



THE 6:53

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

ISSUE
NO.
24

MAY 78

Thomas R. Pulsifer, President/Editor

THIS ISSUE:

RESOLUTION HONORING OARP AND
RECOGNIZING NATIONAL RAIL
PASSENGER WEEK ADOPTED BY THE
OHIO HOUSE OF REPRESENTATIVES

ALAN S. BOYD TO SUCCEED PAUL H.
REISTRUP AS PRESIDENT OF AMTRAK

OARP HELPS EXPOSE "DIRTY TRICKS"
ADVERSELY AFFECTING FUTURE RAIL
TRANSPORTATION IN OHIO

TRANSPORTATION SECRETARY BROCK
ADAMS RELEASES LONG-AWAITED
AMTRAK ROUTE RESTRUCTURING STUDY

THE ADHESION PROBLEM OF PROPOSED
HIGH-SPEED RAILROAD OPERATIONS

NEW AMTRAK STATION IN CANTON

CHANGES IN OARP'S DUES STRUCTURE
ARE APPROVED UNANIMOUSLY AT OUR
ANNUAL MEETING — OFFICERS ARE
RE-ELECTED BY ACCLAMATION

REISTRUP CALLS CONRAIL HANDLING
OF THREE AMTRAK LONG-DISTANCE
TRAINS "ABSOLUTELY LOUSY"

AMTRAK TRAINS ARE RUNNING!
UNDER THE RECENTLY RELEASED USDOT AMTRAK
ROUTE STUDY, THE EARLIEST DATE THAT ANY
CUTS COULD BE MADE IS JULY 1, 1979, AND
MOVES ARE NOW UNDER WAY IN CONGRESS TO
FURTHER POSTPONE ANY SERVICE CUTBACKS.
SO GO AHEAD WITH YOUR RAIL
TRAVEL PLANS!

AMTRAK FUNDING AGAIN AT STAKE IN CONGRESS

Senate Bill S.2478, the FY 1979 Amtrak
Authorization Bill, originally included
\$633 million for operating grants and \$200
million for capital grants. But during
full committee markup in mid-April, and at
the insistence of Sen. Russell Long, these
amounts were reduced to \$510 million for
operations and \$120 million for capital.

This is not enough to keep the system run-
ning until the whole Amtrak route study
process has been completed.

NARP is leading the fight to get the full
funding restored. Meanwhile, a House sub-
committee has proposed \$613 million for
Amtrak for FY 1979. Action on S.2478 is
set for sometime after May 15th.

ICC HEARINGS SET ON SOUTHERN CRESCENT CUT

Southern Railway must continue to operate
its Southern Crescent at least until Aug-
ust 6th while the ICC looks into the rail-
way's application to discontinue the train.
Hearings will be held in cities along the
Crescent's route during May and June.

OHIO HOUSE OF REPRESENTATIVES
A RESOLUTION - H.R. No. 616

State Representative Arthur Wilkowski
House District #46
Toledo, Ohio

RECOGNIZING THE OBSERVANCE OF APRIL 16-22, 1978, AS
NATIONAL RAIL PASSENGER WEEK.

WHEREAS, The members of the House of Representatives
of the 112th General Assembly of Ohio, fully
cognizant of the positive impact of the rail-
way industry on American life, are pleased to
recognize April 16-22, 1978, as National Rail
Passenger Week; and

WHEREAS, Willingly giving of their time, energy, and
abilities, the four-hundred-member Ohio As-
sociation of Railroad Passengers have dili-
gently sought to increase the public's aware-
ness of improved train travel; and

WHEREAS, The grave importance of passenger trains
was recently evidenced during the disastrous
blizzards of this past winter season. In New
England, hardest hit by the storms, trains
provided the only public transportation dur-
ing the week when highways were closed to
private automobiles. Amtrak service ran ev-
ery day in Boston, with trains making extra
stops to help isolated communities, while
commercial airlines and inter-city buses to
and from Boston were shut down; and

WHEREAS, Energy-efficient passenger trains provide a
potential solution to the problems of the in-
creasing transportation needs of the future;
therefore be it

RESOLVED, That we, the members of the House of Rep-
resentatives of the 112th General Assembly,
in adopting this Resolution, recognize April
16-22, 1978, as National Rail Passenger Week
and, in so doing, extend our best wishes for
a successful meeting to the members of the
Ohio Association of Railroad Passengers; and
be it further

RESOLVED, That the Legislative Clerk of the House of
Representatives transmit duly authenticated
copies of this Resolution to Thomas R. Pulsifer,
president of the Ohio Association of
Railroad Passengers, and to the Xenia Daily
Gazette.

ADOPTED /s/ VERNAL G. RIFFE, JR.
Speaker of the House of
April 13, 1978 Representatives

ATTEST: /s/ ARTHUR WILKOWSKI
State Representative

/s/ RICHARD C. MURRAY
Legislative Clerk

JIM STEVENSON IS NOW
OARP REGIONAL COORDIN-
ATOR FOR CLEVELAND AREA

On April 15th, OARP
Pres. Pulsifer appoint-
ed Jim Stevenson of
Parma to succeed Bill
Snorteland as OARP's
Regional Coordinator
for Greater Cleveland.

Snorteland asked to be
relieved of his duties,
citing personal reasons,
however he will remain
active in his elected
role as NARP Regional
Director. Bill also
said he would continue
to help with area con-
cerns and projects as
his time permits.

Jim Stevenson's address:

JAMES H. STEVENSON
6069 West 54th Street
Parma, OH 44129
216-888-2259

There is a minor change
in NARP Regional Direct-
or Dean Denlinger's ad-
dress:

DEAN E. DENLINGER
c/o Smith & Schnacke
2000 Courthouse Plaza NE
Post Office Box 1817
Dayton, OH 45401
513-226-6527

Our COLUMBUS Area Coord-
inator, Karl Gelfer, is
moving at the end of May
and here's his new ad-
dress:

KARL J. GELFER, Apt. 6
67 West 10th Avenue
Columbus, OH 43201
614-291-9246

REMEMBER! Amtrak is no
longer head-
quartered in L'Enfant
Plaza. Their new mail-
ing address is 400 N.
Capitol St., N.W., Wash-
ington, DC 20001.

ADAMS ANNOUNCES PRO-
AMTRAK ROUTE STRUCT

Secretary of Transp
Adams announced on
national Amtrak rail
with daily service
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In submitting his p
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said, "I have suppo
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rail passenger syst

Adams said the prop
would "serve the Am
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annual cost of
a Federal subsid

Adams emphasized th
commendation is not
It will be discusse
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The comments from t
be considered before
plan is sent to Con

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provides daily coas
on two routes via C
New Orleans. The p
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distance routes.

The recommended sys
clude several route

SERVICES TO BE ELIM

Inter-American, SH
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Pacific Internatio
Zephyr, Adirondack
of the Lone Star,
of the National, c

THERE WILL BE NO SE
Maine
New Hampshire
South Dakota
evada

Adams firmly belie
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Amtrak's costs, as
contributor to inf
reporter who atten

ADAMS ANNOUNCES PROPOSED NATIONWIDE
AMTRAK ROUTE STRUCTURE -----

Secretary of Transportation Brock Adams announced on May 8th a proposed national Amtrak rail passenger system with daily service to 160 major metropolitan areas, including the nation's 36 largest cities.

In submitting his preliminary recommendations to Congress, Sec'y. Adams said, "I have supported Amtrak since its inception and I continue to believe in the need for an intercity rail passenger system."

Adams said the proposed restructuring would "serve the American traveling public well by providing daily service on all routes and substantially lower annual cost of maintaining Amtrak a Federal subsidies."

Adams emphasized that the DOT's recommendation is not a final proposal. It will be discussed in the Congress and at nationwide public hearings. The comments from these debates will be considered before a final route plan is sent to Congress.

The recommended 18,900-mile system provides daily coast-to-coast service on two routes via Chicago and one via New Orleans. The plan also recommends additional short distance services between densely populated cities which may also be served on long distance routes.

The recommended system does not include several routes now in operation.

SERVICES TO BE ELIMINATED: Floridian, Inter-American, Shenandoah, Hilltopper, Pioneer, Colonial, San Joaquin, Pacific International, San Francisco Zephyr, Adirondack, Dallas section of the Lone Star, Washington section of the National, one Chi.-Seattle tr.

THERE WILL BE NO SERVICE TO:

Maine	Arkansas
New Hampshire	Nebraska
South Dakota	Wyoming
evada	Utah

Adams firmly believes that steps must be taken to get better control over Amtrak's costs, as this is a major contributor to inflation. One news reporter who attended Adams' press

conference told OARP Pres. Pulsifer that at no time, during the conference, was any reference made to ENERGY, the reduced availability of which, in the future, would force increased usage of rail as the most energy-efficient mode of mass transportation.

Adams said, "I will support future growth of the Amtrak system only if we gain control over the cost/revenue relationship and if the level of service we are providing is being provided in an efficient manner." "At present, however, I must oppose any move to increase the size of the system above that which I have recommended."

Adams also emphasized the need for focusing public attention on Amtrak's fare structure, the market for railroad passenger service, the need for corridor services outside the Northeast Corridor, the future of Amtrak's commuter operations, the economics of sleeping and dining cars, and the institutional framework of Amtrak.



