



# THE 6:53 JULY 78

ISSUE  
NO. 25

OHIO ASSOCIATION OF RAILROAD PASSENGERS  
Post Office Box 653 - Xenia, Ohio 45385  
Thomas R. Pulsifer — President

AUGUST 1st DEADLINE FOR  
PUBLIC INPUT ON U.S.D.O.T.  
AMTRAK RESTRUCTURING REPORT  
see page 3 for details . . .

OARP OFFICERS TO MEET ON  
JULY 22 IN WORTHINGTON, O.

### Air Ridership Figures - Dayton, O.

	1975	1976	1977	1978
JANUARY	--	526	476	905
FEBRUARY	--	331	347	1147
MARCH	--	352	568	1205
APRIL	--	605	673*	1603
MAY	--	449	1555	
JUNE	--	747	1979	
JULY	--	1193	215	
AUGUST	--	976		
SEPTEMBER	--	54		
OCTOBER	388			
NOVEMBER	532			
DECEMBER				

- Full-Year Total: 3888
- 06-30-78 #31: Diner 8320 had no lights.
- 06-24-78 #31: Both sleepers full to capacity, ten passengers in coach holding sleeping car space not available due to over-booking; Two coaches hot; No place for dining car crew to rest; Could not handle all people in diner; 22 passengers standing out of Dayton - no seats available; Group tour Dayton to Indianapolis and return in computer, but no space available.
- 06-30-78 #31: All coaches hot; 176 on board; Sleeper full, ten others wanted space; No place for diner crew to rest; Not enough room or help to feed all the people.
- 06-30-78 #30: Train sold out; extra coach added, but has no air-conditioning; reportedly had no air-conditioning out of Kansas City.

**RIDERSHIP UP - SERVICE QUALITY DOWN - SOMETHING'S GOT TO HAPPEN!**

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS

corrected to July 1, 1978

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MEMBERSHIP	GARY D. AMATORE	527-H Berlin Road, Huron 44839	419-433-3279

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

NORTHEASTERN REGION:

CLEVELAND AREA	JAMES STEVENSON	6069 W. 54th Street, Parma 44129	216-888-2259
AKRON-CANTON AREA	J. HOWARD HARDING	489 Overwood Road, Akron 44313	216-867-5507
YOUNGSTOWN-WARREN AREA	G. DOUGLAS HUDSON	3981 Greenmont Drive, S.E., Warren 44484	216-856-2557
ASHTABULA-CONNEAUT AREA	BILL HUTCHISON	5851 South Ridge West, Ashtabula 44004	216-969-1364

NORTHWESTERN REGION:

TOLEDO AREA	WILLARD B. EDSON	1008 Eton Road, Toledo 43615	419-536-0643
LIMA AREA	JOHN H. KELLER	721 Woodward Avenue, Lima 45805	419-224-9936

CENTRAL REGION:

MANSFIELD AREA	RICHARD A. FRY	P.O. Box 381, Bellville 44813	419-886-2875
COLUMBUS AREA	KARL J. GELFER	Apt. 6, 67 W. 10th Ave., Columbus 43201	614-421-7080
HOCKING-SCIOTO AREA	DAVID LEBOLD	577 Riverview Dr., #204, Columbus 43202	614-261-1549

SOUTHWESTERN REGION:

WESTERN OHIO AREA	JAMES W. LEWIS	3134 E. Leffel Lane, Springfield 45505	513-325-4727
OHIO VALLEY AREA	RONALD D. GARNER	R.R. #2 - Box 105, Mt. Orab 45154	513-444-3098
CINCINNATI AREA	ROBERT D. GOLDSTEIN	3315 Jefferson - #22, Cincinnati 45220	513-861-2864

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS 417 New Jersey Avenue, S.E., Washington, DC 20003  
Orren Beaty, President; Ross Capon, Executive Director 202-546-1550

NARP REGIONAL DIRECTORS (Region VI) from OHIO:

DEAN E. DENLINGER	Smith & Schnacke, 2000 Courthouse Plaza NE, PO Box 1817, Dayton 45401	513-226-6527
WILLIAM SNORTELAND	2122 Overbrook Avenue, Lakewood 44107	216-221-1722
ROBERT G. WICKENS	637 North Abbe Road, Elyria 44035	216-365-8231

"OARP" vs. "OhioARP" —  
SHOULD WE CHANGE ACRONYM?  
Throughout this issue of "the 6:53" we have used both OARP and OhioARP to help see if we should make a change. This is to be one of the topics for discussion at the officers' meeting on July 22nd. (Details elsewhere) Let us know your preference in this matter.

WE APOLOGIZE... In a very hasty effort to spread the word about the July hearings in Cincinnati and Dayton on the U.S. DOT Amtrak Restructuring Report, we prepared a special mailing to all OARP members with "45000" zip codes. Two stencils were typed and, being dependent upon others for printing machines, we were told the spirit duplicator we used was in good working order. It wasn't. And we barely got enough readable copies to cover the 130 names.

While we did succeed in getting the word out, we apologize to those who received faint copies. We hope not to let it happen again.

OARP COFFEE MUGS featuring our name, address, logo, and design of a modern passenger train (blue on white glass) are still available by mail for \$3. per mug. We've got 14 dozen left. If you pick yours up in Xenia, or at an OARP meeting or display the cost goes down to \$2. each. Your donations for OARP COFFEE MUGS help our efforts. (They even make nice desktop planters!)

IT'S  
100

THAT'S RIGHT!  
WRITTEN STATEMENT  
Although the public hearing our members and friends Amtrak Route Restructuring written comments to:

To facilitate the hearing guidelines:  
Use  
Type  
yc  
Sen  
tc  
If  
t  
Ret  
AND, if it's not to copy of your remarks have already



THAT'S RIGHT! IT'S NOT TOO LATE FOR YOU TO SUBMIT  
WRITTEN STATEMENTS ON THE USDOT AMTRAK REPORT!

Although the public hearings in Ohio are now concluded, there's still time for our members and friends to submit written comments on the Reexamination of the Amtrak Route Structure Report. You have until August 1, 1978, to send your written comments to:

RAIL SERVICES PLANNING OFFICE  
ATTN: EX PARTE 351  
1900 L STREET, N.W.  
WASHINGTON, DC 20036

To facilitate the handling of written submissions, the RSPO has set the following guidelines:

- Use standard 8½ by 11 paper.
- Type, double-space, if at all possible (or have a friend type your material for you).
- Send the original and four copies (so they get five copies total).
- If you include any support material, exhibits, etc., be sure to send a total of five copies also.
- Remember the August 1st deadline!

AND, if it's not too much trouble, your "OhioARP office" would appreciate a copy of your remarks. Several members who have testified or sent written comments have already forwarded copies to us for our files. We appreciate this!

SUMMARY OF YOUR ASSOCIATION PRESIDENT'S AMTRAK TESTIMONY ON BEHALF OF OhioARP

WE WILL OPPOSE ANY ROUTE AND TRAIN SERVICE REDUCTIONS AT THIS TIME BECAUSE WE DO NOT FEEL AMTRAK'S VERY COMPLEX PROBLEMS HAVE BEEN ADEQUATELY STUDIED OR DEALT WITH.

Routes are NOT the main cause of Amtrak's financial woes. According to the ICC's own "Report to the President and the Congress - Effectiveness of the Amtrak Act, March 15, 1978", it states that transportation expenses for FY 1977 totaled only 31.4% of Amtrak's expenses and that even reductions in service over unprofitable routes would have a minimal impact on Amtrak's operating deficit.

We feel five other areas must be thoroughly addressed:

- 1) Inflated labor costs reflecting outdated and unrealistic work rules imposed by unions.
- 2) Amtrak's lack of real control over how the railroad companies operate Amtrak's trains over their tracks.
- 3) The need for extensive rehabilitation of passenger route track not owned by Amtrak.
- 4) A degree of inefficiency in Amtrak management (Why does it take up to 4 years to convince them to make a service improvement that does prove successful?).
- 5) Lack of internal control over costs (Some railroads bill Amtrak for everything they can get away with - often costs are not challenged!).

NATIONAL LIMITED: The present route is the best overall route. Add Springfield as a stop. Improve train service quality. We presented ridership figures as well as reports of undesirable operation as proof that PASSENGERS WANT IMPROVED PASSENGER TRAINS!

WASHINGTON-HARRISBURG SECTION: Should be run daily, with decent equipment; and advertised and promoted. Should develop more local/business travel between points served if schedule were more dependable. Scenic route.

