails which is coming."

"Senator Glenn and I will help in any way possible -- with both the Congress and the Administration. Decision makers in both places must get the message -- the message that the American people do not want to lose their trains -- and their reasoning is based not on the good old times -- on nostalgia but rather is based on thoroughly researched, good old common sense."

"The discrepancy between highway and railroad spending reflects the extent to which ours has become an automobile economy."

-- Robt. Roth, Philadelphia Bulletin

### RATES REDUCED ON AMTRAK USA RAIL PASS

From Feb. 10, 1978 thru May 15, 1978, the cost of Amtrak's popular 14-day USA RAIL PASS is dropped from $185 to $159; the 21-day pass from $250 to $215; and the 30-day pass from $295 to $265. This move has made the USA RAIL PASS one of the best travel bargains in the United States.

### AMTRAK UP: TICKET PRICES IN MAY 1978

Amtrak's Board of Directors voted on May 1st to increase peak period fares by $1 on tickets now priced up to $99.99, to $5 on a ticket now costing $99 or more. The new fares become effective in May 1978. Extra charges on 15 routes with heavy seasonal demand will apply, 6-15 - 9-5.

### A NEW AMTRAK BILL IS INTRODUCED !!!!!

Senator Russell Long, on January 10th, introduced a bill which will eventually become the 1979 Amtrak Authorization Act. Long's bill includes $550 million for nationwide operations, $200 million for capital grants, and $83 million for Northeast Corridor operations.

The deadline for the USDOT Amtrak Route Structure Study is now set back to May 1st, from a previous March 1st deadline.

Sen. Long stated: "Obviously, since it will take almost a year to put the new route structure in place, we will need sufficient authorizations to operate the existing system until such time as we can make the changes to a new system."

The release of the USDOT Study is to be followed by a period of three to four months during which the public would have an opportunity to examine and comment upon the Secretary's proposal. Public hearings would be held across the nation by the ICC's Rail Services Planning Office.

The Secretary would then have an assigned period of time (possibly 90 days) in which to prepare a set of Final Recommendations. If neither the House nor Senate disapprove within 60 days of the Plan's release, then the Secretary's Plan becomes the new Amtrak system and Amtrak would be directed to implement it.

If rejected by either the House or the Senate, the Administration would have 45 days to revise and resubmit the Plan to Congress.

Meanwhile, President Carter's budget for FY 1979 recommends an Amtrak operating subsidy of $610 million (Amtrak requested $813 million), $101 million for capital improvements (Amtrak requested $81.4 million), $325 million for debt retirement and $24 million for Northeast Corridor purchase payments. The total is $363.7 million less than Amtrak says it needs!

OARP will be gearing up for the public hearings on Amtrak which will probably take place during the summer months. And in the meantime we will be watching all developments quite carefully.
 Probably the biggest rail news item to come out of the Columbus area this winter was the release of Ohio Rail's High-Speed Passenger Plan for the State of Ohio. The Phase I Report was released January 13th at a Statehouse press conference in which our own Tom Pulsifer participated along with Ohio Rail Board members Ted Kauer and Dave Weir, plus Ohio Rail Director Nat Simons, Sen. Anthony Calabrese and Rep. Art Wilkowski. Ohio Rail has so far conducted additional press conferences in Toledo and Youngstown. Briefings on the Passenger Plan are slated for Cincinnati, Dayton, Cleveland and Akron.

Public hearings on the Ohio Rail Passenger Plan (Phase I) Report are reportedly to begin sometime this spring, conducted by a joint Senate/House Committee of the Ohio General Assembly. As I write this official notice of these public hearings has not yet been made. It could be made anytime now. For current information, OARP members might call either myself, or Pres. Tom Pulsifer (513-372-9868), or their own State Representative.

OARP plans to participate in these public hearings. Since our President Tom Pulsifer is a member of the Ohio Rail Transportation Authority Board, it was decided at our February 4th meeting in Toledo that HOWARD HARLING (489 OVERWOOD ROAD, AKRON, OH 44313 - 216-367-5507) would serve as a central person to assemble input from OARP members, organize it into a formal presentation, and deliver this testimony from OARP on behalf of the organization to the joint Senate/House Committee.

OARP members should direct their comments to Howard as soon as possible. For a copy of the Phase I Ohio Rail Passenger Plan, write or call Ohio Rail, Suite 3414, 30 E. Broad St., Columbus 43215, 614-466-5816. This does not prevent individual OARP members from participating in the public hearings, but we felt a coordinated presentation would be more effective and efficient.

