

# THE 6:53

OHIO ASSOCIATION OF RAILROAD PASSENGERS

Post Office Box 653 • Xenia, Ohio 45385  
Thomas R. Pulsifer, President

## SEPT 78

### IN THIS ISSUE:

- AMFLEET EQUIPMENT FOR THE NATIONAL LIMITED
- \* - AMTRAK SLASHES FARES FOR FALL TRAVEL
- \* - OARP FALL MEETING SATURDAY - OCT. 14th IN CANTON, OHIO REGISTER NOW!
- \* - OARP EMBROILED IN COMPLEX FIGHT TO SAVE BAGGAGE AND PARCEL EXPRESS SERVICE AT DAYTON, OHIO
- \* - LAKE SHORE LIMITED AND BROADWAY LIMITED TO GET ELECTRIFIED PASSENGER CARS SOON.
- \* - HOW DO YOU GET TO THE SOUTH PORTSMOUTH AMTRAK STATION WHEN THE BRIDGE IS CLOSED?
- \* - OARP CAMPAIGNS FOR AMTRAK SERVICE TO SPRINGFIELD, OHIO
- \* - SOME SCHEDULES TO BE CHANGED OCTOBER 29th

### OARP FIGHTING TO RETAIN BAGGAGE SERVICES AT DAYTON

Your Association is presently embroiled as a party of record in a most confused and complex fight to save checked baggage and parcel express services at Dayton. Amtrak petitioned the ICC July 21st to end this service citing \$65,834 annually to fill baggagemen positions on the National Limited between Columbus and Indianapolis. We think that's mighty good money, especially since all the baggageman has to do is straighten up the car and help load baggage on and off at Dayton.

Anyway, two weeks after Amtrak petitioned the ICC, it admitted it had overlooked some \$5,000 worth of express revenue generated at Dayton, but would not withdraw the petition on this basis of poor homework!

Does Amtrak merely want to get Ohio's passenger train full-crew law (Sec. 4999.06) repealed? We think so. Amtrak cites this as the obstacle to more efficient and economical baggage service. Yet, we see no way that any change or repeal of this law will in any way keep baggage and express service in Dayton. It would still be up to Amtrak to negotiate with the UTU people and with Conrail.

Scholastic Magazines, a regular contract shipper, says costs would rise some 345% if it could not use Amtrak's express service at Dayton.

Your President is putting in a lot of time on this one, along with other agencies with which we are working cooperatively.

Ironically, Amtrak on August 30th, in a letter to the ICC, cited the protests by the City of Dayton and by OARP's President in expressing a willingness to continue providing the service, as is, until November, pending the ICC's decision and pending the outcome of possible legislation over the full-crew law.

We should be able to report this case in full detail in the November "6:53".

OARP RAIL TRAVEL GUIDES to OHIO and NEIGHBORING STATES, containing our revised and updated How-To-Find-The-Station maps, are NOW AVAILABLE! Read the details inside this issue and send for your copies today.

"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 OARP is supported solely through the membership dues and by donations of time, talents, and special financial donations by our members. Write to us for a copy of our membership/promotional brochure.

Many OARP members also belong to NARP, the National Association of Railroad Passengers, serving as the organized voice of the railroad passenger in our Nation's Capitol. For NARP information, write them directly at 417 New Jersey Avenue, S.E., Washington, DC 20003. Or call 202-546-1550.

OARP has no full-time office staff. Please try to contact your OARP President between 4:00pm and 9:00pm if possible.

OHIO ASSOCIATION OF RAILROAD PASSENGERS  
P.O. Box 653  
Xenia, OH 45385

Thomas R. Pulsifer, Pres.  
1751 Wilshire Drive  
P.O. Box 371  
Xenia, OH 45385  
513-372-9868

DIRECTORY appears in MAR-JUL-NOV issues.

---

NOTEBOOK NOTES ON PROPOSALS FOR AMTRAK ——— NARP Reg. Director Bill Snorteland

LAKESHORE: Should run 4 hrs. earlier EB and 1½ hrs. later WB. Run thru Chicago -Detroit-Buffalo section in lieu of St. Clair/Niagara Rainbow.