COMBINING THE BROADWAY AND NATIONAL LIMITEDS EAST OF PITTSBURGH: This was hidden in the Report! NO WAY THIS CAN BE!

**SHENANDOAH:** Route was a poor choice, but neither has train been given a fair chance of success. Urged restoration of day-train schedule, extend run to Chicago as overnight train between Cincinnati and Chicago. Charge for "economy sleeper room" is unfair! A Slumbercoach room with toilet and sink, Chicago to New York is just \$9.50 single and \$17.00 double. The "economy" room between any two points on the Shenandoah with NO toilet and NO sink is \$15.00 single and \$20.00 double! Establish suburban Cincinnati stop to increase accessibility to train. No advertising nor promotion of train by Amtrak.

**HILLTOPPER:** Again, route was a poor choice when other routes would obviously be more successful, but neither has Amtrak done much to advertise or promote this train. Extend operation via N&W to Portsmouth, Chillicothe, Columbus; even on to Detroit via C&O to improve marketability and give Ohio some north-south service.

**CINCINNATI - CHICAGO ROUTING:** Forget the Weedpatch (old NYCRR) line via Shelbyville; as it would now take too much money to rehab that line, in our opinion. To improve economic viability of both the Cincinnati - Indianapolis route and the Richmond - Indianapolis National Limited line, we suggest serious look at a Cincinnati - Hamilton - Richmond (via N&W's new line), Richmond - Indianapolis (via Conrail) routing. Then put money into rehabilitating Indianapolis - Kankakee tracks to complete the Corridor. Route would serve 250,000 more than the Shelbyville route. The present C&O route should retain day-train service -- significant business has been generated locally to warrant consideration.

**FARE STRUCTURES:** Inequalities must be resolved immediately. First class fares must assure first class services. USA Rail Pass and incentive excursion fares have done much to boost travel and these should be continued and expanded upon.

There should be a charge to purchasing two one-way fares as at present.

**BAGGAGE/MAIL/PARCELS**

mail handling on rails. Promote business. Improve checked baggage service. Airlines can do better baggage service than Amtrak passengers.

**SLEEPING CAR/DINING**  
These are definitely have over other modes quality of service. Improve the reliability. Make sure first class service.

**ADDITIONAL SERVICES**

rejected Scenario only after the following are made:

Long-Distance Train  
Detroit and/or Cincinnati - Louisville - Nashville - Jacksonville - Savannah - Jacksonville - St. Petersburg - Birmingham - New Orleans.

Intercity/Corridor  
Cleveland - Chicago  
Washington - Pittsburgh  
Akron - Cleveland  
Cleveland - Columbus  
Dayton - Cincinnati  
Cincinnati - Hamilton  
Indianapolis - Chicago  
Pittsburgh - Columbus  
Richmond - Indianapolis

**PUSH FOR REALISTIC TRAINING AND AMTRAK WHEN THE TRAINING IS PASSED OUT:** Remember that the

Amtrak's total budget is about 12 miles of track. When it is constructed, rail passenger service will be drastically improved. Amtrak is being starved. Current financial treatment

There should be some financial advantage to purchasing a round-trip over two one-way fares for a round-trip, as at present.

**BAGGAGE/MAIL/PARCEL EXPRESS:** Work to get the mail handling contracts back on the rails. Promote Parcel Express business. Improve handling to through checked baggage at interchange points. Airlines can do it. Make checked baggage service more accessible to passengers.

**SLEEPING CAR/DINING & LOUNGE CARS:** These are definite advantages trains have over other modes. Improve the quality of service in all areas. Improve the reliability of equipment. Make sure first class passenger gets first class service.

**ADDITIONAL SERVICES:** We could possibly endorse the rejected Scenario E (figure 4-6) but only after the following additions are made:

Long-Distance Train Service  
Detroit and/or Cleveland -  
Cincinnati - Louisville connecting with Chicago - Indianapolis -  
Louisville - Nashville - Atlanta -  
Savannah - Jacksonville - Miami -  
Sarasota - St. Petersburg and  
Nashville - Birmingham - Mobile -  
New Orleans.

Intercity/Corridor Train Service  
Cleveland - Chicago (added trains)  
Washington - Pittsburgh - Youngstown -  
Akron - Cleveland - Toledo - Detroit  
Cleveland - Columbus - Springfield -  
Dayton - Cincinnati - Louisville  
Cincinnati - Hamilton - Richmond -  
Indianapolis - Chicago  
Pittsburgh - Columbus - Dayton -  
Richmond - Indianapolis - Chicago

**PUSH FOR REALISTIC TREATMENT OF RAIL AND AMTRAK WHEN THE SUBSIDIES ARE PASSED OUT:** Remember, it is oft said that the amount of Amtrak's total budget would pay for out 12 miles of urban freeway construction! When it is so clear that rail passenger services need to be drastically improved and expanded, Amtrak is being strangled with present financial treatment.

#### INFORMATION ON THE AMTRAK HEARINGS:

Primary focus of the ICC hearings is to receive public comment of USDOT's recommendations for major changes in the federally-subsidized system of Amtrak routes. DOT's stated objective is to control Amtrak's operating deficit, which this year is sunning in excess of \$500 million.

The new route structure which DOT recommends for Amtrak would reduce its overall system from 27,000 miles to under 19,000 miles. Passenger service on eight routes would be reduced or eliminated altogether, while three new connecting links would be added to existing routes. 14 Amtrak trains and 123 stations would be affected by the proposed service reductions. DOT estimates \$110 million in public funds will be saved each year.

Other issues open for public comment include Amtrak's fare policy, scheduling and service options, possible new routing patterns, means for state and local government units to share the costs of continuing or expanded service, the role of commuter rail service in the Amtrak system, and Amtrak's corporate structure and relationship to the federal government.

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The newly created Office of Rail Public Counsel established a unique "outreach" program to aid effective public participation in the Amtrak hearings. Outreach attorney Mary Rosen came to Ohio during the week of June 25th and met with prospective witnesses in Athens, Columbus, Springfield, Dayton and in Cincinnati. OARP was actively involved with the Springfield and Dayton outreach meetings. The RPC was established by Congress to assist in the effective presentation of the public's views in proceedings before the ICC and other agencies concerning railroad transportation. Its assistance was available to affected communities and individuals without regard to the particular point of view they desired to express. OARP is appreciative of the additional reference and informational material for our files supplied to us by Outreach Attorney Mary Rosen.

Approximately 50 public hearings on the future of intercity rail passenger service are now being held by the Interstate Commerce Commission throughout the country. In Ohio, a public hearing was held in Cincinnati on Thursday, July 6; and thanks to concerted efforts on the part of your Association, the City of Dayton, ORTA, and others, another hearing was scheduled in Dayton on Tuesday, July 11th. In addition to your President, several OhioARP members testified at the hearings in both cities. A few OhioARP members went to Pittsburgh on July 17th to testify.

Twenty persons testified at the Cincinnati hearing. Because of the strong interest in saving Amtrak service to Dayton, forty-six persons testified at the Dayton hearing. As expected, representatives from Greyhound and the National Taxpayers' Union appeared at both hearings in Ohio. We understand that at least one bus and one taxpayer representative testified in all the ICC hearings.

In Dayton, OhioARP cooperated with the Chamber of Commerce, participating in two pre-hearing meetings in efforts to generate added citizen interest and participation in the hearing and to make sure all bases would be covered in getting the message across to the RSPO. The time spent in these meetings paid off with a full day of testimonies, plus a goodly number of persons in the audience who just came to hear the various speakers. We appreciate, as always, the dedication and involvement on the part of our OhioARP members who participated in these hearings.

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COPIES OF THE USDOT REPORT, ENTITLED "A REEXAMINATION OF THE AMTRAK ROUTE STRUCTURE," MAY STILL BE ORDERED FROM THE OFFICE OF PUBLIC AFFAIRS, FEDERAL RAILROAD ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION, WASHINGTON, DC 20590, PHONE (202) 426-0881. IT WILL EXPEDITE MATTERS IF YOU PUT EX PARTE 351 ON THE OUTSIDE OF YOUR ENVELOPE AND ALSO IF YOU CAN ENCLOSE A SELF-ADDRESSED MAILING LABEL.