HOW IT AFFECTS OHIO---A SUMMARY:

AMTRAK TRAINS RETAINED:

LAKE SHORE LIMITED
BROADWAY LIMITED via Canton, Lima
NATIONAL LIMITED, but not necessarily via Dayton (see next page)
CARDINAL

AMTRAK TRAINS RECOMMENDED TO BE CUT:

SHENANDOAH, between Cincinnati and Washington via Chillicothe, Athens, Parkersburg.
HILLTOPPER, between Tri-State and Washington via Bluefield, Lynchburg, Richmond, VA.

HEARINGS: OARP doesn't have any info. yet. As soon as we get it, we'll see that all our officers and regional coordinators are informed of details. Keep in touch with one of them or with your OARP president.

DAYTON, OHIO ----- HERE WE GO AGAIN!

On several of the recommended Amtrak routes, terminal or key intermediate points are listed rather than a specific routing. According to Adams, public review and additional analysis will help determine the Department's final recommendations.

Such is the case with our beloved National Limited. The plan does not specify the routing of this train between Columbus and Indianapolis. This is an outright slap in the face to the people of greater Dayton and to OARP, all of whom have fought so hard in the past to both save and to improve the service through Dayton.

Though we cannot prove it at this time, we do have reason to believe that during the preparation of the DOT Amtrak Route Study, several influential railroads succeeded in making their anti-passenger wishes known to the DOT planners. The Columbus - Indianapolis question and the Savannah - Jacksonville question both involve lines where the preferred high-population passenger route sees very little freight traffic. The railroads involved, Seaboard Coast Line and Conrail, would prefer to run Amtrak over slower and busier freight lines, through rural areas.

The San Francisco Zephyr cut also raises a question of possible anti-passenger train influence by the Southern Pacific.

Anyway, back to the Dayton case. OARP has sent a mailgram to Alan M. Fitzwater, director of the Rail Services Planning Office in Washington, in an effort to persuade RSPO to schedule one of the public hearings in Dayton, Ohio. We firmly believe that the Columbus - Indianapolis service MUST BE ROUTED VIA DAYTON!

Anticipating that something like this very situation might happen, your OARP president has been quietly accumulating statistical data which OARP now will use in its testimony to support routing Amtrak service through Dayton. At the appropriate time, Dayton area OARP members will be asked to help assemble and organize this material into a solid pre-

LIST OF CITY-PAIRS WHERE SPECIFIC ROUTING HAS NOT BEEN DESIGNATED:

- Minneapolis - Seattle & Portland
- Columbus - Indianapolis
- Cincinnati - Chicago
- Atlanta - New Orleans
- Savannah - Jacksonville
- Fort Worth - Houston
- Chicago - Milwaukee

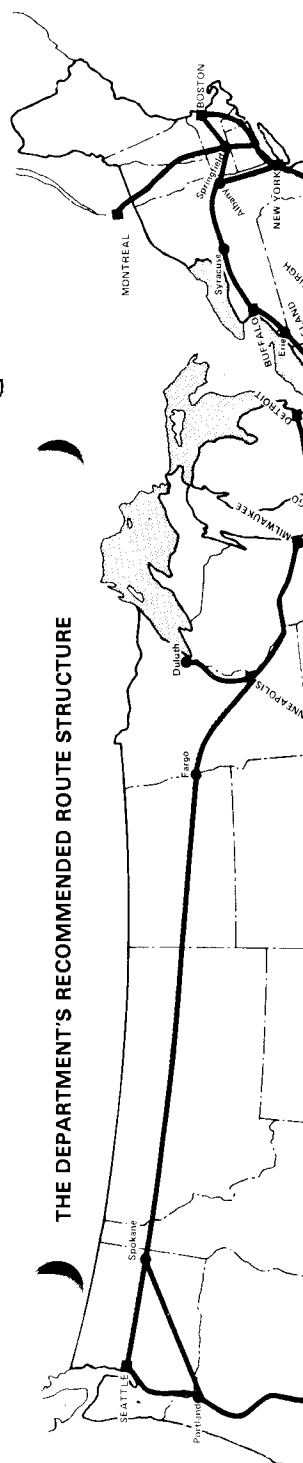
sentation. And may we remind you that a good, solid presentation will be needed to counteract the untruths and half-truths that we have heard in the past from "the opposition".

OARP will also plan to fight any reduction in Amtrak service, in light of certain future increased dependence upon rail passenger transport; push for Detroit and/or Cleveland - Cincinnati - Louisville; push for Cleveland - Pittsburgh linkage; work to seek retention and improvement of the Floridian service as a necessary Midwest - Southeast link; and attempt to urge elimination of self-defeating tactics within Amtrak that in the past and present times have and are discouraging increased ridership.

After all, we are still trying to act and think POSITIVELY and CONSTRUCTIVELY as we can SHOW that rail passenger service improvements WILL bring about increased business and improve travel for many, many Ohioans and Americans!

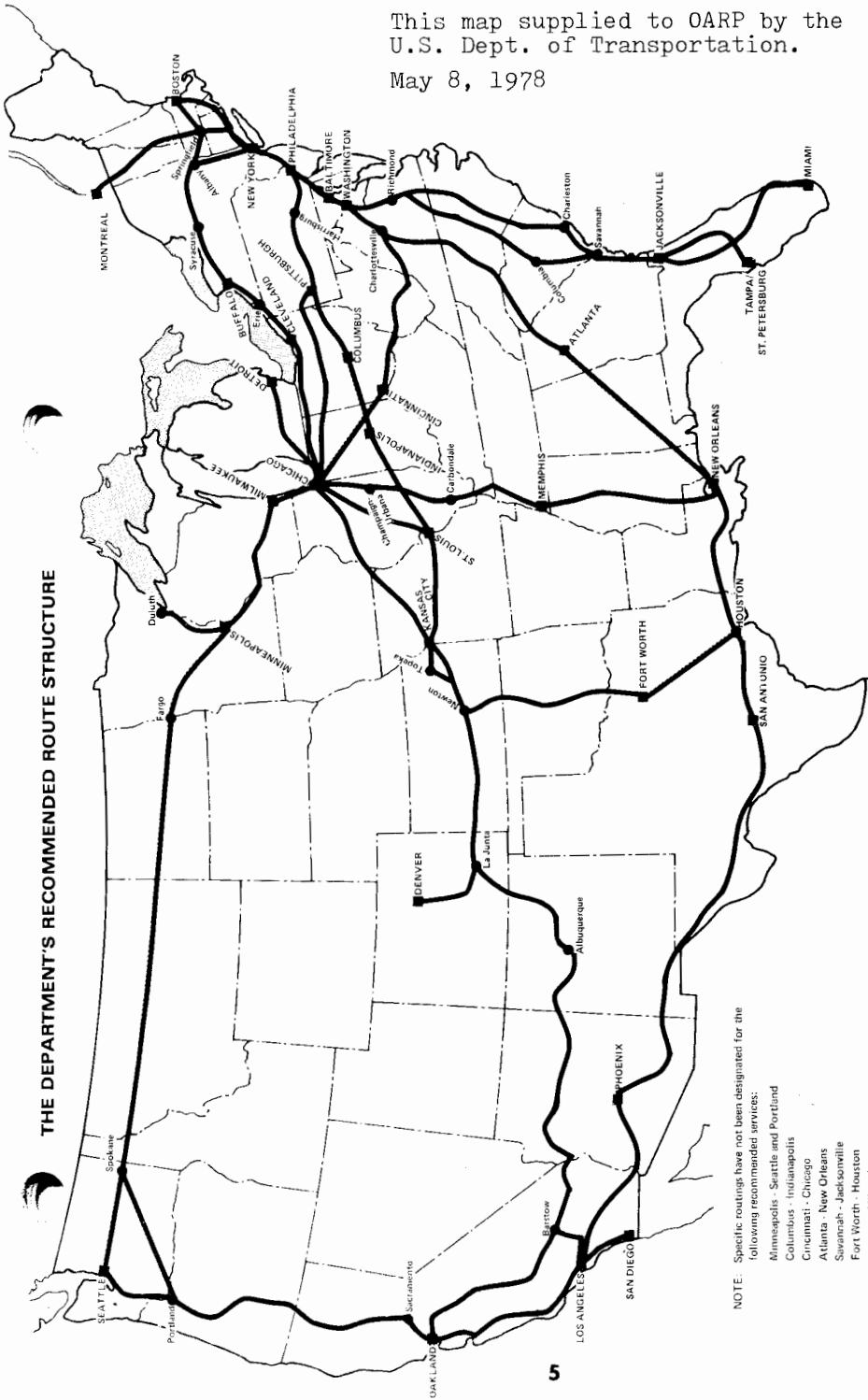
THREE ADDITIONAL ROUTES TO PRESENT AMTRAK ROUTE STRUCTURE LISTED IN STUDY:

1. BARSTOW-OAKLAND. This section of the Southwest Limited, over the old San Francisco Chief route, will provide thru Chicago - S.F. service.
2. SOUTHERN CRESCENT has been recommended for inclusion in Amtrak's basic system, but routing south of Atlanta is in question.
3. LA JUNTA-DENVER. This connection will provide thru Chicago-Denver service, via the Southwest Limited. This also means Ohioans can go to Denver without going thru Chicago.