BROADWAY: Run via Youngstown-Cleveland-Toledo. Depart NY at 4:00pm WB, same time out of Chicago. Make minimum number of stops and offer true first class service. Run a N.Y.-Chicago train via Canton-Ft. Wayne and combine with the National east of Pittsburgh. Depart N.Y. 7:30pm WB and EB at 1:30pm from Chicago or 9:15am from St. Louis (run National from St. Louis only). Run a separate N.Y.-Pittsburgh day train making all local stops now made by the National.

SHENANDOAH: Restructure as Cleveland-Cumberland-Washington run.

ADDITIONAL OHIO STOPS: Newark, Springfield, Wooster, Mansfield, Salem, Ashtabula, Painesville, Sandusky, Bryan, Hamilton and Oxford.

NORTH-SOUTH SERVICE: Initiate a two-day, one-night scheduled train running Detroit-Toledo-Dayton-Cincinnati-Louisville-Nashville-Florida or New Orleans. Florida train should run via Atlanta-Savannah-Jacksonville-Orlando to the west coast of Florida. New Orleans-Nashville section to run via Mobile. Trains could use best of equipment available with arrival of Superliners on the Chicago-West Coast trains.

---

OARP RAIL TRIP REPORT FORMS help us keep tabs on the trains. We'll send you 4 forms if you send us a business letter size SASE.

Want more? Put another stamp on it. Fill 'em out after each rail trip you make and send 'em in to OARP. These reports are very valuable to us as we try to get improved services for rail passengers on the trains through Ohio and on trains used by Ohioans! Yes, we like to hear good reports too; and we'll pass along comments regarding services "above and beyond".

---

We regret the delay in getting this issue out and in getting recent dues and donations checks processed. Your President has been swamped with work; OARP, school, ORTA, and church. The salaried duties come first, like it or not.

AMTRAK TO ACCELERATE

Amtrak's Board of Directors is considering a "possible conversion" to operating on the Lake Shore

At the same time, the management to "procure" funds in fiscal year to chase new low level cars or to convert to high level cars for at least 10

The action authorized to employ personnel and its Beech Grove, Indiana the passenger cars instead of the old-steam-heating system three cars per week

The conversion work started has already cost \$11.9 million, and are projected to cost \$10 million to upgrade.

A total of 136 cars under the program are exclusively on the and the Broadway Line cars would be converted Florida trains if not available. In single-level cars on the Florida trains, approximately 150 cars

---

CHANGES IN THE OARP

Our CLEVELAND area  
JAMES H. STEVENSON  
192 FRANKLIN DRIVE  
BEREA, OH 44017  
216-234-5885

Our MEMBERSHIP SERVICE  
GARY D. AMATORE  
1683 COLONIAL DRIVE  
BUCYRUS, OH 44822  
just moved - no phone

---

History was made as Ohio's newest SPENCERVILLE & the first four-ered hopper cars (ing marks in red) was present for the with Karl Gelfer, and several S & E

AMTRAK TO ACCELERATE EQUIPMENT PROGRAM FOR TRAINS IN EAST AND SOUTH -----

Amtrak's Board of Directors has approved a program to permit the "earliest possible conversion" to electric heating and air-conditioning of equipment operating on the Lake Shore Limited and the Broadway Limited.

At the same time, the Board directed management to "proceed with a request for funds in fiscal year 1980 to purchase new low level, long-distance cars or to convert to head-end power enough cars for at least two Florida trains."

The action authorized management to employ personnel and acquire material at its Beech Grove, Ind., shops to convert the passenger cars to electric heat, instead of the old-fashioned and costly steam-heating systems, at the rate of three cars per week.

The conversion work for the Lake Shore Limited has already been budgeted for \$11.9 million, and the Broadway cars are projected to cost roughly \$9 million to upgrade.

A total of 136 cars would be converted under the program of the cars were used exclusively on the Lake Shore Limited and the Broadway Limited. Another 162 cars would be converted for use on two Florida trains if new car funding were not available. In the event that new, single-level cars were purchased for the Florida trains, an order for approximately 150 cars would be needed.

To convert existing equipment, Amtrak would hire about 200 additional people at its Beech Grove Shops as well as acquire a greater inventory of material for the project.