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#### SOME EXCERPTS FROM TESTIMONIES:

"Access to rail passenger travel helps to sustain a vital facet of our cultural heritage. It helps us to a now almost unique visual touch and actual contact relationships with the American scene and homeland. No other transportation system affords the quality of this unique experience. Rail trackage carries us through community areas of basic American life that now are more and more 'over-flown' or, on land 'gone-around'. If travel is by air the height and speed preclude such contact. If travel is by Interstate Highway one sees, primarily, only the beginning and the terminating destination — all in-between points are known as "BY-PASS"!"

-- Dr. Nicholas Gerren, Xenia

"Amtrak's brief experience tends to show that good quality service reduces deficits. The DOT study apparently assumes that Amtrak can do not better in the quality of its service than it is

doing now. If that assumption were correct, it would be far better to discontinue nearly all service at once, because such service is doomed ultimately to failure. If Amtrak is worth salvaging as a national system, it must be assumed that attractive service can be provided. If so, the recommended cuts in service would make that goal much harder to obtain, and may make it impossible. What is worse, if emphasis is not placed upon the real problem, which is quality of service, the deficit and the federal subsidies will grow larger and larger."

-- Dean Denlinger, Dayton

"Roses are red; Violets are blue; Please keep Amtrak in Dayton, We beg of you!"

-- two representatives of the Girl Scout Council of the Greater Dayton Area and two Brownies who told about their recent train trip.

Amtrak dedicated passenger station Ohio, with special ceremony on June 30th.

Located on South side of the old P. ern masonry and stationing is designed to accommodate passengers. The station is easily accessible for elderly passenger with modern ticket office with a vending machine.

Landscaping work for 27-car parking lot \$72,000 contributed by Canton. The extensive landscaping complements the area and beautification area.

In conjunction with the project, Amtrak has installed an entrance leading to a waiting room to both way enclosures have been installed and platform canopies. New light fixtures have been installed at the end of the two platforms and additional lights.

The station, with its overhang and tinted glass, by Amtrak's Engineering and general contractor, R & W Contracting Company with R & W Contracting both of Canton.

About 760 passengers took Amtrak trains in Canton. Amtrak officials expect an increase with the new station and with ticketing for the first time.

In dedication ceremony, Michigan stated, "The station are most grateful for the splendid cooperation of our community for our community Amtrak station to serve passengers from

The dedication program Bob Casey, Amtrak Affairs Director

Amtrak dedicated its new \$199,600 rail passenger station in downtown Canton, Ohio, with special ceremonies at 10:00 a.m. on June 30th.

Located on South Market Street, on the site of the old Pennsy depot, the modern masonry and structural steel building is designed to accommodate over 500 passengers. The barrier-free facility is easily accessible to handicapped and elderly passengers. The station has a modern ticket office and a waiting room with a vending area.

Landscaping work and construction of a 7-car parking lot was financed by a \$72,000 contribution from the City of Canton. The exterior work was designed to complement the City's revitalization and beautification of the downtown area.

In conjunction with the station project, Amtrak has renovated the subway entrance leading from the station waiting room to both platforms. New stairway enclosures have been constructed and platform canopies have been modernized. New light fixtures also have been installed at these locations. Future improvements will include repaving of the two platforms and installing additional lights.

The station, with its bronzed-aluminum overhang and tinted glass, was designed by Amtrak's Engineering Department. The general contractor was Towne Construction Company with site work handled by J&W Contracting & Excavating, Inc., both of Canton.

About 760 passengers board or leave Amtrak trains in Canton every month, but Amtrak officials expect patronage to increase with the improved facilities and with ticketing services available for the first time at the station.

In dedication ceremonies, Mayor Stanley Mich stated, "The citizens of Canton are most grateful to Amtrak for the splendid cooperation in making it possible for our community to have a new Amtrak station that will serve rail passengers from our area."

The dedication program was emceed by Bob Casey, Amtrak Central Region Public Affairs Director. Other officials par-

(continued, next column)

ticipating in the program were: Larry R. Brown, President of the Greater Canton Chamber of Commerce; U.S. Congressman Ralph Regula; Dr. William Griffith, Chairman of the Downtown Canton Association who presented an Environmental Award to Amtrak Eastern Region Vice-President, John Piet; Al Kaletta, Amtrak Central Region Sales Director; and OhioARP President Tom Pulsifer.

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Excerpts from your OhioARP President's remarks:

"Getting involved is what it's all about! We're all here today because some concerned people did get involved and worked to get improved station facilities for Amtrak passengers here in Canton. I appreciate especially the efforts of our (OhioARP) members and our friends in this part of Ohio who have patiently supported this project."

"I'm here today because I believe there is a healthy future for modern rail passenger transportation, and because I know that by getting involved, we can all help to accomplish service improvements for rail passengers today and for tomorrow."

"Now, let's be honest. We know that Amtrak's got problems that have got to be dealt with. But it's not going to do one bit of good for me to stand here today and point my finger at Amtrak... (or) at Conrail. It's too easy to just complain! But when we can join together and get involved; that's when things can happen! We all know what the problems are. We've got to keep together and help work for solutions to these problems."

"We're fighting to keep the minimal service we've got here in Ohio. And what we've got is not ideal. But we can let them know that we want to be able to travel by modern passenger trains. For there are forces around that want to take away our trains and reduce or destroy the viability of rail as an essential mode of transport in a modern America. We cannot let that happen."

THE NATIONAL LIMITED  
IS TO BE AMFLEETED  
AS SOON AS POSSIBLE

OARP has confirmed, through a highly reliable source, that Amtrak trains 30, 31, 430 and 431, the National Limited, will be Amfleeted very soon, possibly by the time you read this.

And, this will probably be done even before electrically equipped sleeping cars become available. The train may operate for awhile without sleeping car service.

For those who are not aware; Amtrak has had serious troubles recently with mechanical breakdowns in the air-conditioning, lighting, and drinking water systems affecting a significant number of the conventional cars which make up the equipment "pool" used on the National Limited. Reports of hot cars, no lights and no water have become increasingly frequent. And of course it is the passengers who are disadvantaged.

According to our contact, the best of the remaining conventional equipment assigned to the National Limited will go to replace the "problem" cars running on the Broadway and Lake Shore Limiteds.

Amtrak has also been having problems with the aging "E" diesel locomotives on the National, so look for new motive power too.

#### OARP OBJECTS TO AMTRAK REQUESTS TO CUT BAGGAGE SERVICE

In a move which smacks of tactics used by some railroads to deliberately discourage passengers in the fifties and sixties, Amtrak has quietly petitioned the Interstate Commerce Commission to obtain an exemption on an expedited emergency basis from the requirements of Regulation 13 with respect to the provision of checked baggage service at certain stations for certain trains. We say "quietly" because we first got wind of this through an alert passenger who happened on the official notice posted in one car on the National Limited; and a check with two stations revealed they never had received the notice!

The stations and trains affected are: Bridgeport, CT (61 and 174); Lancaster, PA (30, 31, 440 and 441); North Philadelphia, PA (30, 31, 40, 41, 89 and 90); Philadelphia 30th Street, PA (66 and 67); and Stamford, CT (173 and 174).

The notice further stated that if such emergency exemptions are granted, Amtrak will cease providing checked baggage service to and from these stations on the trains listed on an interim basis. The action proposed by Amtrak will result in a monthly savings of \$12,223, or \$146,670 annually. It will not affect the provision of checked baggage service on any trains other than those specified, and will not affect provision of checked baggage service at any other stations.

Persons opposed to the request were instructed to write to the Secretary, Interstate Commerce Commission, Washington, DC 20006, which we did. The notice was signed by Frederick C. Ohly, Assistant General Counsel for Amtrak in Washington. Strangely enough, the notice was not dated.

Alert OARP members will note that if this petition is approved, it will no longer be possible to check any baggage on the Broadway Limited or the National Limited to or from Lancaster or North Philadelphia.

This move on the part of Amtrak seems a bit strange to us when we can show that there is a pretty fair amount of ridership between Ohio stations, on the one hand, and North Philadelphia on the other, and to a much lesser extent, to Lancaster. And your OARP President has personally observed the baggage cart at Dayton on several occasions, loaded with a goodly number of pieces tagged for North Philadelphia.

Since we see this as a move to discourage passengers by making it impossible to check baggage, including footlockers of college students; we have registered a protest with the I.C.C. We are told that job realignment of Amtrak personnel at both Lancaster and North Philadelphia could be negotiated to make more efficient use of manpower and still save Amtrak some money. And the checked baggage service could continue. It should!