THE DEPARTMENT'S RECOMMENDED ROUTE STRUCTURE

This map supplied to OARP by the
U.S. Dept. of Transportation.
May 8, 1978



NOTE: Specific routings have not been designated for the following recommended services:
 Minneapolis - Seattle and Portland
 Cincinnati - Indianapolis
 Atlanta - New Orleans
 Savannah - Jacksonville
 Fort Worth - Houston
 Chicago - Milwaukee

OARP 1978
CALENDAR

with full-color photo of Amtrak (Rohr) Turboliner on a press trip through Ohio, September 1976.

TWO for \$1.00 donation to OARP

We've still got quite a few left, and the year isn't over yet!

GET SEVERAL to give to friends and associates!

OARP MEMBERS! It helps record keeping on both ends (ours and yours) if you wait till you get your membership renewal notice in the mail before you send us your dues. And because we have no paid help, all our Membership Services clerical work and record-keeping is done by volunteer help. Please be patient with us. We're trying to do the best we can. Hats off, by the way, to Membership Services Chairman, GARY AMATORE, who is single-handedly doing 100% of our membership clerical work right now.

The PULLMAN - STANDARD strike is over! Work on the long-awaited new SUPERLINERS is now proceeding!

HIGHLIGHTS OF OARP's ANNUAL MEETING:

BANQUET BEGINS WITH PLEASANT SURPRISE!

Only one or two knew beforehand what was going to be announced at the beginning of our Banquet at 12:30 when OARP Pres. Tom Pulsifer stood at the head table and read the Resolution passed by the Ohio House of Representatives recognizing the observance of National Rail Passenger Week and the efforts and achievements of OARP.

This great news heralded the kickoff of NRPW in Ohio and set the tone for the remainder of a busy afternoon.

AL KALETTA IS GUEST SPEAKER -----

Amtrak's Central Region Manager of Sales, Al Kaletta was our guest for the day. Our previously announced speaker, Bob Casey, was unable to be with us. Kaletta's remarks were well received, many commenting that it was good to hear someone from Amtrak speaking frankly and honestly. Al Kaletta brought with him an Amtrak film, which was shown, and enough copies of Amtrak's 1978 Tour Manuals so that everyone could have one.

OARP OFFICERS ARE RE-ELECTED -----

Our members have faith in our officers! All incumbents were renominated, unopposed, and re-elected by acclamation. We take this opportunity to thank you for your support and your confidence in your organization's leaders!

- Tom Pulsifer, President
- Rodg Sillars, Vice-President
- Dave Marshall, Treasurer
- Joe Brove, Secretary

FORTY-NINE IN ATTENDANCE -----

We had 49 at our Banquet and three others came in for the afternoon sessions. Early arrivals used the morning time to meet and chat with other members and peruse the displays. Several organized a trip out to the new Amtrak station to see the facility before the Banquet.

POPULAR "DOOR PRIZES" AWARDED -----

At the end of the day, Fred Frayer drew registration slips out of a box and donated "door prizes" were awarded to ten lucky people.

An Amtrak 1978 wall calendar went to John Edminson, Dayton. Dean Denlinger of Oakwood won an Amtrak "Tony the Tiger" promotional figure-toy. Amtrak tote bags went to John Keller of Lima and to Ted Kauer of Columbus. Amtrak Freshen-Up Kits went to Sandy Edminson and to Mr. & Mrs. Clarence Cross, all of Dayton. Amtrak glass steins went to Howard Harding of Akron, Ken Potter from Columbus, and Dan Benz of Dayton.

OARP thanks Fred Frayer and Tom McGinley of Amtrak Sales for the items donated for the door prizes.

◆ REVISED OARP DUES STRUCTURE APPROVED

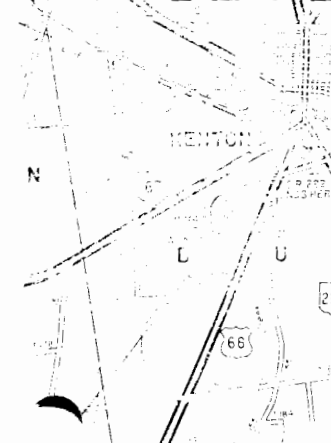
The most important piece of business which was acted upon at our meeting was the change in our Constitution to require all membership RENEWALS to be for a minimum of \$10 annually. This will provide some additional funds so our present levels of involvement can continue. This action was approved unanimously and without debate by the members in attendance.

Starting May 1, 1978, all membership renewal notices will contain a notice concerning this action. NEW members may still join for only \$5.

We also approved unanimously the establishment of a new membership class called FAMILY MEMBERSHIP. For \$15.00 both husband and wife can be listed as separate members of OARP (as opposed to \$20.00 on annual renewals), but we will save the cost of one subscription to "the 6:53", which accounts presently for about \$4 out of each \$5 membership.

OARP wishes to thank Joe Pollard and Fred Frayer, Amtrak Sales Managers for Ohio, for providing Amtrak literature, timetables and materials for this meeting and for other OARP displays held at various locations in February, March and April.

THE KENI KAPE



eastward from Lima, the operations of portion FRA application and a that Conrail was already too, and since the we up there and take a l

The FRA Notice stated changes on the single onday, and the single ion, Southern Region,

1. Retire two railr tracks of the Ha and retire CP-73
2. Retire two railr change one cross the Harrod Seco the mechanical i E-L mainline. S
3. Install a new co from Columbus;
4. Install two elec
5. Install signals
6. Change the contr

Reason for proposed c ate facilities no lor Carl Freshour stated by removing the cross ever provide decent from OARP in protest was once a good route in the future, off the old Erie mai trak trains on the F for public input was the FRA (Federal Rai

THE KENTON KAPER



OARP HELPS EXPOSE "DIRTY TRICKS" AFFECTING FUTURE RAIL SERVICE IN OHIO!

-- by OARP Pres. Tom Pulsifer

By writing this I'll probably be put on Conrail's "Ten Most Wanted" list; but in the name of sane railroad operation, I figured you'd better know what's going on behind our backs.

This whole "caper" started with a mid-March phone call from Carl Freshour of the Spencerville & Elgin, Ohio's newest shortline railroad operating from Lima west to the Indiana line over the former Erie-Lackawanna and south from Ohio City to Rockford over the former Penn Central Northern Branch. Carl had come onto a copy of an FRA notice dated February 28, 1978, an application by Conrail to make certain track and signalling changes at Kenton, O. Carl told me the S&E might be interested in extending their operations

eastward from Lima, through Kenton, to Marion if and when Conrail gave up its operations of portions of that segment of the E-L mainline. He read me the FRA application and asked me if I knew anything about it; as he'd heard rumors that Conrail was already doing trackwork in the Kenton area. I'd heard rumors too, and since the week of March 19th was spring break for me, I'd try to get up there and take a look around.

The FRA Notice stated (in part): "Application for approval of proposed signaling changes on the single track of the Western Branch, two tracks of the Harrod Secondary, and the single track of the Carey Secondary, all on the Columbus Division, Southern Region, at Kenton, Ohio, consisting of the following:

1. Retire two railroad crossings and six signals at the crossings of two tracks of the Harrod Secondary with the single track Western Branch, and retire CP-73; (CP means controlled point, remotely controlled)
2. Retire two railroad crossings, seven signals and one crossover, and change one crossover to hand-operated switch at the two tracks of the Harrod Secondary with the single track Carey Secondary and retire the mechanical interlocking at Sands; (Harrod Secondary is the former E-L mainline. Sands Tower is presently open 24-hours daily.)
3. Install a new control point (CP-74) on the Western Branch to be controlled from Columbus;
4. Install two electric locks on hand-operated switches at former CP-73;
5. Install signals 740S, 740N and 720N; and
6. Change the control of CP-70 from Sands to Columbus.

Reason for proposed changes: To improve operation, expedite traffic and eliminate facilities no longer required for present day operation."

Carl Freshour stated that if the old Erie line were broken as a through route, by removing the crossings at Sands and CP-73, it would then be impossible to ever provide decent through service on that east-west route. He asked for help from OARP in protesting the track and signal changes on the grounds that the route was once a good through route, it might very well be needed as a through route in the future, and we could already cite that freight traffic diverted off the old Erie mainline at the inception of Conrail was interfering with Amtrak trains on the Ft. Wayne route and the Toledo route. The FRA closing date for public input was April 14, 1978, after which the Railroad Safety Board of the FRA (Federal Railroad Administration) would decide the matter.

The "Kenton Kaper" (continued)

On Sunday, March 19th, I phoned our Lima area regional coordinator John Keller and asked him if he'd heard anything about trackwork in Kenton. He said he hadn't, but that he'd be very interested in going over there with me. We agreed to go the next day, as the weather would be decent.

I drove to Lima, Monday the 20th, and picked up John Keller around 9:15am at the Amtrak Station (the Broadway was going to be at least two hours late said the agent) and we left immediately for Kenton.

We went first to Sands Tower. After introducing ourselves to the operator I showed him the FRA notice and asked him if he could fill me in on it. He looked rather upset, and then said that Conrail had never said anything to him or the other operators about closing their tower!

What could we say! I'll admit we weren't prepared to have inadvertently given him that news. We paused to let him line up the interlocking for the westbound local with empty grain hoppers for the elevator at Alger. It rumbled on west, over the former eastward track.