The National Limited has been rerouted a number of times this winter over the former NYCRR mainline from Columbus to Cincinnati, thence over the former PRR Broadway route to Pittsburgh. One Sunday morning I saw #31 coming down this line just south of Weaver Road in Columbus' North End with two A units back-to-back and only four revenue cars, three coaches and a diner-lounge. No sleeping car that day.

On March 15th, two Ohio legislators, Sen. Anthony Calabrese from Cleveland and Rep. Arthur Wilkowski of Toledo, officially became Ohio Senate- and House-appointed members of the Board of the Ohio Rail Transportation Authority. Both legislators are well-known for their pro-rail attitudes. Rep. Wilkowski is known as the prime force behind the legislation which created the Rail Authority.

In the wake of the recent, nationally-publicized, railroad tank car derailment/disasters, I think OARP should support a long-overdue Federal probe of railroad tank car safety in the handling of dangerous toxic and flammable cargoes. To come a little closer to home, Conrail has had two costly derailments recently east of Columbus involving ammonia spills. A cannister of radioactive material fell off a NS train south of Columbus. I have even seen juveniles trying to tamper with valves on cars of liquid propane, vinyl chloride and ethylene oxide park in unprotected locations right here in the City of Columbus! Just imagine what might happen if... And since Amtrak trains share the tracks which carry these hazardous substances, it's our duty, I think, to insist on improved safety standards in this regard.

THE "HASWELL PLAN"--by OARP Columbus Area Coordinator

KARL J. GELFER 614-291-9246
87 E. 14th Ave., Columbus 43201

I hope all "6153" readers will find this column an interesting and informative addition to our newsletter.
THE "HASWELL PLAN" — HOW IT AFFECTS OHIO

Ohio native and NARP founder Anthony Haswell recently prepared and submitted to the US DOT a plan for the restructuring of the nationwide Amtrak system. To put it bluntly: the plan is controversial. It has already antagonized many people. Yet it also exhibits some very innovative thinking on what can be done with what Amtrak’s got on hand at this time.

OARP has ordered a copy (Rail Travel News is publishing the entire plan) and at this time we haven’t received it. But thanks to a summary which was recently published in RTN, here’s the way Haswell’s Plan will affect Ohio:

**BOSTON-ALBANY-CHICAGO:** Discontinue Lake Shore Limited’s Boston section. Run a Boston-Pittsfield train. Run connecting bus from Lake Shore, Albany to Pittsfield.


**NEW YORK-DETROIT:** Discontinue the Niagara Rainbow. Run Toronto-Buffalo-New York train. Run Pontiac-Detroit-Toledo train connecting with the Broadway Limited at Toledo.

**NEW YORK-KANSAS CITY:** Discontinue the National Limited between Pittsburgh and St. Louis; also its Washington connection. Run a Cleveland-Columbus-Dayton-Cincinnati train, connecting with the Broadway Limited at Cleveland. Run a Pontiac-Detroit-Toledo-Lima-Indianapolis train, connecting with the Broadway Limited at Toledo.

**SHENANDOE-CARDINAL-HILTOPPER:** Discontinue the Shenandoah west of Clarksburg. Divide the Cardinal at Charleston, WV. Run separate day trains, Charleston-Washington and Charleston-Chicago. Run the Hilltopper as a Williamson-Washington day train via Lynchburg and the Southern Railway thru Charlottesville.

**CHICAGO-FLORIDA:** Suspend the Floridian temporarily. Run it tri-weekly next winter via Nashville-Chattanooga-Atlanta and daily starting December 1979 via Indianapolis-Cincinnati-Chatanooga, etc. Run Atlanta-Savannah train now. Run Detroit-Indianapolis-Louisville train now.

The "Haswell Plan" stresses that trains should be routed where the most people are and to the places most people want to go, that less emphasis be placed on overnight and long-distance trains, and that any remaining long-distance service be expanded or contracted according to seasonal tourist travel demands.
FEBRUARY
(TOP: One of was Pearl Del temporary Amtrak trackside at RIGHT: Friend announces the Amtrak's Lake Shore Chronicle-Tel.
It was a happy the official, Robert cutting career member/NARP r.
locate an Amtrak agent.

switch thrown. A waste in time and waste in efficiency. And we don't dare ask where the signal maintainer lives! He's the guy who gets called out of bed at 2:00am after word has finally filtered down through the chain of command that a switch is frozen, or crossing gates are stuck down, or something. You can bet that he doesn't live within ten miles of his work site!