The conversion process involves taking an old passenger car, removing steam-heat lines and outdated electrical equipment, and substituting an all-electric system using all new parts. The cars can then operate with a much higher degree of reliability and comfort, similar to the dependability Amtrak found in Amfleet cars. When the conversion is made, the old cars are also given other mechanical attention if needed, including new wheels, springs, and plumbing, as well as a thorough cleaning, new paint and refurbished interior.

Amtrak expects the first fully converted train to begin service on the Lake Shore Limited route in mid-1979.

CHANGES IN THE OARP DIRECTORY -----

Our CLEVELAND area coordinator:  
JAMES H. STEVENSON  
192 FRANKLIN DRIVE  
BEREA, OH 44017  
216-234-5885

Our MEMBERSHIP SERVICES chairman:  
GARY D. AMATORE  
1683 COLONIAL DRIVE  
BUCYRUS, OH 44820  
just moved - no phone yet

History was made September 2nd, 1978, as Ohio's newest shortline railroad, SPENCERVILLE & ELGIN took delivery of the first four of fifty leased covered hopper cars (grey with S&E reporting marks in red). Your OARP president was present for the occasion, along with Karl Gelfer, S&E's Carl Freshour, and several S & E employees.

OH, THOSE DIRTY DOGS! -----

Two incidents connected with the ICC hearings on the USDOT Amtrak Report this summer are being widely reported, much to the chagrin of the "BUS" people:

At Miami a parade of witnesses all expressed a pro bus - anti rail testimony. Some admitted they were ex or present Greyhound employees. Then one nice lady in the course of her testimony stated right out that Greyhound had paid her way from West Palm Beach to come and testify!

In Tampa, a similar anti rail parade testified; then during the noon recess, unsuspectingly lunched at the same restaurant where the ICC hearing examiner and a companion had gone. The two noted that a Greyhound driver ushered the witnesses in, and also watched him pay for the party's food upon leaving!

These items courtesy of SETC's Track 4 and SWRHS's Clearance Card.

OARP's HANDY STATION - FINDING MAPS  
NOW AVAILABLE IN A NEW FORMAT

We've consolidated our How-To-Find-The-Station maps and related pertinent information into two large folders. These folders are called "OARP RAIL TRAVEL GUIDE TO OHIO AND ADJACENT STATES - 1 & 2". The "1" folder covers Amtrak's Lake Shore, Broadway, and National Limited routes and includes information on Canton, Cleveland, Columbus, Crestline, Dayton, Elyria, Erie, Fort Wayne, Indianapolis, Lima, Pittsburgh, Richmond and Toledo. The "2" folder covers Amtrak's Shenandoah and Cardinal routes plus Louisville, KY, for the Floridian and Auto-Train and includes information on Athens, Chillicothe, Cincinnati, Huntington, Louisville, Marion, Maysville, Muncie, Parkersburg, Peru, Richmond, South Portsmouth and Tri-State Station at Catlettsburg, KY.

Both folders 1 and 2 include a map of all Amtrak routes in Ohio plus local phone numbers and ticket office hours for all attended Amtrak stations listed. Many of the maps have been simplified now that ODOT and other highway transportation agencies have erected green-and-white "Amtrak" directional signs along most key highways in most of the cities having Amtrak stations.

We estimate roughly that it costs OARP about \$0.051 (printing and folding) for each RAIL TRAVEL GUIDE, so if you'd like a copy or a quantity, you might chip in a little bit to help defray the expense of producing these handy and informative GUIDES. And, suggestions for improving them, or added information that ought to be listed in them, should be sent to Tom Pulsifer, OARP President.

A business-letter size SASE will greatly expedite sending you your OARP RAIL TRAVEL GUIDES FOR OHIO AND ADJACENT STATES.

OARP's GUIDES will be available at our FALL MEETING in CANTON.

INCLUDE AMTRAK IN YOUR TRAVEL PLANS

PORTSMOUTH - SOUTH PORTSMOUTH HIGHWAY LINK  
CLOSED — FERRY SERVICE TO BE OPERATED

In our July issue we reported as a last-minute BULLETIN that we had learned that the US 23 bridge, also known as the U.S. Grant Bridge, linking downtown Portsmouth, Ohio, with South Portsmouth, Kentucky, was ordered closed to vehicular traffic after many fractures were found in its suspension cables.