We had noted that the diamonds (the crossing) were still in place at Sands and that they looked to be in good condition. The operator pointed across the tracks. "See that stand over there for handing up train orders," he said. "They put that up for us right before the Erie got taken over by Conrail and then they took away all our trains." "When we had all the trains through here we'd have to stand on the ground, close to the track, to hand up the orders; risk your life on a rainy night." "Now they put up the stand and we don't have any trains!" "That's the way they do business these days."

The operator told us that the diamonds at CP-73, about 1 mile east of Sands, had been taken out around the end of December, as the railroad said they were getting badly worn and were in need of replacement anyway. He showed us how to get close to CP-73 by car, "but you'll have to do some walking."

It was at CP-73 that we came across the most damaging evidence in the case. We found, and have documented on film, the diamonds removed and the Western Branch single track relaid right through the former crossing. Not only that; both tracks of the Harrod Secondary had been ripped up for some distance both east and west of the crossing. The Western Branch signals were in place, but the former E-L signals had been knocked down (undoubtedly with a bulldozer) and left lying on the ground. Though nobody else was around, it appeared that work had been done very recently on a connecting track in the northeast quadrant and a connecting track in the southwest quadrant. The trackwork (I've learned a lot in work with ORTA) appeared very sloppy; unsupported joints, spikes not driven in all the way, signal bond wires lying loose where someone could trip over them or cut them accidentally, a couple of buckets of new spikes just dumped on the open ground and left in a pile to rust, track tools left lying here and there. John Keller just stood shaking his head sadly in disbelief. He remembered when a signal tower stood at what is now CP-73 (or was!); when fast Erie passenger trains and freight trains would roar through that junction on their way east and west.

Having used up one whole roll of film, we left and returned to Lima where I dropped John off at his home. I then proceeded to Spencerville and advised Carl Freshour and S&E President Rusty Pisle of what we found. I phoned ORTA from Spencerville and advised them of the situation, that the work had been partly done a long time before the approval would be forthcoming! Later I informed the PUCO and a legislative representative of the Brotherhood, both of which, I understand, conducted their own subsequent investigations.

It is clear to all of us that Conrail violated, blatantly violated Federal rail statutes in performing track and signal changes prior to approval being granted! Your OARP President prepared a five-page document (with a map) to protest the Conrail Application to the FRA and we are accumulating copies of protests from other interested parties, agencies and individuals.

8

The "Kenton Kaper"
The sequel to this
and very symbolic

On Saturday, March
CP-73, this time
Gelfer. Everything
on Monday the 20th
of eight covered
on the curve of the
connecting track.
revealed that seven
derailed! The out
turned for about
one point, the ins
in two! All cars
the track structure
towards the inside

Karl took the photo
evidence to
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This, my friends,
in Ohio. The kind
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JOINT AMTRAK/KELLOGG

Amtrak's "Free Kid
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Raisin Bran.

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RUMOR!?!?!: A reli
Coast
National Limited m
this summer, inclu

The "Kenton Kaper" (conclusion)

The sequel to this "caper" is precious; and very symbolic, in a way.

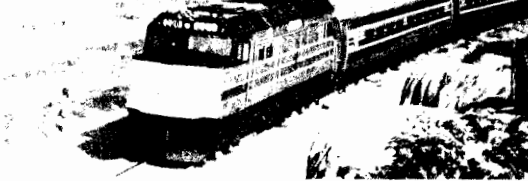
On Saturday, March 25th, I revisited CP-73, this time in the company of Karl Gelfer. Everything was as it had been on Monday the 20th, except that a cut of eight covered hoppers was sitting on the curve of the southwest quadrant connecting track. Closer investigation revealed that seven of these cars were derailed! The outside rail was overturned for about four car lengths. At one point, the inside rail was broken in two! All cars remained in line with the track structure, tilted somewhat towards the inside of the curve.

Karl took the photos this day, so we'd have evidence to document our statements.

This, my friends, is modern railroading in Ohio. The kind of railroading we hope doesn't happen again. But these are things we've got to contend with in our work for improved rail transportation in and through our state.

Postscript: John Keller informed me, shortly after the first of April, that about 9:00 in the morning of March 29th, SJ Tower (at the crossing of the former Erie mainline with the DT&I on the south edge of Lima) burned to the ground. Arson is strongly suspected. The tower had been closed for some time.

STILL AVAILABLE FROM OARP -----
"NINE THOUSAND MILES ON A U.S.A.
RAIL PASS ON AMTRAK AND THE
SOUTHERN RAILWAY" — Paul Bunting
We'll mail you a copy upon request
at no charge, but we ask that you
send 57¢ in postage stamps (or 5
1st class stamps).



JOINT AMTRAK/KELLOGG PROGRAM HUGE SUCCESS!

Amtrak's "Free Kiddy Ride" promotional program with Kellogg has brought the rail passenger corporation over 60,000 riders and \$1 million in revenue since the free ticket offering went into effect January 1st. The joint promotional program offers free Amtrak tickets to children under 12 who are accompanied by a full fare paying adult and who presents the ticket agent with a special coupon and any three box tops from Kellogg's Corn Flakes, Frosted Flakes, or Raisin Bran.

Consumer demand for the special coupon packages has been so heavy that Kellogg and Amtrak will be distributing another 2½ million coupons that the shopper can tear from coupon pads in supermarkets, Amtrak ticket offices and appointed travel agencies. The coupons will be available in May. The new coupons will be free. Amtrak will honor the coupons through January 31, 1979.

RUMOR!?!?!: A reliable source on the East Coast tells OARP that Amtrak's National Limited may be Amfleted sometime this summer, including electrified sleeper.

HARRIS POLL SEES GROWING SUPPORT FOR TRAINS

A new national poll, conducted by Louis Harris & Associates at the request of Amtrak, shows that a growing percentage of Americans believe they will be traveling more by train in the future and favor increased Federal spending to improve the nation's intercity passenger rail system. The 1978 survey finds a clear and decisive mandate to upgrade intercity rail passenger travel and mass transportation generally while finding less support for highway and airport construction.

A major reason for increasing support for mass transportation--including intercity and commuter transit--is the energy crunch. A majority of Americans, by 56 to 36%, believe there will be a serious energy crisis in a few years and the support for mass transportation is strongest among those so convinced. OARP has received file copies of the complete report.

CAPITAL DISTRICT BULLETIN

— by OARP Columbus Area Coordinator
KARL J. GELFER 614-291-9246
67 W. 10th Ave., Columbus 43201

A REPORT FROM
YOUR OARP PR

Now that the Legislative Hearings are about over on the Ohio High-Speed Passenger Plan (Phase I), the following conclusions can be made:

1. So far as the hearings are concerned, the only opposition which has openly surfaced thus far came May 10th, when Greyhound vice-president Ballard L. Peyton and Ohio Motor Bus Assn. vice-president Langdon Bell testified against the Phase I Plan. Most all other witnesses who have testified have spoken positively and with enthusiasm regarding the future for passenger rail services in Ohio.

2. Some very good films have been shown. These films have been provided by the various manufacturers of railroad "hardware" as well as by representatives of the French National Railroads and the Japanese National Railways.

3. The Japanese presentation on their Bullet Train, the Shinkansen Line in Japan, was probably the highlight session of the whole hearing process. It was brought out that since the Shinkansen line was opened in 1964, over two billion people have ridden the Shinkansen Line trains. They also do a line inspection over their entire line every day. They operate no service between midnight and 6:00am, and this is the period of time that they do their inspection and maintenance of the line. In the period from 1964 to the present, there hasn't been an accident on this line! The Japanese also told the legislators that they couldn't see any reason why Ohio couldn't have a high-speed line similar to the Shinkansen Line.

4. Three people, including yours truly, from OARP offered verbal testimony on the plan. In just about every case the three witnesses stated that there would have to be an expanded passenger service beyond what was recommended in the Phase I Plan. Also, it was brought out that incentive agreements would have to be worked out between ORTA, Amtrak and the operating railroads. This is brought about by the fact that Amtrak and Conrail don't, at the present time, have any incentive agreement concerning the operation of the National Limited, Broadway Limited and Lake Shore Limited.

5. It is estimated that to implement what is called for in the Phase I Plan that it will cost around one billion dollars. Of course, before this revenue is touched, the issues of the Ohio Constitution will have to be thrashed out. Some methods of raising the revenue were to add two additional cents on the existing gasoline tax, keeping tolls on the Ohio Turnpike and retention of fees for parking in the State Underground Parking Facility and using these monies for mass transit, tapping certain monies from the State Lottery, as well as an additional two cent levy on the cigarette and liquor taxes.

6. A Bill has been introduced in order to get Phase II of the Plan started. This study will determine what track will be used, what cities will be affected by the service, and the like. There is an appropriation of \$1 million to go along with this Bill to take care of the expenses of the detailed study. This Bill was introduced by State Sen. Nabakowski.

One other item of interest to OARP members is the fact that House Bill #1165 has been introduced by Rep. Arthur Wilkowski. This Bill would take the railroad safety functions out of the Public Utilities Commission Ohio and place them in ORTA. There have been committee hearings on this Bill and there is strong opposition from the PUCO and from some newspapers.

Until the next issue, that is all.

Here's yet another column that still has a few more that could have just isn't space "the 6:53" morning it. At this time towards the end

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Here's yet another issue where I'll still have a pile of things left over that could have been put in, but there just isn't space. We could so easily publish "the 6:53" monthly IF we had the resources to do it. At this time, we don't. But we can work towards the goal.