OhioARP OFFICERS,  
REGIONAL NARP REPRESENTATIVES

Those involved have been notified and since this office is open to any interested parties, we are putting it here in "the light."

The meeting will be held on July 22nd, from 12:00 to 1:00 at Worth Junction, S.W. tracks, in Worthington, Ohio. The cost will be \$3.50. Since the meeting at Linworth Junction was necessary that any interested member who are listed in this issue) who are interested member Pulsifer as soon as possible.

This meeting will be a discussion, mainly concerning OhioARP. Topics for discussion submitted for the meeting are:

- 1) Development of OhioARP
- 2) OhioARP handbook
- 3) Change to "OhioARP" like a burp; a new name could be an Oklahoma
- 4) Is a Constitution necessary? Those who are listed in this issue) who are interested member Pulsifer as soon as possible.
- 5) Discussion of OhioARP separate "lobby" to cover postage costs-
- 6) Brochure revision
- 7) OhioARP Rail Ticket
- 8) Fred Frayer, A
- 9) Ideas, suggestions

Since this is your meeting, suggestions, even if they are topics that aren't directly related to the officer or regional

OhioARP INVITED TO  
FIELD, OHIO, TRANSPORTATION

Again this year, we have accepted, an invitation to display/exhibit at Springfield/Clark County. Show to be held at Springfield, Ohio, September 15, 16 and 17. New members to help out. New hours at a time. Our display last year was a number of people; to make it even better, to succeed, we will need



OhioARP OFFICERS, CHAIRMEN, COORDINATORS,  
REGIONAL NARP REPRESENTATIVES TO MEET —

Those involved have already been notified, and since this officers' meeting is open to any interested member, we are mentioning it here in "the 6:53".

The meeting will be held on Saturday, July 22nd, from 12:00 to 3:30pm at "Linworth Junction", S.R. 161 at the Chessie tracks, in Worthington, Ohio. Lunch will be \$3.50. Since the seating capacity of Linworth Junction is limited, it is most necessary that anyone (other than those who are listed in the OhioARP DIRECTORY in this issue) who plans to attend as an interested member should call Pres. Tom Pulsifer as soon as possible.

This meeting will be entirely serious discussion, mainly concerning directions for OhioARP. Topics for discussion already submitted for the agenda are as follows:

- 1) Development of POSITION PAPERS on various matters of concern.
- 2) OhioARP handout/display materials; calendars, etc., for the future.
- 3) Change to "OhioARP" as opposed to "OARP" as acronym ("OARP" sounds too much like a burp; and there is already an Oregon Association "OreARP" and there could be an Oklahoma Association sometime).
- 4) Is a Constitutional Review needed? Some sections should possibly be revamped. Those attending are asked to bring their copy if possible.
- 5) Discussion of tax-exempt status and all ramifications thereof; set up a separate "lobbying" organization (?); incorporate (?); ways to save on postage costs — is it worth it at this time?
- 6) Brochure revision for 1979 - ideas, suggestions.
- 7) OhioARP Rail Travel Guide (station-finding maps).
- 8) Fred Frayer, Amtrak Sales, will be with us with something for discussion.
- 9) Ideas, suggestions for Fall Meeting.

Since this is your organization, your input is welcomed. Anyone with ideas or suggestions, even constructive criticism, on any of the above topics (or even topics that aren't listed) is encouraged to write or call your President or any officer or regional coordinator. Your voice is important to us.

OhioARP INVITED TO PARTICIPATE IN SPRINGFIELD, OHIO, TRANSPORTATION EXHIBITION

Again this year, we have been issued, and have accepted, an invitation from the Springfield/Clark County T.C.C. to have a display/exhibit at their Transportation Show to be held at Upper Valley Mall on September 15, 16 and 17. We will need area members to help man the display for a few hours at a time. This is an effective way to get OhioARP before the public. Our display last year was seen by a large number of people; and we're going to try to make it even better this year. But to succeed, we will need some assistance.

OARP PROPOSES SPECIAL TRAIN TO  
CELEBRATE OUR FIRST FIVE YEARS;  
AMTRAK TURNS DOWN THE REQUEST

Your OARP President tried for the best; to arrange for a special Amtrak train over an existing Amtrak route within one crew district, on an attractive schedule permitting participation by members (and by others) from all parts of Ohio, as a way to appropriately celebrate OARP's first five years. We proposed a Columbus - Indianapolis round-trip. Amtrak said no; citing unavailability of suitable equipment as reason for denial. It turned out that at that time Amtrak had 426 separate requests for special train movements!

(continued at bottom of this page)

OARP's "SPECIAL" FIZZLES (contd.)

As a consequence, however, Amtrak said they would give OARP a special group rate provided we would use trains #31 and #30. Your President, however, does not wish to subject our membership to the operating problems of #30 and #31 (although they would be convincing!) and after discussing this with other OARP officers, decided to table the plan.

Meanwhile, we shall continue working for improved Amtrak services; and try again sometime in the future.

Dear members and friends,

A REPORT FROM  
YOUR OARP PRESIDENT

# • BUSINESS CAR

You can tell that this issue is a bit smaller than the last couple of issues. It isn't because we don't have enough material to put in, or because we're trying to save money. It's just that things have been really jumping around here, especially in getting our act together for the Amtrak hearings. True, maybe some of us didn't really have to get as involved as we did, or do as much as we did. But I think we're better off because we have worked and been closely involved with others in this regard.

I had wanted our 25th issue to be really special, and it didn't come out that way because of too much to do and too little time to do it in. But what matters most is that we're all hanging in there, doing the best we can under the circumstances. So we'll keep progressing along.

Over the rest of the summer (Where has it gone so far?) I still hope to get our slide presentations re-done. We do have some requests for our slide show(s) coming up in the fall. Right now, all we have is the continuous display format we used at several shows, meetings and displays this spring. Updating is essential. And we can always use donated slides from you people (And you'll get appropriate credit in the show for your slides.) and I invite interested members to send me slides on approval. I'll return what I can't use, then have a couple of duplicates made of what we can use, then return your original to you.

And by the way; even though you may think someone else is always sending in news clippings and copies of articles to us; we can always use pertinent rail news and information. Even if we get duplicates (and sometimes we do) I can often send the duplicates off to someone else I know of that would be very interested in the material. So don't assume that what you send in gets pitched out. It doesn't! And this is really pretty vital to our success -- keeping up with what is going on all over the state.

I wanted to have this issue out in time for people to get ready for the ICC hearings, but they really didn't give anyone too much time to get ready. When we got final word on the hearings (the complete information came in two separate press releases) I saw that I would just not have time to get this issue out. So, we did send a notification to those members we believed would be most likely to attend the hearings and depended upon our regional coordinators to get the word out among the "activists" in their area they knew would be interested.

Hopefully, the September issue will be out early in the month; and of course it will have news about our Fall Meeting.

Have a good rest-of-the-summer! Keep cool, but keep alert! And try to include the train in your summer travel plans!



SHORT LINES ++++ The former E-L engine repair shop and former westbound yard at Marion, Ohio, has been purchased by Berwind which will re-open the facility as a car shop and heavy repair facility. ++++ Amtrak ordered the removal of some packaged sandwiches sold on its trains after the FDA warned of possible food poisoning associated with the nitrogen-injection packaging process. Amtrak said it will not use sandwiches processed that way in the future. ++++ Amtrak has opened its 1.5 million dollar technical training center at Beech Grove Shops near Indianapolis; will consolidate all training at the site.

OARP SECRETARY NAME

We congratulate our Joseph F. Brove of pointed to the Lora Board on June 8th t sioners. Brove rep leader Luis Sanchez Brove retired in 19 Terminal Railroad. Transit Board expir 1980.

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OARP SECRETARY NAMED TO TRANSIT BOARD

We congratulate our OARP Secretary, Joseph F. Brove of Lorain, who was appointed to the Lorain County Transit Board on June 8th by the County Commissioners. Brove replaces Lorain civic leader Luis Sanchez who died in May. Brove retired in 1976 from the Lake Terminal Railroad. His term on the Transit Board expires in December of 1980.

We are always pleased to learn of our OARP members who are "getting involved" in transportation.

PASSENGER ADVOCATE JOE MacDONALD DIES

----- by James M. S. Ullman

Joseph V. MacDonald, the principal proponent of restored railroad passenger service between Washington and Montreal, a former member of the Amtrak Board of Directors, died in a hospital near his Farmingdale, NY, home on Saturday, June 17, 1978.