Yet another rail passenger group is following our example with How-To-Find-The-Station maps, Citizens for Rail California. They've done a good one for Fullerton, CA. Our friend, Harry Sova, is now very active with that organization on the West Coast.

Demand for our OARP Station Maps has decreased to almost nothing. And at this time we are a bit hesitant to do a lot of reprinting (supply of most maps is quite low) until we see what will happen to the "Amtrak System". Some ideas on this matter would be appreciated.

Membership is stable (at a little over 400) and we are growing slightly. We're trying to take advantage of every opportunity possible to get OARP before the public. Maybe we need to have a definite "membership drive" for our Fifth Year! Our treasury is... well, we're able to meet the normal bills (postage & printing take the biggest chunk every two months) but we've got almost nothing left over for special projects, etc. Additionally... We're investigating some discrepancies between what Conrail says and what Conrail does that could have serious implications on Amtrak service in Ohio. Several of our northern Ohio letter-writing members are squaring-off, in the press, with Greyhound's V-P Ballard Peyton. We're learning about something called "wheel slip" and its effect on self-propelled rail car performance. All to help bring better passenger train services to Ohio!

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NINE THOUSAND MILES ON AMTRAK AND THE SCENE IS SURPRISING - SOME DISAPPOINTING - BUT THE HORROR ST.

Paul's Best and Worst On-Time Performances: Sunset Limited, Montrealer, Empire Builder, Conrail (NY-Wash), ATSF (Flagstaff), BN (Seattle-Minn.), Sunset Limited, Lake Shore Limited. Best Conductors: SP (Sunset Ltd.), SP (Coast Starlight), BN (Empire Builder), ATSF (Southwest Chief), CR (Chicago-Rock Island). P.

Best Features: Excellent meals - prices - A total cleanliness of o.
NINE THOUSAND MILES ON A U.S.A. RAIL PASS — ON AMTRAK AND THE SOUTHERN RAILWAY — SOME SURPRISES — SOME DISAPPOINTMENTS — NOT THE HORROR STORIES AREN'T TRUE — by Paul Bunting

Paul Bunting of Churchville, PA, embarked last September on a 15-day cross-country rail trip using a 14-day U.S.A. RAIL PASS.

Paul, who is a radio newscaster, has written a well-organized and detailed account of his rail experiences. It goes beyond being "just another trip report". For Paul's rail knowledge and his news reporting background helped him write an in-depth account of his trip experiences, procedures encountered, and why things are the way they are. Paul's manuscript as submitted to OARP was 24 pages of single-spaced copy!

Rather than to cut any of it (for the whole work is an entertaining and thought-provoking account of long-distance rail travel in the U.S. today) we decided to reproduce it in its entirety and make it available at no charge (except for postage donation) to anyone who requests a copy.

Below, a summary of his trip:

PAUL'S BEST AND WORST OF AMTRAK AND THE SOUTHERN RAILWAY — The choices listed here are based on the specific trains he rode, and on the specific days he rode them:

Best ON-TIME Performance
Sunset Limited, Southwest Limited, Montrealer, Empire Builder

Best TRACK Conditions
Conrail (NY-Wash, Chi-Toledo)
ATSF (Flagstaff-LA)
BN (Seattle-Minneapolis)

Best DINING & LOUNGE CREWS
Sunset Limited, Coast Starlight, Lake Shore Limited, Montrealer

Best CONDUCTORS
SP (Sunset Ltd. in Texas)
SP (Coast Starlight)
BN (Empire Builder)
ATSF (Southwest Ltd.)
CR (Chicago-Buffalo on the Lake Shore Ltd.)

Worst ON-TIME Performance
Southern Crescent, Coast Starlight, Lake Shore Limited

Worst TRACK Conditions
SP (New Orleans-Beaumont)
SR (in North Carolina)
MILW (Minneapolis-Milwaukee)
B&N (White R. Jct.-Springfield)

Worst DINING & LOUNGE CREWS
no award given here

Worst CONDUCTORS
SR (but keep in mind they have a morale problem)
CR (Buffalo to Syracuse on the Lake Shore Ltd.)