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My column this issue will be pretty much a pot-pourri of this and that. So here goes...

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I personally think Ohio came out better than we'd expected in the DOT Amtrak Route Study, but we'll fight anyway. We need more and better services, not less. And it has been shown quite clearly that reductions in trains will not save Amtrak that much money. The ICC's recent Amtrak Report shows clearly that in fiscal year 1977, transportation expense totalled only 31.4% of Amtrak's expenses; or \$266.3 million of \$847.9 million. The ICC Report shows that Amtrak's taxes (\$81.6 million for FY 1977 compared with \$36.2 million in FY 1974), payroll costs (\$272 million in FY 1977, up 49% over FY 1976, and possible administrative "oversupply" (Amtrak's administrative and clerical staff totals one-third of ALL employees) have contributed to their own financial mess. The share of expenses attributable to transportation is low, by comparison; and it is noted that even a reduction in service over unprofitable routes would have a very minimal effect on Amtrak's operating deficit. In this light, and in my opinion and in the opinions of many others, the route restructuring (dismemberment) is a complete bureaucratic farce!

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Other than providing verbal and written input to the public hearing process, our members' best route is to let your thoughts be known to your U.S. Legislators. If you need one, I'll send you a one-page directory of our Ohio delegation, to make it easier for you to make contact with them.

AL
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has been busy in your behalf. I prepared written testimony to the U.S. House against the so-called McFall Bill which would have all but destroyed Amtrak as we know it, and place control of Amtrak directly in the hands of the Sec. of the Treasury, the Sec. of Transportation, and a third Board member selected by the railroads!

I prepared a written statement to the ICC testifying against permanent discontinuance of sleeping car services on Amtrak's Inter-American. There was a feeling among some of our fellow ARP's that once Amtrak won this case, it would not be long before sleepers came of many "marginal" trains. Then the lounges would go; and the diners would go, etc. I understand that sleeping car service IS being restored to the Inter-American, so maybe we have helped do some good in this regard.

Oh yes... "Economy" sleeping car service is slated for the Shenandoah, reportedly starting sometime soon. I hope Amtrak promotes it in Ohio. That train could use a boost in ridership. And many people would prefer not to ride all night all the way to Washington in an Am-coach.

Many of our active members got involved with National Rail Passenger Week. Train crews let us pass out NRPW flyers on the National Limited and I believe we were able to place flyers in all manned Amtrak stations in Ohio, in addition to distributing the flyers around to many other locations.

OARP has had a display at two different "railroadiana shows" in Worthington and at one in Strongsville. Though we didn't take in very much in donations, at least we used a good chance to get ourselves before the public. My thanks to all who helped man our exhibit for these weekend "shows".

We will have an ad in the NMRA Mid-Continent region Convention booklet (which I am told will reach some 3000 persons) and our brochure will be included in the registration packets for all attending the upcoming Convention in Cleveland.

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Howard Harding (489 Overwood Rd., Akron 44313), submitted well prepared written testimony to ORTA on the Phase I Plan on behalf of OARP. He will send members a copy if you send him a business SASE.

I am told that the U.S. Senate has confirmed the reappointment of Charlie Luna and the appointment of Carter pal Frank Neel to Amtrak's Board, but that NARP founder Anthony Haswell has withdrawn his name as a candidate for Amtrak's Board. It appears that Tony's rather controversial plan for restructuring Amtrak raised serious concern about his nomination to Amtrak's Board.

The Ohio Rail Transportation Authority needs your help (before June 12th). I would like all OARP members to take a few moments and write a short letter to your State Legislators from your district. Why? There needs to be a show of support for moving into the Phase II study for Ohio's Intercity High-Speed Rail Passenger Plan. As you know, the Phase I study is done. Now it is time to take the recommendations of the Phase I Report and do a very detailed and definitive planning study for the actual rail passenger service. This is where things will get interesting! The general mood in the Legislature right now seems pretty favorable. But the question of funding the Phase II study will be coming up for voting during the week of June 12th; and so that there is no chance for defeat, let your elected officials know that there is support from the "grassroots". The Ohio Legislature is in recess right now, so you might call upon your State Rep. or Senator in your home district. But you can direct your letters to the State House, Columbus, OH 43215, just as well.

ORTA has plenty of reprints now of the Phase I Summary Report and any OARP member who'd like one can write (Suite 3414, 30 E. Broad St., Columbus, OH 43215) or call (614-466-5816) and they'll mail you a copy right away. The OARP "office" has very few copies, so please contact ORTA directly.

Our supply of our OARP brochure is getting low and I got authorization at our Annual Meeting to proceed with plans to make slight revisions and have it reprinted. This will probably cost us around \$200.00 and because of this we may hold up plans to consolidate most of our handy station-finding maps into a "guide" folder.

Before postage goes up, we're having several hundred extra copies of this issue printed for one-time mailing to potential members using several

different mailing lists. If and when the postage charges do go up on us; we'll have to tighten up again. This is a subtle hint to those members whose dues are in arrears.

I've had several calls asking what I thought about Alan Boyd, Amtrak's new president effective June first. I don't know the man and so far I haven't read too much about him. It seems to me that Boyd, with the political expertise, will concentrate his efforts in that area, leaving the operation of Amtrak to recently-appointed chief operating officer, Martin Garelick, of whom people seem to think highly. Reistrup, I feel, though an excellent railroader, was uncomfortable in political dealings. Let's face it. These times call for strong political know-how; like it or not.

On May 16th, Amtrak's Bob Casey, and OARP's Bill Glasser and Howard Harding appeared on a WHBC radio talk show in Canton. A possible follow-up rail program is tentatively in the works for late June. Howard Harding was interviewed on an Akron radio station in March and again following release of the DOT Amtrak Study; representing OARP. Also on the DOT Study, Jim Stevenson was quoted in the Cleveland Press. Doug Hudson continues to make the press in Warren. All in the name of working for better passenger rail services for Ohio and for America. I know others in OARP have also been involved with radio and TV and press interviews. Keep up the good work!

Regarding OARP's Fifth Birthday this July; we can't announce anything yet, but we're working on something special. That's all I'll say now.

OARP officers: I'll be contacting you soon in regards to scheduling an all-day meeting, at everyone's convenience as we want everyone to be there, for sometime this summer. There are many organizational concerns which merit frank discussion and thought for the future.

Thanks to Columbus area coordinator Karl Gelfer, who has taken vacation leave to attend every one of the Ohio House/Senate Joint Committee Hearings on the ORTA Passenger Plan!

Meanwhile... Keep on trackin'!

John Reistrup

PAUL REISTRUP POINTS FINGER AT CONRAIL
Amtrak President Paul Reistrup, during an April 14th interview, said that Conrail is doing an "absolutely lousy" job of operating Amtrak's passenger trains from New York to Chicago and Kansas City. Reistrup added, "I think it's hopeless and I've had it!"

An unidentified Conrail spokesman said that "less than acceptable" passenger train delays were caused mainly by track work that will improve Conrail main lines and by problems with Amtrak equipment. The spokesman further said that "the problem doesn't come from a lack of concern or dedication on the part of Conrail."

Conrail, formed two years ago from bankrupt railroads, now is seeking even more Federal loans so it can continue rehabilitation work. Reistrup's "attack" effectively places a Federal subsidy on a Federally assisted passenger railroad against a Federally assisted freight railroad. Amtrak has contracts with Conrail to operate its passenger trains outside of the Northeast Corridor and the Harrisburg-Philadelphia lines, which Amtrak owns.

Reistrup praised most all other railroads which operate Amtrak trains, stating, "I can't quarrel today with any single railroad except Conrail." "Conrail is the biggest disappointment since I've been here. It's absolutely lousy. They don't care about us or their commuters. It's their attitude I think it's terrible, with all the money the public has put into Conrail that it can't operate three little passenger trains!"

Reistrup's statements were based on Conrail's handling of the Broadway Limited, the Lake Shore Limited, and the National Limited. He stated that these trains are poorly operated and run continually late despite claims that Conrail has made significant progress in rehabilitating its main lines.
UPI - Don Phillips

HEAR BOTH SIDES! — OARP has a large supply of the infamous NAMBO brochure, "The public's right to know--about AMTRAK". Send us a business-letter SASE and one's your

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ALAN BOYD TO SUCCEED PAUL REISTRUP AS PRESIDENT OF AMTRAK THE FIRST OF JUNE

Alan S. Boyd, the first U.S. Secretary of Transportation and former president of the Illinois Central Gulf Railroad was elected president and chief executive officer of Amtrak on April 25th by Amtrak's Board of Directors. Boyd will take office on June first.

Boyd succeeds Paul H. Reistrup who has been Amtrak's president since March of 1975, and who had said he would not be a candidate for reappointment when his current term expired. Reistrup came to Amtrak from the ICG where he was senior vice-president.

The Amtrak Board reportedly elected Boyd unanimously after hearing the special search committee's recommendations.

Boyd, who is 55, became Secretary of Transportation in January of 1967 after having been Under-Secretary of Commerce for Transportation since 1965, and before that a member of the Civil Aeronautics Board. He was the chairman of the CAB from 1961 until 1965.

After leaving the Cabinet in 1969, Boyd became president of the ICG, holding that post until 1976 when he became vice-chairman, Illinois Central Gulf Industries.