When I met him personally, just a week before his death, it was his wish that the information contained in a letter he wrote me just a few days earlier receive the widest possible dissemination. As the "Father of the Montrealer", Joe was deeply concerned a-

about the inaccurate information relative to that train contained in the USDOT Amtrak Study. Herewith, the pertinent excerpts from Joe's letter:

I don't intend to comment on the whole preliminary report since this will be discussed by Congress and the public before anything final is decided. Of course, I am gratified that the Montrealer and the Lake Shore Limited are both included in the proposed System. These are both strong trains in terms of service rendered to the public.

"However, one thing disturbs me about the presentation of figures relating to the Montrealer's productivity. In terms of PM/TM the average as shown on Table 5-2, for all long distance trains is 137, while the Montrealer is shown as only 99, with a footnote reading, 'Excludes intra-NEC passenger miles and revenue but includes NEC train miles'.

"This is the most gerrymandered footnote I have ever seen since my college statistics courses. The correct figure is 215. In Appendix C, 'Operating Cost Estimating Methodology', by which all the figures in this report were purportedly developed, the formula arriving at the 215 is spelled out. The formula is wildly gerrymandered in the various tables. The formula reads:

It should be noted that the non-Corridor costs included all the expenses of long-distance trains operating in both NEC and non-corridor service if the train had a restricted boarding policy. For those trains offering an unrestricted boarding policy, only the portion of costs incurred in non-Corridor service were charged to non-Corridor operations -- the basic assumption being that the NEC would replace the train with substitute service to fill the time slot.

"The first category is exemplified by the New York to Florida trains, which do not handle passengers who are not traveling south of Washington, DC. Very properly all passengers, passenger miles, and train miles all the way from New York to Florida are assigned to these trains, even though they travel 226 miles on the NEC.

"The Montrealer exemplifies the second category, in that it handles NEC passengers on an unreserved basis, runs several additional coaches and back-bar coach between Washington and Penn Station, NY, and the train is prominently listed in the NEC timetables.

(continued, next page...)

MacDONALD... (from previous page)

"Following the formula in Appendix C, the passenger miles (excluding intra-NEC passenger miles) would be as shown in all the tables (5-1, 5-2, D-10 and D-11) namely 48.62 million, which is based on the 309 mile segment extending beyond the NEC from Springfield to Montreal. However, completely contrary to the formula, the train miles shown in the tables include the 361 miles of NEC track as shown as 0.489 million, which cover the 361 miles of NEC track as well as the 309 non-NEC miles. Thus the train's performance is grossly distorted to a ridiculously low 99 PM/TM whereas following the formula in Appendix C would yield the realistic 215 PM/TM.

"This distortion occurs in all the tables in the report, each with a sanctimonious footnote.

"My fear is that when the subject of whose train is finally to remain in and whose is to be dropped is argued out, opponents of the Montrealer may trumpet the gerrymandered figure of 99 PM/TM as evidence that the Montrealer is a weak train. I want this information in the hands of those who will be defending the Montrealer and ask that you see that it is placed diplomatically in their hands. Such people would of course include the Vermont Delegation. I say diplomatically because I don't want to create any stir or hand over any ammunition, even though erroneous, to those who would like to portray the Montrealer as a candidate for cancellation. We have it in the recommended system now and I want to leave well enough alone."

/s/ Joseph V. MacDonald

KAYAK ON THE CARDINAL!

Through the efforts of Fred Frayer and J. R. Lewis of Amtrak in Cincinnati, the Cardinal will now accept kayaks (individual canoes) for transport between Cincinnati and Thurmond, WV.

The cost is just \$7.50 each way.

There are two conditions which should not cause too much concern. One is that Amtrak must know in advance when the kayaks are going to be transported. The second is that, since Thurmond is an unmarked station stop, the kayak owners MUST assist in the loading and unloading of the boats at the baggage car door.

Happy kayaking via Amtrak's Cardinal!

JOIN & SUPPORT OhioARP!

CAPITAL DISTRICT BULLETIN

BOARD

by OARP Columbus  
KARL J. GELFE  
Apt. 6 - 67  
Columbus, OH

Among the goings-on... ment to affect rail... what State Represen... Wilkowski (D-46) of... Wilkowski, as part... system of high-speed... the major cities of... ing legislation, nar... 1165. This bill wo... rail regulatory fun... lic Utilities Commi... to the Ohio Rail Tr... ority.

On the face of it, because it would pu... development - operat... of a passenger rail... Ohio. How do you su... proved rail passenge... idea?

As one proponent of... senger services in... the idea, based on... of the legislation... Wilkowski. It woul... other things, power... paid by railroads to... if the railroad sho... vent and unable to... obligations to the... units through which... wo... also give ORTA... ta railroads, the... equipment, and the... iated with that part

JOIN & SUPPORT

"TRACK IT TO THE RAPIDS" SUGGESTED FUN WAY TO CONSERVE ENERGY -----  
----- (reprinted from the Cincinnati Enquirer)

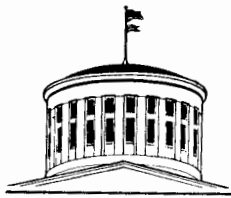
W. Mike Weber, a Cincinnati member of the Ohio Association of Railroad Passengers (OARP), a combination of save-the-passenger-railroads, conserve energy and prevent pollution lobbyists, suggests a double-fun weekend trip. He did it with his wife and three friends. He calls it "track it to the rapids", meaning take a delightful AMTRAK trip from Cincinnati to Thurmond, WV, for an invigorating raft trip on the rugged New River.

OARP's goal is to get people out of automobiles and on to trains. "We are a voluntary group and we believe the energy-saving fun way to get to the raft trips is by rail. The train follows along the south shore of the Ohio River all the way to Ashland. In Thurmond, a town of about four buildings, they have restored the old hotel and restaurant -- a few yards from the tracks and you hear trains all night but it is fun," Weber says.

"Eight to ten persons ride in a raft with three trained guides each. A dry-run to teach the art of paddling is given first. You are expected to provide the muscle power," Weber warns. "It is different from Western rafting where you are merely a passenger and sit." Call AMTRAK locally. Call Wildwater Expedition Unlimited, Inc., Thurmond, WV, for information and reservations at 304-469-2551, or write to P.O. Box 55, Thurmond, WV 25936.

# CAPITAL DISTRICT BULLETIN

O  
A  
R  
D



— by OARP Columbus Area Coordinator  
KARL J. GELFER 614-421-7080  
Apt. 6 — 67 West 10th Avenue  
Columbus, OH 43201

\*\*\*\*\*

Among the goings-on in State government to affect railroad operations is what State Representative Arthur L. Wilkowski (D-46) of Toledo is doing. Wilkowski, as part of his push for a system of high-speed trains linking the major cities of Ohio, is sponsoring legislation, namely House Bill 1165. This bill would transfer the rail regulatory functions of the Public Utilities Commission of Ohio over to the Ohio Rail Transportation Authority.

On the face of it, this is a bad bill, because it would put ORTA in both the development-operation and regulation of a passenger railroad system within Ohio. How do you supporters of improved rail passenger service buy this idea?

As one proponent of improved rail passenger services in Ohio, I don't like the idea, based on a close examination of the legislation as proposed by Rep. Wilkowski. It would give ORTA, among other things, powers to forgive taxes paid by railroads to the State of Ohio if the railroad should become insolvent and unable to meet its financial obligations to the local governing units through which it passes. It would also give ORTA the authority to take railroads, the various pieces of equipment, and the real estate associated with that particular railroad.

JOIN & SUPPORT OhioARP !!!

In essence, this bill has no built in checks and balances.

What Rep. Wilkowski should have done if he wanted to improve the safety of passengers who may utilize the proposed system of high-speed passenger trains is to vastly strengthen the hand of the Railroad Section of the Public Utilities Commission. He should have introduced legislation along the guidelines of stating how many feet of rock ballast must be in existing track beds, or how many good ties per section of track for a given train speed, or more specific guidelines on the handling of hazardous commodities beyond the general Federal guidelines now in effect which the Public Utilities Commission follows, or more specific guidelines dealing with train operations than presently in effect.

The bill has been passed by the House, and sent on to the Senate where it faces uncertain fate. I understand that it has been assigned to the Senate rules committee.

I believe the bill should die a natural death in the legislative process. If it should be passed both by the Senate and the House and sent on to Governor Rhodes for his signature, the Governor should veto the legislation and let it go at that.