Worst FEATURES
Car attendants - Scratched, fogged Lexan windows - Poor maintenance on leg-rest coaches - Conductors turning on lights during the night.

Excellent meals and at reasonable prices - A notable improvement in cleanliness of coaches and restrooms.

(continued on next page . . . . . . )

SEND FOR A COPY OF PAUL'S REPORT!

Kindly send us 35¢ postage, or three 13¢ stamps if that's easier, for each copy and mail your request to:

OARP, P. O. BOX 653, XENIA, OH 45385
PAUL'S BEST & WORST (continued from previous page)

DISAPPOINTMENTS
No domes as advertised on the Coast Starlight and the Southwest Limited.
The Adirondack.
BEST OVERALL TRAINS
Sunset Limited
Montrealer
HONORABLE MENTION
Coast Starlight
Empire Builder

UNEXPECTED PLEASURES
Finding yourself seated next to C. Bruce Sterzing (former president of the D&H, now with the Rock Island) in the lounge car on the Lake Shore Limited!

HERE'S ONE EXAMPLE OF WHY OARP NEEDS A DUES INCREASE — WHERE DOES YOUR $5 GO?
This information was presented to the OARP meeting in Toledo by your OARP President.

Of your $5 annual regular membership dues:

$1.10 (22%) is for PRINTING & FOLDING "the 6:53", based on 6 issues, 1000 copies each issue @ $182.88 for each issue..................

$.78 (16%) goes for "6:53" POSTAGE, based on 6 issues @ 1¢ each.....

For each issue we send a member, we also send a SUBSIDIZED SUBSCRIPTION to other ARP's, Ohio legislators, Amtrak officials, etc. .............

$.21 (4%) is for PRINTING & POSTAGE of MEMBERSHIP MATERIALS such as your membership card, renewal letter, etc. ...........

And all this leaves just $1.04 (21%) remaining for other purposes: stationery, envelopes, printing station maps, printing and mailing press releases, official business phone calls, postage for routine mail, just to name a few necessities.....

Note: Those checking the arithmetic will find that the percentage and dollars-and-cents figures in "Pulsifer's Pie" are rounded off.

THINK OF ALL THE MORE GOOD WE COULD DO WITH A MORE SOUND FINANCIAL BASE!

WHEN WRITING TO AMTRAK... REMEMBER AMTRAK HAS MOVED! The new address of Amtrak's headquarters is now 400 N. Capitol St. N.W. Washington, DC 20001.

ON POLITICAL MATTERS write to BRUCE PIKE, V-P Government Affairs
ON NEW ROUTES or ROUTE CHANGES write to JOHN CLARKE, V-P Planning
ON ADVERTISING write to AL MICHAUD, V-P Marketing, or JOSEPH PALLETTO, Director of Marketing Services
ON CONSUMER SERVICES (including requests for refunds) write to DENNIS WORBAU, Manager, Consumer Relations
ON EQUIPMENT DESIGN and STATION CONDITIONS write to JAMES COWELL, V-P Operations Support

16 (continued...)
WHEN WRITING TO AMTRAK...

ON COMPLAINTS ABOUT EQUIPMENT CONDITIONS, ON-TIME PERFORMANCE, AND QUALITY OF SERVICE AT STATIONS OR ABOARD TRAINS write to ROBERT HERMAN, V-P and General Manager, National Operations, or, within the Northeast Corridor (including Springfield, MA, and Harrisburg, PA) write to ALBERT M. SCHOFIELD, V-P and General Manager, Northeast Corridor.

COMMENTS regarding ON-BOARD SERVICES, including MENUS and ALL PERSONNEL EXCEPT CONDUCTORS and TRAINMEN, should be directed to H. REX HOLLAND, Director, On-Board Services.

ON PUBLIC AFFAIRS write to EDWIN E. EDDEL, V-P, Public Affairs.

For those visiting Washington, Amtrak Headquarters is located almost across the street from Union Station.

(iinformation courtesy of NARP)

WOOSTER UPDATE: Several OARP members responded to our inquiry in the January issue regarding the fate of the Conrail (PRR) depot at Wooster.

The passenger depot, designated as an Ohio Historical Landmark, was damaged August 7, 1977, when piggyback cars from a derailed Conrail freight slammed into it. The structure, built in 1890, was demolished shortly thereafter as it could not be repaired.

Our thanks to all who wrote in on this and sent clippings for our files.

IF YOU'RE MOVING, as soon as you know your NEW ADDRESS, TELL US KNOW!