A lawyer and native of Florida, Boyd is a former member of the Florida Public Utilities Commission. He was appointed to the FPUC in 1955, elected to a full term in 1956, and served as chairman of the Commission in 1957 and 1958. He was active in WWII and also served in the Korean conflict.

Northern Ohio Railway Museum (PO Box 29265, Cleveland 44129 - 216-886-1940 or 216-678-6127) has announced plans for establishing a permanent operating facility between Seville and Chippewa Lake, utilizing two miles of former right-of-way of the Cleveland & Southwestern interurban line. Site is very close to I-71 and I-76/US224 south of Medina and west of Akron. We wish the NORM people success with their ambitious development program.

TRACTION - The interurban electric railways that served much of Ohio, Indiana and Illinois some 60 years ago had an advantage over steam railroads that was neatly summed up in one word: traction.

In 1964 the Federal Government became interested in building a super-speed train. The experts working on the project ignored everything the electric traction people had learned in the 1900's about traction and built a train with limited traction. It was pretty much a failure. This failure had been anticipated by this writer.

Late in 1964 this writer put out a proposal for a four-car train of self-propelled propane-electric cars that would have had 100% weight-on-drivers for maximum traction. The train would have been capable of producing up to 4000HP. It would have had a top speed of about 120MPH against a 20MPH headwind.

Let us make a reasonable assumption that it will take a train of self-propelled cars two miles to get up to 120MPH. But under ordinary operating conditions it will take a locomotive-hauled train six to ten miles to get up to 120MPH because of the traction, or wheel-slip, problem. The seriousness of this problem was confirmed by tests in Japan in 1966. It is rather obvious that this problem was known to the electric railway people prior to World War I.

Another factor. A train of propane-electric or diesel-electric cars could be equipped with dynamic brakes which would slow the train down faster than air brakes. This would also add to the overall speed of the train.

It takes traction as well as power to operate a train at high speed. And traction is the key word!

WHAT ABOUT WHEEL-SLIP? - In 1878 George Westinghouse and an associate made some tests which indicated that the coefficient of friction between a metal

brake shoe and a metal wheel varies inversely as the speed increases. This writer believes that this inverse proportion also applies to the adhesion between the wheel and rail.

There is an indication that wheel slip is a problem at speeds up to 70 MPH with an E-9 passenger diesel locomotive (p. 54, Trains, Mar66). Ultra-lightweight interurban cars of the Philadelphia & Western had to be downgraded in speed from 92 to 80MPH because of high-speed wheel-slip caused by field shunting at 80MPH (p. 29, Trains, July66).

There is considerable evidence that Insull, in the 1920's, found that ultra-lightweight interurban cars were neither safe nor feasible at speeds above 65MPH. When the steam railroads went to lightweight car bodies in the 1930's, they also went to heavy cast steel trucks for stability.

According to data published in 1936, as well as general knowledge, air resistance becomes a major power problem at speeds above 60MPH, and almost the exclusive power problem at speeds above 100MPH. It should be noted that air resistance is independent of the weight of the train. On the other hand, a considerable amount and percentage of weight-on-drivers is required by this writer's inverse adhesion theory if speeds above 100MPH are to be achieved.

It is understood that the French have done some experiments on vertical inertia (bounce), which tend to confirm this writer's theory. This theory boils down to a rule-of-thumb, that you should have around 100 pounds weight-on-drivers (drive-wheels) per horsepower.

My position is that a multiple-unit train of self-propelled cars with at least 66% weight-on-drivers is the answer.

AMTRAK'S LIGHTWEIGHT LOCOMOTIVE - Ac-

(continued on next page)

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According to the adhesion theory developed by the Japanese National Railways in 1966, it will take a train of multiple-unit self-propelled cars with 100% weight-on-drivers about 2/10 mile to get up to 60MPH and 1.5 miles to get up to 120MPH. Now, if we assume a locomotive-hauled train with 25% weight-on-drivers, it will take such a train about 8/10 mile to get up to 60 MPH and about 5.5 miles to get up to 120MPH (per the Japanese adhesion formula). My formula is somewhat more conservative as to what can be done.

In light of the above it is difficult to see that any useful purpose is being served by Amtrak and General Motors spending fantastic sums of the taxpayers' money to develop their so-called lightweight electric locomotive. In a 200 mile corridor-type operation it will lose about 20 minutes extra on station stops alone, or about 17% of the total time. Is it not reasonable to assume that this so-called lightweight locomotive is being developed to "prove" to the gullible public that the super-speed train concept will only work in the Northeast Corridor and at a fantastic cost? As I see it, it is strictly a sham!

If my adhesion theory is correct, then the idea of a lightweight locomotive is false, and perhaps a hoax and rip-off of the American taxpayers. Somewhere in the Watergate literature there is an admission by John Ehrlichman that Amtrak was set up to be a failure. This so-called lightweight locomotive concept goes a long way to back up Ehrlichman's statement.

In 1964 I presented to the U.S. Dept. of Commerce my proposal for a 3000HP, four-car multiple-unit train of electric /propane-electric cars that could be used anywhere where suitable track would be made available and could also be used quite well on relatively poor track. For some 13 years the Federal Government has carefully avoided looking into the potential of the super-speed multiple-unit self-propelled car concept, both as to economy and speed.

For various reasons, a train of super-speed multiple-unit self-propelled cars can be built for less than one-third of the unit cost of a locomotive-hauled train, and can do the job to be done much, much better. In spite of this, in its seven years of existence, Amtrak has carefully avoided looking into the fantastic potential of the super-speed multiple-unit self-propelled car concept. WHY?

(Individuals interested in corresponding with Mr. Harrod on this matter may write to him at 2129 Sycamore Street, Terre Haute, IN 47807.)

OARP RAIL TRIP REPORT FORMS AVAILABLE!

We've revised and reprinted our OARP Rail Trip Report Forms. Send us a business-letter size SASE and we'll send you four forms. Use them on your rail journeys this summer. We use the information on these reports to help document needs for service improvements as well as to pass on the compliments for outstanding services rendered. If you need more than four report forms, either affix extra postage or, since the new forms are 11" x 14" (one side only), you can run one through your "Xerox" and get more blanks that way.

OARP's COFFEE CUPS WERE POPULAR at our Annual Meeting and we were able to sell a lot of them. We've still got a lot left. And if you don't drink, they make good solid pen/pencil holders for your desk. By mail we must charge you \$3 per cup. If you can pick 'em up in Xenia, we save on postage and can let you have 'em for just \$2 each. They're reasonably heavy and it costs us a minimum of 90¢ just to mail one cup!

Our OARP cups are white glass with the OARP name and logo and detailed drawing of a modern diesel passenger train done in deep blue. Attractive! Your donations for coffee cups help our treasury! Let us hear from you today!

OARP - P.O. Box 653 - Xenia, OH 45385

CANTON'S NEW AMTRAK STATION IS NOW OPEN

The new Amtrak Rail Passenger Station in Canton opened on schedule May 1st, however the facility is not yet fully completed and a formal "opening" will be held at some later date, OARP understands. The station is on the site of the former Pennsylvania R.R. Depot, 9th at S. Market Streets. At present the station is open and staffed daily from 10:30pm until 7:30am, also on Mondays, Tuesdays and Wednesdays from 8:00am to 4:00pm during the daytime.

Rich Sherwood, who "opened" the new Elyria Amtrak station, is the lead agent at Canton, along with Bob Wahl who worked at the Cleveland station.

Bill Glasser, Tom Pulsifer and Karl Gelfer visited the new station late in the afternoon of May 12th, following the ORTA Board Meeting and Press Briefing held that day in nearby Akron.

The building seems very adequate and the parking lot, once it gets paved and cleared of rubble from the old station, should provide plenty of safe parking. The old pedestrian tunnels are being sandblasted and renovated. They will be locked except at train time for safety purposes. Extensive new lighting is being installed and once a "walkway" is built across the tracks for the cart, baggage will be checked. The front of the facility, a sea of mud on the 12th, will be fully landscaped.

Dedication ceremonies for the new Canton Amtrak Station are set for 10:00am on June 1st. Amtrak, State and local officials will participate. Area OARP members are invited to attend.

It is with sorrow that we belatedly report the death of one of this nation's hardest-working supporters of rail passenger service, J. MARCUS STUBBS of Savannah, GA. He was an active member of NARP and of the SETC, and was former postmaster of Savannah. He was a true gentleman and will be missed by many.

REMEMBER! When you renew your membership in OARP, our minimum is now \$10.00/year. NEW MEMBERS can join for just \$5 for their first year's dues.

WILL AMTRAK RETURN TO CINCINNATI'S UNION TERMINAL AFTER ALL?

OARP has learned that the developers of Cincinnati Union Terminal have contacted Amtrak and have offered them adequate space in C.U.T. should Amtrak wish to move back there.

OARP has a copy of a public petition being circulated in the greater Cincinnati area, which reads as follows:

We, the undersigned, petition Amtrak to seriously consider using the Cincinnati Union Terminal as the Amtrak station in Cincinnati. We feel that the Cincinnati Union Terminal is much more desirable than the present River Road terminal now in use. Passengers entering or leaving the River Road terminal are placed in jeopardy by the large volume of traffic using River Road.