Not only has the Columbus Dispatch said editorially that railroad regulation should remain in the Public Utilities Commission, the Columbus Citizen-Journal has also said the same thing on its editorial page.

How do you feel about this matter of regulation of railroads in Ohio? Maybe you should let Rep. Wilkowski know your feelings.

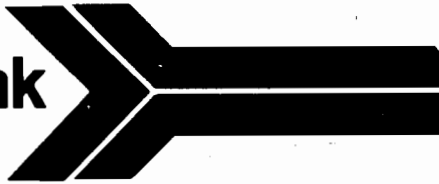
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Readers of OHIO Magazine noted in the July issue (pg. 5) editorial comments by Robert Burdock on State Rep. Arthur Wilkowski who "dreams of a network of high-speed trains linking Ohio's major cities. He is quietly at work laying the roadbed with a proposal for a multi-billion dollar bond issue. While others are skeptical, Wilkowski hears the roar of the trains, sees the flashing silver rails and grins his toothy grin."

# NEWS

FROM

## Amtrak



### SHENANDOAH DERAILS - JUST ONE INJURY

Both cars of Amtrak's eastbound Shenandoah derailed at 3:40am, June 26, at Morgansville, WV. One passenger was just slightly injured. There were 28 passengers on board at the time of the derailment. The locomotive did not derail and both passenger cars remained upright. Passengers continued their journey on a bus.

### THROUGH FARES TO ATLANTIC CITY

Amtrak passengers can now travel to Atlantic City, NJ, on one rail-bus ticket through an agreement with Transport of New Jersey. Under a new intermodal agreement now in effect, Amtrak travelers destined for Atlantic City will be able to purchase one through ticket from Amtrak that will include the bus transportation from Philadelphia to Atlantic City. Seven buses daily will operate direct from Amtrak's 30th Street Station in Philadelphia to Atlantic City. The intermodal agreement provides both Amtrak and Transport of New Jersey passengers with accessibility and through transportation to Atlantic City with the convenience of one ticket. By simplifying travel arrangements, this cooperative effort is another step in Amtrak's promotion of intermodal travel agreements.

### LAKE SHORE LIMITED TRACKWORK APPROVED

On May 31st, Amtrak's Board of Directors gave management the go-ahead to begin construction of 12.6 miles of new railroad line between Post Road and Rensselaer, NY, permitting faster schedules between Boston, Albany and Chicago. Work is expected to get under way as soon as the necessary engineering and design studies are done. The new line is expected to be open by mid-1979.

### PICKUP & DELIVERY FOR AMTRAK EXPRESS

Amtrak will expand its package express service to include pickup and delivery in 25 cities through a program with the Purolator Courier Corporation. The program began July 1. The service applies to Amtrak's three types of express; priority, economy and custom. Cities served by the new program are New York, Philadelphia, Boston, Washington, Providence, Chicago, Seattle, Denver, St. Paul, Minneapolis, CLEVELAND, Kansas City, Indianapolis, St. Louis, Miami, Jacksonville, Orlando, San Antonio, Houston, New Orleans, Los Angeles, Albuquerque, San Francisco, Oakland and Flagstaff. Amtrak's express revenue for the last fiscal year was \$2.2 million, up 26% from the previous year.

### SLEEPER SURCHARGES ARE ROLLED BACK

Amtrak's Board voted May 31st to roll back the previously approved summer peak surcharges for sleeping accommodations which were to have gone into effect between June 15 and September 5. The surcharge amounted to \$10 for single sleeping accommodations on Eastern trains and up to \$20 on Western trains. For double accommodations, the additional charge would have been \$20 on Eastern trains and \$40 on Western trains.

(Ed. note: This came as the result of a heated confrontation between the Amtrak Board on the one hand and Vice President/Marketing, Alfred Michaud, on the other. Some feel Amtrak wanted to try to do away with first-class services by making the fares so high the passengers would be driven away, making it easier to get permission to discontinue first-class services since few would be using them! - TRP)

**RECOMMENDED READING:** We are recommending a new book just released by Simmons-Boardman for serious students of modern day railroading; **THE RAILROAD - WHAT IT IS, WHAT IT DOES.** Available at \$14.95 postpaid from Simmons-Boardman Publishing Corp., Education Division, 1809 Capitol Ave., Omaha, Nebraska 68102. Be sure to send check or M.O. with your request for this book.

### THE GREAT TOILET

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### MIDSUMMER TRAIN RE

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### LAKE SHORE LIMITED

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### BROADWAY LIMITED

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### NATIONAL LIMITED

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THE GREAT TOILET BOWL ANTIFREEZE SCANDAL OF 1978!

Illustrating the great control (!) Amtrak has over what it gets for what it pays, the following item recently surfaced:

It seems that three New Jersey men have been indicted for selling toilet bowl antifreeze to Amtrak. One of the three was an Amtrak employee who was in a position to route contracts to "appropriate" suppliers. It seems Amtrak had already purchased \$200,000 of the solution before someone discovered that the antifreeze was actually 99% water! Tsk, tsk! (PTJ)

MIDSUMMER TRAIN REPORT -- Here are some general comments we pass on to our members and friends concerning Amtrak services in Ohio, based on reports from various members who made recent trips:

LAKE SHORE LIMITED - Timekeepingwise, doing better that it did last winter. The equipment assigned seems in pretty good shape, but reduction of coach attendants means passengers have to pretty much fend for themselves. Conrail has been doing a great deal of trackwork on this line, including some round-the-clock work in some locations.

BROADWAY LIMITED - Horrendous timekeeping, even worse than the National sometimes. Westbound Chicago arrival at least 2 hours late is almost normal, with 5-6 hours on occasion. Eastbound can't even get to Lima many days without at least a 45 minute delay, sometimes longer. Equipment getting less reliable, expect some air-conditioning problems, dining car problems. Westward Conrail track on this route through Ohio is not bad, eastbound track is horrible! Train has been known to be switched to the westward track east of Lima, on its eastbound journey, to take advantage of better track. 45 mph slow orders are common.

NATIONAL LIMITED - Be prepared for anything; from on time to 3½ hours late; from no lights, no water, and no air-conditioning to days when everything seems to function. The through Washington coach is often the hot one. Be prepared for Colonel Sanders when the diner isn't functioning. Keep up your spirit of adventure!

SHENANDOAH & CARDINAL - Equipment is Amfleet and seldom are there problems. Operation of both trains is usually pretty much on-time; the Cardinal is more prone to slight delays. Economy sleeper rooms available now on the Shenandoah. Regular sleepers on the Cardinal. Modern, mundane, fast-food service, but at least it is reliable on both trains.

MEMBER NAMED TO TRANSIT BOARD

OARP member Dr. Nicholas Gerren of Xenia has recently been named to the Greene County Transit Board. He is among seven persons named to the new board by the Greene County Commission.

CINCINNATI - CLEVELAND AREA MEMBERS PLEASE NOTE:

Our Cincinnati Area Regional Coordinator has moved:

ROBERT D. GOLDSTEIN  
3315 JEFFERSON, #22  
CINCINNATI, OH 45220  
513-861-2864

Our Cleveland Area Regional Coordinator will have a new address after August 20th:

JAMES H. STEVENSON  
192 FRANKLIN DRIVE  
BEREA, OH 44017  
(doesn't have new phone number yet)

STEPBOX, STEPBOX, WHO'S GOT A STEPBOX? -----

Latest tactic in a series of questionable incidents of downgrading Amtrak's National Limited service recently proved a distinct disadvantage when Conrail's TV-18 derailed on the station track at Columbus' Amtrak Depot, July 8th. The westbound National Limited had to stop out on the mainline and passengers were forced to climb over 3 intervening tracks. Cleaning crews at Sunnyside (New York) failed to put stepboxes back on the cars, so overturned station wastebaskets had to be used at Columbus to get people on and off the train. Other items which sometimes fail to get replaced on the cars are "Pullman ladders" making it impossible for anyone to get to an upper berth in the National's sleepers!