You can use USPS Form 3576 for this purpose.

Don't become a lost member!

OARP PURSUES STATION CONDITION GRIEVES

In our last issue we reported that one of our OARP members had his car towed from the supposed Amtrak parking lot at Crestline and advised our membership to use caution when long-term parking at that site to avoid the same fate.

We wrote a letter detailing the incident to Amtrak's Detroit District Manager Bob Runnels. Runnels replied, "As to your letter of January 10, 1978, concerning parking at the Crestline Station, I have checked out the parking situation and I find that our lot is really behind the station and not to the front as shown on the OARP map. I also found that the State D.O.T. had erected signs that do show parking as the map indicated. A request was sent to the Ohio D.O.T. some time ago to make the necessary corrections in signage, and Amtrak received a reply that it would be changed. I will have to say that this is not an ideal situation, but neither is having passengers cross over main line tracks in order to reach the station. I am open for suggestions from any of your members as to a better method of operation at Crestline."

OARP members with suggestions on this may contact (Robt. W.) Runnels directly at Amtrak's Detroit District office, 2405 W. Vernor Highway, Detroit, MI 48216, 313-965-7436, or may channel input through OARP.

OARP Mansfield Area Coordinator Dick Fry has recently noted further deterioration of the sheltered waiting area at Crestline.

After receiving letters of complaint from two individuals (not even OARP members) in the Portsmouth, Ohio region, we have queried Amtrak as to why no attempt was made to shovel snow from the station platform at South Portsmouth, KY, or plow open the short access road from Rte. 10, for a two-week period of time! Amtrak has not yet responded to OARP's inquiry. The South Portsmouth station, served by the Cardinal, is an unmanned facility with a small shelter for passengers.
Amtrak has conducted with the Electro-Motive Division of GM to build the first series of a new fleet of high-speed, lightweight electric locomotives which will be used to pull trains of up to 8 cars at speeds up to 120 mph in the Northeast Corridor. The new units are based on the RD44 engine built by ASARO of Sweden, which Amtrak tested successfully last winter. The units will eventually replace the famed GG-1 locomotives from the Pennsylvania R.R.

NORTHERN OHIO GETS SPECIAL TOLL-FREE METROLINER RESERVATION/INFORMATION LINE
Ohioans in the 216 and 419 area codes can now make toll-free calls for Metroliner (only) reservations and information. Ohioans in these areas can now dial 800-234-0760 for this service.

AMTRAK OFFERS BARGAIN FARES ON TWO ONE ROUTES TO BOOST OFF-PEAK TRAVEL
The excursion fares, most of which apply only to round-trip coach travel, offer savings of up to 40% off regular fares. Various bargaining fare plans are in effect on all Amtrak routes serving Ohio. Amtrak agents or authorized Amtrak travel agencies should be consulted for complete information.

NATIONAL OPERATIONS RESTRUCTURED, SEVEN DISTRICTS FORMED
Amtrak's National Operations Department has been restructured, and Amtrak services in Ohio now come under two jurisdictions. The Shenandoah and Cardinal operations in Ohio come under the Eastern Region-Southern District, William Grimmer, Supt., Miami, Fl., The Broadway, National and Lake Shore Limited fall under jurisdiction of the Central Region-Great Lakes District, Richard L. Tower, Supt., Chicago, Ill.

HOWCOM? The Dec. 20, 1977 issue of Amtrak NEWS featured, along with appropriate seasonal greetings, a photo of GN steam locomotive No. 6060 in a snowstorm! How about an Amtrak scene?

JUST IN CASE: Connolly's current operating timetable (Southern Region) shows trains for the National Limited via both the Dayton route and the Union City route! And Amtrak has published maps to Piqua, OH, Dunkie and Anderson, IN, for the National!
CHESSIE STEAM SPECIAL SCHEDULE IS SET FOR 1976

Chessie System's popular passenger excursions with ex-Reading T-1 #2101, which pulled the American Freedom Train in many eastern states, are scheduled for systemwide operation again this year. OARP has received a copy of the general schedule, but as yet no specifics on individual trips. Several trips out of Columbus are slated for this year's specials.