The future developers of C.U.T. who take over next month will have beautiful, suitable space for Amtrak trains should our petition be granted.

Amtrak using C.U.T. would make for better service for Amtrak passengers and possibly increase Amtrak patronage. We pray that our prayers will be answered and Amtrak will once again use C.U.T. as their Cincinnati station.

OARP can't easily circulate our copy of the petition, though we do have several signers on it. We suggest, time being short (due the end of May) that members write a short letter, based on the petition text above, and mail it to our contact in this effort:

Edwin B. Ahrens
3521 Raymar Blvd.
Cincinnati, OH 45208

Ahrens is president of the C. Schmidt Company of Cincinnati.

EMPORIA, KANSAS, has been named Amtrak Station of the Year as a result of Amtrak's annual station improvement award program. As we reported last fall, Dayton won the award for the Detroit District. Then regional vice-presidents pick one of the district stations as top station in each region.

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NEW AM

AMTRAK AND HERTZ

Amtrak and Hertz are planning a new joint program which will enable an Amtrak passenger to reserve a rental car or she makes travel arrangements. The program will enable Amtrak passengers to make Hertz reservations through Amtrak agents and commercial agents.

FUEL EFFICIENCY

A test program to improve the fuel efficiency of Amtrak's locomotives proved by the competition of directors in April. In a month test, the T-108 locomotives will be replaced by more powerful Turbine units which have more power compared to the older engine. The test will enable the T-108 one turbine engine to be replaced by smaller units as required. The fuel consumption is expected to be reduced from an hour to 98 gallons an hour per locomotive. The test engines are now in operation on train.



NEWS FROM AMTRAK

AMTRAK AND HERTZ ANNOUNCE JOINT EFFORT

Amtrak and Hertz Rent-A-Car are starting a new joint program June 1st that will enable an Amtrak customer to reserve a rental car at the same time he or she makes train reservations. The program will enable Amtrak reservation personnel to provide Amtrak ticket agents, authorized travel agents and customers calling Amtrak's toll-free 800 numbers directly with complete

booking information on Hertz's entire line of rental cars available for Amtrak passengers in over 100 U.S. cities. The program will also be set up to make Hertz #1 Club reservations and accommodate the special needs of travel agents and commercial accounts.

FUEL EFFICIENCY TESTS FOR TURBOLINERS

A test program to improve fuel efficiency of Amtrak's Turboliners was approved by the corporation's board of directors in April. Under the six-month test, the Turmo-III turbine engines will be replaced on two trains by more powerful Turmo-XII engines. The new units will have 1,200 kilowatts of power compared to the 820 kilowatts on the older engine. The increased power will enable the Turbos to operate with one turbine engine rather than the two smaller units as is currently required. The fuel consumption is expected to be reduced from 140 gallons an hour to 98 gallons, a savings of 42 gallons an hour per train. Both of the test engines will be placed in operation on trains out of Chicago.



19

AMTRAK TO ISSUE FAMILY U.S.A. RAIL PASS

Beginning May 16th, Amtrak will offer a new Family U.S.A. Rail Pass aimed at capturing an increased portion of the family auto vacation market. Under the new plan, when the head of a household pays the full pass price for unlimited travel on the Amtrak and the Southern Railway systems this summer, the spouse and children 12 and over pay only half the usual price. Children between 2 and 11 pay only \$50 each regardless of the length of the pass or number of children.

Prices for the pass for sale between May 16 and Sept. 5 for the head of the household are \$250/14 days, \$315/21 days, and \$385/30 days. This year's prices are 14% below last summer. For the spouse and children 12 through 21, prices are \$125/14 days, \$158/21 days, and \$193/30 days.

AMTRAK INAUGURATES NEW TRAIN, NEW STOPS

Sunday, April 30th, Amtrak inaugurated a new Philadelphia - Washington train with a special preview run. It is called The Chesapeake. Funded jointly by the Pennsylvania and Maryland DOT's, the train will regularly run Monday through Friday stopping at several stations not before served by other Amtrak trains. New stops for Amtrak will be at Chester, PA; Newark, DE; and Elkton, Perryville, Edgewood, Odenton and Bowie, MD.

BOARD APPROVES LEASE OF "JERSEY ARROWS"

The lease of up to 40 electrically powered, self-propelled rail passenger cars--popularly known as "Jersey Arrows"--has been approved by Amtrak's Board of Directors. The lease, which must be approved by the New Jersey DOT and UMTA, would make these cars available to Amtrak until 1980. The cars, which operate in pairs, would be used on New York - Philadelphia and Washington - Philadelphia trains. The "Arrows" will free 16 Amfleet cars for use on Amtrak's New York - Detroit train, the Niagara Rainbow, replacing 24 conventional cars. Another 14 Amfleet cars will be available for service on New York - Harrisburg and New York - Washington trains. The "Arrows" are about 4 years old and have been operated in NJ commuter service.

FUNDS APPROVED FOR RAIL-HIGHWAY SAFETY IMPROVEMENTS IN FLORIDA

Amtrak's Board of Directors, in March, authorized spending \$404,000 to improve rail-highway safety and train operating efficiencies between Lakeland and Tampa, FL. Amtrak funding is contingent upon the route being included in the U.S. DOT's restructured rail passenger system which will be presented to Congress in May, and upon a final agreement between Amtrak, the Florida DOT, and the Seaboard Coast Line Railroad for additional funding. This project also includes financial participation by the Federal Highway Administration and affected counties and cities. Total cost of the 30-mile Lakeland-Tampa program is \$1.4 million. Some 44 grade crossings will be either closed, improved, or separated by an overpass or an underpass. This is part of the "Operation Lifesaver" program. Amtrak is currently working with nine other states in this program; IL, TX, CO, OR, MO, SC, KY, NC, and AZ.

FASTER AMTRAK SCHEDULES OVER MO PAC

Amtrak trains operating over the Missouri Pacific Railroad will now run at increased speeds with reduced trip times as a result of a new operating agreement reached by the two companies. The agreement will enable Amtrak's Inter-American to operate 1:50 faster from St. Louis to Laredo and 2:10 faster from Laredo to St. Louis. The National Limited will operate 15 minutes faster between Kansas City and St. Louis. MoPac will earn incentive payments whenever individual trains attain a better than 80% on-time performance record during any month. At the same time, penalties will be assessed against incentives earned by a particular train if performance falls below the 70% mark.

NEW AMTRAK TIMETABLES WERE ISSUED APRIL 30th. TIMETABLE FORMATS ARE RADICALLY CHANGED AS THEY ARE NOW PRINTED BY A NEW PRINTER AND USE COMPUTERIZED TYPESETTING.



Metroliner leans into a curve on its way to Washington from New York.

A M T R A K
RESERVATIONS
& INFORMATION
You can call
TOLL-FREE
from
ANYPLACE IN
OHIO!
Just dial
800-621-0317

FARE CHANGE IS BENEFIT TO THE HANDICAPPED

Amtrak is making first-class travel by train less expensive for overnight passengers with physical disabilities. Starting on April 30th, handicapped persons are able to travel in a sleeping car bedroom without paying extra to occupy the double accommodation alone. It had been a long-standing policy to require an additional charge of 50% of the basic fare for single occupancy of a bedroom. The new policy was adopted because space limitations often prohibit disabled passengers from using the smaller, less expensive roomette. The new fare structure will mean a \$90 savings for handicapped passengers traveling from New York to Los Angeles via Chicago. The change will benefit passengers on Amtrak's older, long distance trains. New passenger equipment has been designed for easy access by the handicapped. Amtrak estimates over 3,500 handicapped persons traveled by train in 1977.

AMTRAK FARES INCREASED BY AN AVERAGE OF 2 1/2% ON MOST ROUTES EFFECTIVE APRIL 30th. NEW PEAK PERIOD CHARGES WILL APPLY JUNE 15 TO SEPT. 5 ON FIFTEEN SELECTED LONG-DISTANCE ROUTES; INCLUDING THE LAKE SHORE LIMITED, BROADWAY LIMITED, AND CARDINAL DIRECTLY SERVING OHIO.

NEW TWIN CITIES STATION IS DEDICATED

Amtrak's new passenger station serving Minneapolis and St. Paul was officially dedicated March 4th. With ample parking for 230 cars, the facility is located in the Midway section between St. Paul and Minneapolis at 730 Transfer Road. An average of 580 passengers use the station daily. NARP President Orren Beaty was one of the principal speakers at the dedication ceremonies.

OHIO AMTRAK RIDE
FIRST QUARTER 1978

Data supplied to

Station

TOLEDO

ELYRIA(a)

CLEVELAND

COLUMBUS

DAYTON

MILLICOTHE(b)

ATHENS(b)

CINCINNATI(b)

RICHMOND(c)

INDIANAPOLIS

DEATH KNEEL SOUND

On May 9, 1978, Commission issued Rock Island to d and 12 effective Chicago and Peor Island. Ruling Commerce Commiss rail passenger s

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OHIO AMTRAK RIDERSHIP AT SELECTED STATIONS
FIRST QUARTER 1978 vs. FIRST QUARTER 1977

Data supplied to OARP by Joseph Vranich.