CHESSIE STEAM SPECIAL SCHEDULES FOR YOUR INFORMATION

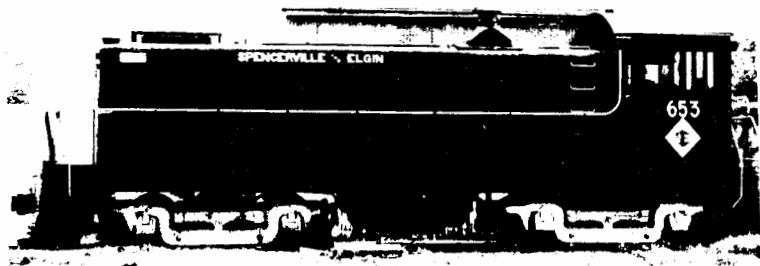
MONDAY, JULY 31 - ONE-WAY TRIP, DETROIT TO COLUMBUS  
Lv. Detroit (C&O Oak Yard) 8:30am, Lv. Plymouth, MI  
9:00am, Ar. Toledo (C&O Walbridge Yard) 12:45pm.  
Lv. Toledo (C&O Walbridge Yard) 2:15pm, Ar. Marion  
3:30pm, Ar. Delaware 4:15pm, Ar. Columbus (C&O Par-  
sons Yard) 5:45pm. Passengers may ride between in-  
termediate points.

SATURDAY, AUG. 5 - COLUMBUS TO RUSSELL (KY) & RETURN  
Lv. Columbus (C&O Parsons Yard) 8:30am, Ar. Russell  
12:30pm. Lv. Russell 4:00pm, Ar. Columbus 7:30pm.

SUNDAY, AUGUST 6 - COLUMBUS TO TOLEDO & RETURN  
Lv. Columbus (C&O Parsons Yard) 8:30am, Ar. Toledo  
(Union Station) 12:45pm. Lv. Toledo (Union Station)  
3:15pm, Ar. Columbus 7:45pm.

SATURDAY, AUG. 12 - ONE-WAY TRIP, COLUMBUS TO CLEVE-  
LAND via FOSTORIA & WILLARD  
Lv. Columbus (C&O Parsons Yard) 8:30am, Lv. Dela-  
ware 9:15am, Lv. Fostoria 1:30pm, Ar. Willard 2:30  
pm. Lv. Willard 4:00pm, Ar. Cleveland (Municipal  
Zoo Area) 7:45pm. Passengers may ride between in-  
termediate points.

Tickets and Information for all above-listed trips  
is being handled by the OHIO RAILWAY MUSEUM. Call  
614-885-7345 (recording) or 614-486-2265 for inform-  
ation. Send mail orders to ORM at P.O. Box 171 in  
Worthington, OH 43085. Over-the-counter sales from  
1-5pm on Saturdays and Sundays only at the Museum,  
990 Proprietors Road in Worthington.



"YES, VIRGINIA, THERE IS A SIX-FIFTY-THREE!"  
OARP expresses its appreciation to Rusty Pisle, Pres-  
ident, and to Carl Freshour, General Manager, of the  
Spencerville & Elgin Railroad, for renumbering, at  
OARP's suggestion, their locomotive to #653. The  
unit is an Alco S-2, ex-New York Central diesel. The  
engine was slated for repainting and renumbering any-  
way. It is now in flat black with white trim and  
striping, white lettering, with a red-on-yellow logo  
designed and painted by Forrest E. Wilson, Jr., of  
Caledonia, Ohio. The S&E operates over the former  
E-L mainline between Lima and the Indiana line at  
Wren, and between Ohio City and Rockford over the  
former Cincinnati Northern (ex-NYC, PC) branch.

Several OARP members, in-  
cluding your President,  
are planning to ride the  
Chessie Steam Special on  
August 6th. Although  
this is in no way an of-  
ficial OARP function, we  
should be able to find  
time for a bull-session.

Additionally, we have re-  
ceived permission from  
the Chessie System to  
pass out our OARP bro-  
chure to all passengers  
on the trip that day.

**BROCHURES REPRINTED !!**

We have had our mem-  
ber ship/promotional bro-  
chure reprinted and it  
is now available in  
plentiful quantities  
for distribution. We  
find that the best way  
to pick up new members  
and bring in increased  
revenue to support our  
ongoing work is by per-  
sonal contact and by  
making our brochure a-  
vailable in places  
where other concerned  
citizens will see it,  
take it and read it.

If you can help get our  
brochures out where  
they'll do some good,  
call or write your OARP  
President now.

Our brochure has been  
reprinted on light yel-  
low paper using blue  
ink. We think they're  
more attractive than  
the slate-grey on blue  
we had been using.

**LEWISTOWN IS CLOSED**

Effective July 1, 19  
Amtrak closed its tick-  
et office and station  
at Lewistown, PA. It  
is now a flag stop for  
the National Limited.

**QU**

All right, now!  
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# QUIZ —

All right, now! You Buckeye Amtrakers have been scootin' back an' forth across Ohio long enough in your ex-New York Central coaches behind ex-Union Pacific "E" units. It's time to test your knowledge. So, wipe the fog off the Lexan, take a long look at each situation, and stretch your brain — but don't stretch out too far in that reclining seat or it'll dump you into the aisle 'fore we reach Crestline!

+++++

- 1.) It's over 95° in bedroom E in a sleeping car (ex-RI) on the westbound Lake Shore Limited. Who will successfully take action and get the heat turned off?
    - a.) the conductor
    - b.) the dining car steward
    - c.) the porter
    - d.) the passenger
  - 2.) The eastbound National Limited is on time (yea!) approaching the west side of Columbus. Approaching the crossing at Scioto Tower at the same time is a long, slow northbound Chessie freight enroute to Walbridge Yard at Toledo. The operator at Scioto Tower will probably
    - a.) hold the freight and send Amtrak on through.
    - b.) hold Amtrak and send the freight on through.
    - c.) toss a coin.
    - d.) hold both trains and go out for a pizza.
  - 3.) Conrail is performing extensive trackwork near Effingham, Illinois, on the National Limited line between St. Louis and Terre Haute. Extensive single-track operation and slow-orders are in effect. A good parallel bypass route, the former NYC mainline, is available through Mattoon. Conrail will
    - a.) send Amtrak over the bypass route.
    - b.) divert most of its through freights over the bypass route.
- (continued, top, next column)

- c.) forget about the bypass route.
  - d.) try to abandon the bypass route.
- 4.) The Loram ballast cleaner is working on the Conrail mainline through Canton, Ohio. While working through the Amtrak station, the dirt and excess ballast will be dumped
    - a.) beside the right-of-way.
    - b.) into a gondola car on a parallel track.
    - c.) onto a flat car two tracks over.
    - d.) onto the station platforms.
  - 5.) After all the dust and arguments have settled, the resulting mess of dirt and ballast all along the platforms will be cleaned off by
    - a.) Conrail maintenance-of-way employees using shovels and push-brooms.
    - b.) the Amtrak ticket clerk using a snow shovel.
    - c.) two trustees of the bankrupt Penn Central using diversified implements.
    - d.) an OARP member and a few city employees using shovels and brooms.
  - 6.) The Cardinal is a little late coming down from Chicago. The Chessie operator at Cheviot radioes the train and determines there are several connecting passengers for the Shenandoah at Cincinnati. This information is relayed to the River Road station. A decision will be made to
    - a.) send out for Colonel Sanders' Kentucky Fried Chicken.
    - b.) overbook the Shenandoah's economy sleeper rooms.
    - c.) hold the Shenandoah for the connecting passengers.
    - d.) dispatch the Shenandoah on time and forget about the connecting passengers.
  - 7.) Watering and fueling facilities are available at Crestline, Ohio, for the Broadway Limited. A sign is prominently posted by the watering hoses, and has been posted there for some time. The sign says  
(go to next page)

QUIZ . . . (continued)

- a.) Pennsylvania Railroad.
  - b.) Close Clearance.
  - c.) Do Not Drink.
  - d.) Do Not Disturb.
- 8.) The toilet holding tanks on the Cardinal are pumped out by a septic tank service contractor while the train is sitting in Cincinnati's River Road station. In full view of all passengers
- a.) the waste is pumped out through a transparent hose!
  - b.) the waste is pumped out through an opaque hose!
  - c.) the waste is pumped out through a garden hose!
  - d.) the pump operator is singing "Cincinnati, O-hi-o!"
- 9.) New Amtrak timetables go into effect on April 30th. Supplies of the previous issue are exhausted. As in the past, the ticket office at Dayton will receive
- a.) adequate quantities of the new timetables on April 29.
  - b.) a handful of East-Midwest timetables about a week after they take effect, with quantities coming about a month later.
  - c.) three cartons of schedule cards for Harley's Hornet which were supposed to go to recycling three years ago.
  - d.) a few copies of new timetables sent to the ticket clerk by sympathetic OARP members who pick them up in other regions.

\*\*\*\*\*

ANSWERS: All items are true incidents reported to OARP.