Su Apr 30 Baltimore-Hagerstown RT
Sa May 06 Baltimore-Silver Spring-Harpers Ferry-Martinsburg RT
Su May 07 Baltimore-Harpers Ferry-Martinsburg via Old Main RT
Fr May 12 Baltimore to Cumberland OW
Su May 13 Cumberland-Rockwood RT
Su May 14 Cumberland-Terra Alta RT
Su May 16 Cumberland to Parkersburg OW
Fr May 17 PARKERSBURG TO CINCINNATI OW
Su May 19 20 CINCINNATI-ASHLAND RT
Sa May 21 CINCINNATI-DILLICOMBE RT
Sa Jun 03 CINCINNATI-NORTH VERNON RT
Su Jun 04 CINCINNATI-ASHLAND RT
Mo Jun 05 CINCINNATI TO CHICAGO OW
Sa Jun 10 Chicago-Hartford RT
Su Jun 11 Chicago-Garrett RT
Sa Jun 15 Chicago-Peru RT
Su Jun 18 Chicago to Grand Rapids OW
Sa Jun 20 Open House at Grand Rapids
Su Jun 25 Grand Rapids-Plymouth RT
Sa Jul 08 Grand Rapids-Plymouth RT
Su Jul 09 Grand Rapids-Hartford RT
Sa Jul 15 Grand Rapids to Detroit OW
Su Jul 16 Detroit-Clio RT
Sa Jul 22 Detroit-Clio RT
Su Jul 23 Detroit-Grand Ledge RT
Sa Jul 29 MWAR Spl. Detroit-Saginaw RT
Su Jul 30 repeat of Jul 29 trip if patronage warrants
Mo Jul 31 DETROIT TO COLUMBUS OW

(continued in next column...)
1978 OARP CALENDAR STILL AVAILABLE!

We still have plenty of calendars left, even though we're well into 1978. Each calendar measures approx. 9"x12" and features a full-color photo of an Amtrak (Rohr) Turboliner. They are printed on heavy white card stock.

We'd like to move these calendars, so effective right now, we'll send you two of our CALENDARS for each $1.00 donation that you send OARP.

How can you beat that?

Well...if you pick up calendars at an OARP meeting or display (so we don't have to mail 'em to you) we'll let you have THREE for a dollar.

Act now! Get a quantity to give out to your associates or as a public relations gesture.

Make your donation payable to OARP and send it to us at P.O. Box 653, Xenia, OH 45385.

AND HOW ABOUT THOSE OARP COFFEE MUGS!! We started out with 12 cartons of OARP mugs (288) and we've already sold the contents of one carton since we received them on the 17th of February. They look real good! Our mugs feature our logo, association name and address, plus a detailed drawing of a modern passenger train, all done in deep blue. The mugs are white-glass.

GET YOUR OARP COFFEE MUG FOR JUST $2.00 PER MUG BY MAIL. We'll pack yours carefully in those "Styrofoam peanuts" for safe shipment to you.

OR... IF YOU GET YOUR MUGS AT AN OARP MEETINGS OR DISPLAY, WE'LL LET YOU HAVE 'EM FOR JUST $2.00 EACH.

Note: If you don't use your mug for coffee or tea, our mugs make neat desk-top pencil/pen holders!

YOUR DONATIONS HELP OUR TREASURY! Make your donation payable to OARP and mail to us at Bo 653, Xenia, OH 45385.

ELYRIA's AMTRAK STATION is now STAFFED from 7:30-10:30am and from 9:00pm-Midnight daily. TICKETS SOLD & CHECKED BAGGAGEHandled!
Amtrak systemwide ridership suffered an 11% drop in November 1977!

OARP member, NARP regional director Robert G. Wickens will escort a TRAVELMART TOUR of 56 people to New York City from Elyria, May 4-8. Cost is $130.00. Interested OARP members should contact Wickens (637 N. Abbe Rd., Elyria 44035) or TRAVELMART (111 Cedar St., Elyria 44035).

Amtrak restored the Champion (NY-Fla.) on February 26th and at the same time modified the schedules of the Silver Meteor and Silver Star.

A major step towards increased reliability of Amtrak trains in the Chicago area was made February 9th with the dedication of a new heated building for Amtrak locomotive refueling and servicing at the 16th St. Yards in Chicago.

Amtrak's Montrealer began operating with new Amfleet coaches and refurbished electric sleeping cars on February 27th. The conversion to Amfleet equipment will mean improved operating reliability, passenger comfort and interior decor.