Station	1977	Month	1978
TOLEDO	1402	Jan	1691
	1017	Feb	1208
	1675	Mar	2033
ELYRIA(a)	579	Jan	512
	304	Feb	421
	651	Mar	910
CLEVELAND	2966	Jan	2890
	1521	Feb	1767
	2948	Mar	3492
COLUMBUS	584	Jan	1184
	539	Feb	944
	733	Mar	1082
DAYTON	476	Jan	905
	347	Feb	1147
	568	Mar	1205
CHILlicoTHE(b)	197	Jan	178
	0	Feb	171
	210	Mar	185
ATHENS(b)	425	Jan	320
	0	Feb	346
	547	Mar	526
CINCINNATI(b)	2808	Jan	3057
	1759	Feb	2227
	3188	Mar	3558
RICHMOND(c)	92	Jan	144
	79	Feb	309
	142	Mar	367
INDIANAPOLIS	1244	Jan	1512
	727	Feb	1616
	1093	Mar	2154

NOTES: a - Elyria station staffed eff. 2-16-78.
b - Shenandoah service temporarily annulled during February 1977.
c - National Limited route figures only.

DEATH KNEEL SOUNDS FOR LAST OF THE ROCKETS

On May 9, 1978, the Interstate Commerce Commission issued an order permitting the Rock Island to discontinue trains 5, 6, 11 and 12 effective May 29, 1978, between Chicago and Peoria and Chicago and Rock Island. Ruling overthrows an Illinois Commerce Commission attempt to save the rail passenger service.

LAKE SHORE LIMITED IS FINALLY "IN!" ---

S. Secretary of Transportation Brock Adams announced on May 9th that the LAKE SHORE LIMITED was to be included in Amtrak's permanent nationwide system. This came as good news for northern Ohioans as it ends speculation that the train might be dropped; the experimental status having expired. OARP is very pleased with this positive stand having finally been taken.

CHESSIE STEAM SPECIAL SCHEDULES
OF INTEREST TO OHIOANS -----

WEDNESDAY, MAY 17 ONE-WAY TRIP!

Lv. Parkersburg 8:30am
Lv. Athens 9:30am
Ar. Chillicothe 12:00pm
Lv. Chillicothe 2:00pm
Lv. Loveland 4:15pm
Ar. Cincinnati 5:30pm (C.U.T.)

SATURDAY, MAY 20

Lv. Cincinnati 8:30am (C.U.T.)
Ar. Ashland, KY 1:15pm
Lv. Ashland, KY 3:30pm
Ar. Cincinnati 7:30pm (C.U.T.)

SUNDAY, MAY 21

Lv. Cincinnati 8:30am (C.U.T.)
Ar. Chillicothe 12:15pm
Lv. Chillicothe 3:00pm
Ar. Cincinnati 6:00pm (C.U.T.)

SATURDAY, JUNE 3

Lv. Cincinnati 8:30am (C.U.T.)
Ar. No. Vernon 12:45pm
Lv. No. Vernon 2:15pm
Ar. Cincinnati 7:00pm (C.U.T.)

This trip to include two slow-speed and high-speed run-bys.

SUNDAY, JUNE 4

Same as SAT., MAY 20th trip.

MONDAY, JUNE 5 ONE-WAY TRIP!

Lv. Cincinnati 7:00am (C.U.T.)
Lv. Hamilton 8:00am (B&O Sta)
Lv. Richmond 9:30am (C&O Sta)
Ar. Muncie 10:45am
Lv. Muncie 11:45am
Lv. Marion 12:30pm
Ar. Peru 1:15pm
Lv. Peru 2:15pm
Ar. Chicago 9:00pm (Barr Yd. at Riverdale)

TICKET INFORMATION & TRIP DETAILS:

Western Hills Photo & Hobby
6319 Glenway, Cincinnati 45211
513-661-2141

Walt's Hobby Shop
3870-H Paxton Avenue, Hyde Park
Plaza, Cincinnati 45209
513-871-5334

Silverton Station
Montgomery Rd. at Ohio Ave.
Silverton, Ohio
Wednesdays 7-9pm, Sundays 1-6pm

AT THIS TIME, OARP DOES NOT HAVE
DETAILS ON THE OTHER C.S.S. OHIO
TRIPS LATER IN THE SUMMER.

OARP "ARCHIVES" GROW WITH RECENT GIFT
 Thanks to Mrs. Harold F. Hill of Xenia, Ohio, OARP's "archives" have been enriched with the donation of 13 various technical operating manuals and rule books used by and issued by the Pennsylvania Railroad during the period from 1889 to 1925.

NOT ALL OARP MEMBERS HAIL FROM OHIO!

We did some membership research back in November of 1977 on membership by STATE, and we'd like to share these statistics with you:

OHIO	327
New York	7
Pennsylvania	7
California	4
Florida	4
Indiana	4
Kentucky	4
Massachusetts	4
Illinois	3
Virginia	3
Arizona	2
District of Columbia	2
Georgia	2
New Hampshire	2
Alabama	1
Colorado	1
Connecticut	1
Iowa	1
Maryland	1
Montana	1
Oklahoma	1
Rhode Island	1
Wisconsin	1
West Virginia	1

TOTAL (as of 11-1-77) 385

GOOD-BYE, JOE. GOOD LUCK AND BEST WISHES TO YOU FROM ALL OF US IN OARP."

One of our good friends is leaving Ohio. Joe Pollard, who has served as Amtrak's Sales Manager in Cincinnati, is leaving this month for Minneapolis/Paul where he will assume new responsibilities for Amtrak. He will be replaced by another good friend, Fred Trayer, who transfers down from the Cleveland Sales Office. Joe has been very helpful to OARP since we began, and we will miss him; but we do wish him and his family all the best.

TWO-WEEK RAILFAN FUN-TRAIN TO MEXICO

Howard Thornton of Midwest Travel Service (2936 Bella Vista, Midwest City, OK 73110, 405-732-0566) will again host a 14-day railfan holiday trip to Mexico, October 8-21, 1978. The trip will feature MT's own private cars and will utilize Amtrak as well as Mexico's National Railway and Pacific Railway. This is Howard's 41st rail vacation train trip to Mexico and his trips often sell-out far in advance. Trip will feature visits to Mexican railway shops and rail-oriented points of interest. Interested OARP members should contact Howard Thornton right away. 19 had to be turned down for a similar Mexico rail excursion in January. Mention you learned about this railfan excursion in "the 6:53".

BOMB SCARE EVACUATES BROADWAY IN OHIO

300 passengers were evacuated from the Broadway Limited (#40) near Van Wert, Ohio, on March 19th, when someone phoned a bomb threat to officials in Fort Wayne. The train was searched; nothing was found. After a two hour delay the Amtrak train proceeded on.

When the westbound National Limited encountered a Conrail freight derailed just ahead of it near Uhrichsville, O., on April 22, the motive power switched ends and the train proceeded to Columbus via Mingo Junction, the River Branch to Yellow Creek, the Bayard Branch to Canton, the "Broadway" line to Crestline, then the former NYCRR main. The train was said to be 12 hours late when it got to Dayton.

SIGNS ????. ---- Members report that DAYTON and CINCINNATI, Ohio, are the only Ohio Amtrak cities where green-and-white highway signs have yet to be approved and erected, directing motorists to the Amtrak passenger station location. Area OARP members might start politely badgering appropriate city officials, urging action.

Keep OARP STRONG! Keep up your support!

"the 6:53" is the official bi-monthly (JAN-MAR-MAY-JUL-SEP-NOV) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to help WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES in and through Ohio. Membership is open to any interested person. Membership dues are just \$5.00 for new members and \$10.00 annually for all membership renewals. Further details on membership are explained in OARP's membership/promotional brochure. Write us for a copy. The work of OARP is supported solely through the dues and donations (time, talent and financial) of our members. Many OARP members also belong to NARP, the National Association of Railroad Passengers, serving as the voice of the railroad passenger in our Nation's Capitol. For NARP information write them directly at 417 New Jersey Ave., SE, Washington, DC 20003.

BAGGAGE & EXPRESS

Greg Hill, producer-director of WOUB-TV in Athens, OH, received an Emmy Award at the 14th annual Regional Emmy Awards presentation of the National Academy of Television, Arts and Sciences for his "Reflections On Rails", a history of the American railroad passenger train, and his two co-workers, Barry Mowat and Mike DiLauro, won an Emmy for writing and cinematography. "Reflections" is being considered for national distribution by PBS.

April 1st, VIA Rail Canada, Inc., took over full management of all CN and CP passenger services in Canada.

American Bus Assn. has asked for \$500 million in Federal aid for the intercity bus industry over the next 4 years.

Amtrak is testing a fuel ten-

der, an engineless locomotive fitted with an extra-large fuel tank, to allow long-distance trains to go thousands of miles without refueling. If approved by environmentalists, the idea would eliminate the need for rebuilding more than 50 small refueling facilities.

Conrail says it will need an additional \$4 billion in Federal subsidies if it is ever to become self-sufficient. CR is not expected to turn a profit in the next five years, at least.

FRA has ordered recall of 20,000 freight cars fitted with high carbon wheels which are said to overheat and crack under pressure. The wheels, two-thirds of which are on cars owned by the Family Lines System, are prime suspects in several recent derailments.

JOIN OARP! Join our crusade for passenger rail services!

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653
Xenia, Ohio 45385



FIRST CLASS

WILLIAM H. HUPCHISON JR.
6351 SOUTH RIDGE LANE
ASHTABULA, OH 44004