SCORING:

9 correct - GREAT!  
 You're really on top of what's going on.  
 6 - 8 correct - GOOD.  
 3 - 5 correct - NEED IMPROVEMENT.  
 1 - 2 correct - YOU NEED TO WAKE UP!  
 p and q - 6  
 a - 8  
 c - 7  
 p - 9  
 d - 5  
 p - 4  
 c - 3  
 p - 2  
 p - 1

HAMILTON AND/OR OXFORD . . . AN UPDATE!

In the May "6:53" we reported on efforts to get station stops at Hamilton and/or Oxford, Ohio, when Amtrak's Cardinal is permanently detoured through those cities later on this summer.

The best we can report to you at this time is that Amtrak does seem very interested, but a major limiting factor is that there is currently no money available for station rehabilitation or improvements, even if a decision is made to serve either city, or both cities.

So far, no decision has been made.

Also, the final date for shutdown of the Chessie (C&O) Cheviot Hill line keeps getting postponed. We had learned that all the railroad yard jobs at Cheviot were to be abolished on July 17th, indicating that was the date for the detouring of all freight and the Amtrak trains. Then, we learned that the contractors were nowhere near completing the extension of the passing siding at McGonigle on the Chessie (B&O) line between Hamilton and Cottage Grove. It seems that Chessie will insist on the completion of that siding work before the Cheviot Hill line is shut down for good.

Meanwhile, local enthusiasm builds in both cities to get Amtrak service. OARP will continue to do what we can in support of this matter and we will continue to report on developments in our next issue of "the 6:53".

SEND FOR SOME OARP RAIL TRIP REPORT FORMS

Many of our train-riding members send in a report of their train trips. This is a big help to us in being better able to help you and zero in on where service improvements are needed. We also note where service to passengers is above and beyond, so we can give credit where the credit is due.

A self-addressed business-letter-size stamped envelope brings you four of report forms by return mail. Our rail trip report forms have recently been revised and reprinted. The older forms are still usable, however.

Help OARP help you, and fill out and send in your OARP RAIL TRIP REPORTS after each train trip you take!

# BAGGAGE &

After patiently waiting months, OARP now has letters to assist the assembly of your new ping around and waiting order, we were able to get letters at a reduced price.

\*\*\*\*\*

Our thanks and appreciation to Leon Snowe of Warren, Ohio, who donated to our file a "pile" of data and information relative to citizen efforts to get Erie-Lackawanna commuter service between Youngstown and Cleveland handled through the station inator, Doug Hudson.

\*\*\*\*\*

Our Toledo Area Coordinator, Edson, spoke about passenger concerns to the Chapter in Toledo.

\*\*\*\*\*

We offer our "BEST Wishes" to the newly organized Arkansas Railroad Passengers Association, led by Chairman, Dr. William Pollock, Conway, AR 72032).

\*\*\*\*\*

AFFECTING SOUTH PORTSMOUTH: notice on July 8th that the bridge between Portsmouth and South Portsmouth, KY, will be closed after a fracture was discovered on a suspension cable. We go to press we have to learn if the bridge is opened, or how long. Any Amtrak passenger using the South Portsmouth should check with the Highway Department for information.

\*\*\*\*\*

We received word from the President and Chief of the Chapter, Richard D. Spence.

JOIN & SUPPORT

# BAGGAGE & EXPRESS

After patiently waiting for almost two months, OARP now has two saddle staplers to assist the "6:53 crew" in the assembly of your newsletter. By shopping around and waiting for a back-order, we were able to get both staplers at a reduced price.

\*\*\*\*\*

Our thanks and appreciation to Mr. Leon Snowe of Warren, Ohio, who has donated to our files and archives a "pile" of data and correspondence relative to citizen efforts to save the Erie-Lackawanna commuter train between Youngstown and Cleveland. Donation was handled through our regional coordinator, Doug Hudson of Warren.

\*\*\*\*\*

Our Toledo Area Coordinator, Willard Edson, spoke about OARP and rail passenger concerns to the Sierra Club Chapter in Toledo on June 28th.

\*\*\*\*\*

We offer our "BEST WISHES" to the newly organized Arkansas Association of Railroad Passengers and to its Chairman, Dr. William Pollard (413 Brahma, Conway, AR 72032).

\*\*\*\*\*

**AFFECTING SOUTH PORTSMOUTH!** We got a notice on July 8th that the highway bridge between Portsmouth, OH, and South Portsmouth, KY, was ordered to be closed after frayed wires were discovered on a suspension cable. As we go to press we have not been able to learn if the bridge has been reopened, or how long it may be closed. Any Amtrak passengers intending to use the South Portsmouth station should check with their auto club or with the Highway Patrol for latest information.

\*\*\*\*\*

We received word that Conrail's President and Chief Operating Officer, Richard D. Spence will quit his post.

JOIN & SUPPORT OhioARP!

The recent increase in postage rates now makes it imperative that we trim "dead-weight" from our mailing stencil files. If your membership is in arrears, we need to hear from you; or very soon you will not be hearing from OARP and then you'll miss out on the latest news and information affecting rail passenger service in Ohio. We need you and you need OARP! We don't like to have to pull stencils from the active file, and we don't want to get impersonal about it, but we do have to face reality and watch our pennies as you have to do at home.

\*\*\*\*\*

**REMEMBER!** Dues are now at a \$10.00 minimum for all membership renewals, with a new family membership class at \$15.00 for spouse or other family member at the same address (to save by sending only one "6:53" per household). New memberships are still at the old \$5 minimum. We prepared an insert explaining this change which is being sent with all membership renewal cards.

\*\*\*\*\*

By getting a good price on "window" envelopes, we have been able to save our Membership Chairman Gary Amatore a bit of time and effort in handling the mailing of renewal notices. Keeping our membership records and taking care of these duties is no small task. We extend our continued appreciation to Gary for his work on this.

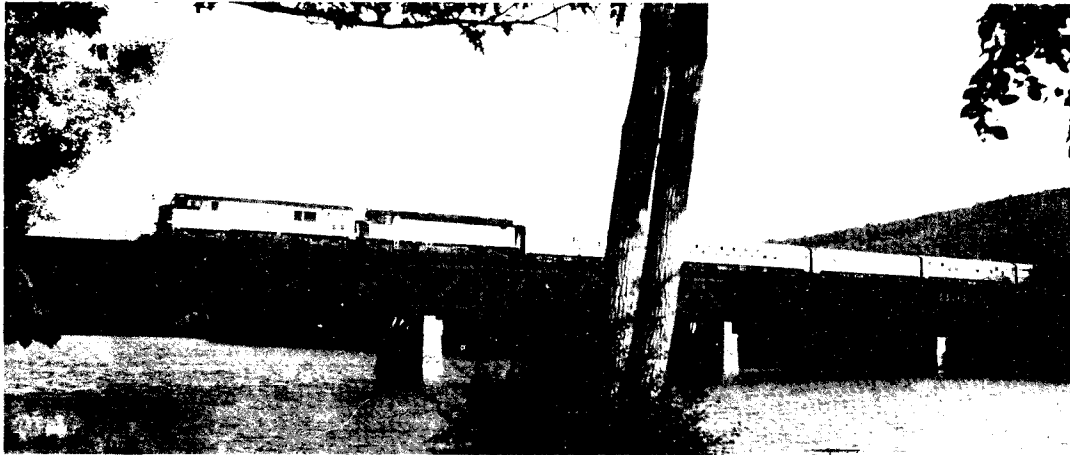
\*\*\*\*\*

Although our \$10. minimum on membership renewals has been in effect for just a short time now, early indications show that most members are going along with the increase, in some cases even renewing at the \$25. or even \$50. categories! Consequently, we are now able to meet our financial obligations when bills are presented and our picture is a little more secure (though we still do not have too much of a "reserve" on hand).

\*\*\*\*\*

Congress estimates it will cost 900 billion dollars over the next 4 years to resurface decaying portions of the Interstate highway system.

The Lake Shore Limited, Amtrak's Chicago-New York-Boston train, crosses the Mohawk river near Rotterdam Junction, just west of Schenectady, New York.



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"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 (min.) for new members and \$10.00 (min.) annually for all membership renewals. The work of OhioARP is supported solely through the membership dues and by donations of time, talents, and special financial donations by our members. Write us for a copy of our newly reprinted OhioARP membership and promotional brochure!

Many OhioARP 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 Avenue, Washington, DC 20003.

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