In conjunction with a Rodeo performance at Cincinnati's Riverfront Coliseum, Amtrak promoted DOLLAR DAYS on the Shenandoah, Feb. 24-25-26, with passengers permitted to make a round-trip to Cincinnati from Chillicothe, Athens or Parkersburg for just $1 above the one-way fare. Discount coupons for the Rodeo and for hotel accommodations were also included in the special promotion.

Error in Amtrak's East-Midwest timetable, form 7 of 1-8-78: time for #41 at DAYTON should read 8:40am instead of 9:00am as shown. Error is repeated in the National Timetable.

We hear rumors that the Southern Railway is actively considering joining Amtrak, and may do so sometime between July and December of this year. We are also getting reports that "service" on the Southern Crescent is rapidly declining; that SR wants out of the passenger business (except for the famed steam train excursions) as soon as possible.

Twenty-four persons were injured, none seriously, when 20 cars of the Auto-Train derailed near Florence, SC, recently. The train was carrying 503 passengers. All cars remained upright.

The Public Service Commission of Indiana has voluntarily extended subsidy of the Conrail Chicago-Valparaiso commuter trains until the end of March, while measures to save the service are discussed.

The Lake Shore Limited, on January 14, was detoured via the old Nickel Plate (N&W) between Cleveland and Toledo via Lorain and Bellevue due to a Conrail accident. This put it into Chicago 11 hours late.

We understand that Amtrak intends to proceed with the planned reroute of the Floridian from Nashville to Chattanooga-Atlanta-Macon-Savannah-Jacksonville, etc. and that the reroute might come about as soon as April 30th. The train may temporarily operate Nashville-Birmingham-Atlanta-Macon, etc. as the L&N is still balking at having Amtrak use its line thru Chattanooga.

FINIS: Among the cars recently disposed of by Amtrak were America's very first vista-dome, Silver Dome (which we saw on our OARP tour to Beech Grove last summer), and restaurant-lounge Dixie Journey (ex-WN Central "Arundel", last of the stainless-steel streamlined cars built for B&M-McC by Osgood Bradley Div. of Pullman-Standard and which your OARP Pres. remembers well from his boyhood years in New England and it was on the Riley the last time he rode it before it was Amfleeted).
OUR SPRING BANQUET WILL HELP KICKOFF NATIONAL RAIL PASSENGER WEEK

(April 17-23) as designated by the Executive Committee of the NATIONAL ASSOCIATION of RAILROAD PASSENGERS.

Let's make this our best show of support to date!

PLAN NOW TO ATTEND... TENTATIVELY...

OUR KEYNOTE SPEAKER WILL BE

BOB CASEY
Amtrak's Central Region Director of Public Affairs, Chicago

NATIONAL LIMITED NOW OFFICIALLY SAFE THRU DAYTON UNTIL EARLY 1979

Late in the afternoon of February 23rd, OARP Pres. Tom Pulsifer received a phone call from Senator John Glenn's legislative assistant Tom Dougherty that the Amtrak rail passenger service between Columbus and Indianapolis via Dayton and Richmond was now safe until such time as the outcome of the USDOT Amtrak System Study is known, probably sometime in early 1979 after all the study processes are completed.

This is, of course, further good news for all of us who have been fighting to keep the National Limited in Dayton.

Latest ridership figures are thanks to Joe Vranich, Amtrak/Public Affairs:

<table>
<thead>
<tr>
<th></th>
<th>Dec 77</th>
<th>Dec 76</th>
<th>Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbus</td>
<td>2,046</td>
<td>1,179</td>
<td>up 73.5%</td>
</tr>
<tr>
<td>Dayton</td>
<td>1,446</td>
<td>296</td>
<td>up 81.2%</td>
</tr>
<tr>
<td>Indianapolis</td>
<td>2,448</td>
<td>1,745</td>
<td>up 40.0%</td>
</tr>
</tbody>
</table>

Calendar Year:

<table>
<thead>
<tr>
<th></th>
<th>1977</th>
<th>1976</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columbus</td>
<td>17,362</td>
<td>9,942</td>
</tr>
<tr>
<td>Dayton</td>
<td>14,382</td>
<td>7,499</td>
</tr>
<tr>
<td>Ind'topolis</td>
<td>22,350</td>
<td>15,457</td>
</tr>
</tbody>
</table>

We are now watching with interest the increasing use of the Richmond line by Conrail for freight trains.

WE'LL HAVE:
DISPLAYS
FREE MATERIALS
OARP TIMETABLES AND LITERATURE
OARP'S CONTINUOUS DISPLAY SLIDE SHOW (many new slides in this one)
OARP'S NEW COFFEE MUGS, 1978 COLOR CALENDARS, "ALL ABOARD" BALLPOINT PENS AND OARP BADGES will be available for all who don't have these items yet.

WE'LL AWARD A DOOR PRIZE (or two) at the end of the afternoon, drawing the names of lucky winners from among the registration slips. Door prizes are donated items.

REMEMBER! YOU DON'T HAVE TO BE AN OARP MEMBER TO COME. BRING A FRIEND ALONG!

You do have to be a member to vote, tho.

FOR YOUR INFORMATION:

Our choice of YARDI TERRI or BANANAS
And SNOWFLAKE POTES, PEARL ONIONS, GARLIC CREAM, ROLLS and...

WE MUST RECEIVE YOUR REGISTRATION BEFORE APRIL 12th.
You must register before April 12th to attend.
WE REGRET THAT NO REGISTRATION FORMS WILL BE AVAILABLE AFTER APRIL 12th.

Question? Call OA 513-372-9868 between 10-6 daily.

$6.00 per person includes:
* your meal
* gratuity
* state/local taxes
* small donation to OARP to help cover expenses connected with this meeting.

TO PREVENT MISUNDERSTANDING: We will hold your banquet ticket(s) and your receipt (if you requested one) unless you send us a self-addressed stamped envelope with your registration and payment.

To avoid cutting out your "6:00",
can make a facsimile of the registration forms...

SEE YOU APRIL 15th!
BANQUET MENU for the APRIL 15th MEETING:
Your choice of YANKEE POT ROAST OF BEEF, JARDINIÈRE or BAKED HALIBUT STEAK
And SNOWFLAKE POTATOES, GREEN PEAS AND PEARL ONIONS, GARDEN GREEN SALAD, ICE CREAM, ROLLS and BEVERAGE.

WE MUST RECEIVE your registration form(s)
and payment by APRIL 12!
You must register and pay in advance for this Banquet and OARP Meeting.
WE REGRET THAT NO REFUNDS CAN BE MADE AFTER APRIL 12th.

Question? Call OARP Pres. Pulifer at 513-372-9866 between 4:00p and 9:00p.

WE REGRET THAT NO REFUNDS CAN BE MADE AFTER APRIL 12th.

Register ONE person per form, please!

NAME _________________________________
ADDRESS ________________________________
CITY _________________________________
STATE/ZIP ____________________________
PHONE ________________________________

Need a receipt? If so, check ( )

PLEASE CHECK YOUR CHOICE OF ENTREE:

Yankee Pot Roast of Beef, Jardinier ( )
Baked Halibut Steak ( )

$6.00 enclosed (per person)

SEE YOU APRIL 14!
OARP WILL RENEW FIGHT FOR BETTER CONDITIONS FOR DAYTON RIDERS

Now that we've received the word that the National Limited is going to stay on the Dayton-Richmond route until at least early 1979, OARP is going to renew its efforts to gain better station conditions for Amtrak passengers at Dayton.

Dayton is the only Amtrak stop in Ohio that does not have any signage along I-75, U.S. 35 and major city streets directing motorists to the Amtrak station. This is a result of a bureaucratic problem which has gone on for several years.

There is still no parking space set aside for Amtrak patrons. Conrail now owns the Dayton Union Station property, and there is plenty of space available. But Conrail has made it rentable for Amtrak passengers. The rest is used by Conrail maintenance and signal crews now based in the Dayton station.

The station building itself is not being adequately maintained by Conrail. The excellent attention to detail which had been carried out by Dayton Union Railway Company Superintendent Paul Poole has been dropped, and the station maintenance staff, now under Conrail control, has been drastically cut. And there is little the Amtrak agents can do about the problems. Burned-out lightbulbs are increasing more evident. The outside Amtrak sign is dark every night. The Amtrak office air conditioner has been out-of-order since early last summer. Water is all you can get to drink or eat, and there are no nearby desirable restaurants. The baggage elevators get less and less reliable. And the overall building, by no means decrepit or filthy, is getting dirtier and shows lack of adequate attention.

OARP will also pressure Amtrak to conduct an advertising program in the greater Dayton area and also will urge Amtrak to reconsider establishing a station stop in Springfield, Ohio. Amtrak has admitted a Springfield stop would be feasible.