A few days after we went to press, your OARP President discussed the matter with ODOT Director Dave Weir and Deputy Director Dick Buchwalter and learned that the closing would be lengthy — the span was definitely unsafe. Your President notified Amtrak officials in Cincinnati and in Washington, knowing that a great percentage of passengers using the station in South Portsmouth are dependent on the bridge, and also that Amtrak people were usually the last to find out about such things. In Cincinnati, Amtrak's Sales Manager Fred Prayer did know about the bridge situation thanks to a call from the Portsmouth AAA which handles Amtrak ticket sales there. Washington did not know about the bridge situation.

Here's how the situation stands now:

The highway bridge over the Ohio River is to be closed, possibly for up to five years. It is not known to OARP whether the span will be repaired or replaced.

A temporary auto-ferry between Portsmouth and the community of South Shore, KY, is expected to be in operation by late September.

OARP has learned that shortly after the span was closed to vehicular traffic, pedestrians were being allowed to cross the bridge. The Amtrak station can be reached quite easily on foot this way; but at this time we do not know if foot traffic is still being allowed to cross.

The next nearest bridge is upriver at Ashland, and that makes it closer to go to Tri-State Station at Catlettsburg, KY, to get the train rather than double-back to South Portsmouth.

We hope this information will be of help to Amtrak passengers from southern Ohio.

YOU SHOULD BE A MEMBER OF NARP IN ADDITION TO BEING A MEMBER OF OARP. INTRODUCTORY RATE \$10. WRITE NARP AT 417 NEW JERSEY AVE., SE, WASHINGTON, DC 20003.

"THE KENTON KAPER"

Remember "The Kenton 6:53"? About how C Railroad Safety Board track and signalling Ohio after we had d had already taken p

the printer with ou R. H. Wright, Actin Board, in a letter of the parties of r

Dear Mr. Pulsifer

The Railroad Safe consolidated Rail Co No. 1402.

The application i signalling change Western Branch, o ndary and on the ndary, at Kenton

Title 49, Code of permits a carrier without a formal may be installed plication, when s nection with trac

The Federal Railr the authority to removal of tracks

The Railroad Safe signalling change protection and sa

Sincerely,

/s/ R. H. Wright  
Acting Chairman  
Railroad Safety B

Now... your OARP Pr BULLFEATHERS! Note ter. We have the P of the proposed cha APPLICATION WAS ACT TION AT ALL of this letter as a complet then why did Conrai place? In your Pre thing is a cleverly t downgrade, destr r service. We c these signalling an tain existing prote

TOO MANY QUESTIONS  
TIONS REMAIN UNANSW

"THE KENTON KAPER" - FINAL CHAPTER RAISES QUESTIONS

Remember "The Kenton Kaper" in our May issue of "the 6:53"? About how Conrail was asking for DOT-FRA Railroad Safety Board permission to make certain track and signalling changes in and around Kenton, Ohio after we had discovered that most of the work had already taken place?

Well, just after we went to the printer with our July issue, a ruling came from R. H. Wright, Acting Chairman of the Railroad Safety Board, in a letter to your president of OARP, as one of the parties of record. Here it is:

Dear Mr. Pulsifer:

The Railroad Safety Board has approved the Consolidated Rail Corporation application, BS-App-No. 1402.

The application is for approval of the proposed signalling changes on the single track of the Western Branch, on two tracks of the Harrod Secondary and on the single track of the Carey Secondary, at Kenton, Ohio.

Title 49, Code of Federal Regulations, Part 235, permits a carrier to remove or install tracks without a formal application. Also, signals may be installed or removed without a formal application, when such changes are made in connection with track changes.

The Federal Railroad Administration does not have the authority to require the installation or the removal of tracks.

The Railroad Safety Board finds that the proposed signalling changes will maintain the existing protection and safety of operations.

Sincerely,

/s/ R. H. Wright  
Acting Chairman  
Railroad Safety Board

\*\*\*\*\*

Now... your OARP President's immediate reaction is BULLFEATHERS! Note the last paragraph of the letter. We have the PROOF that Conrail DID MAKE some of the proposed changes some SIX MONTHS BEFORE THE APPLICATION WAS ACTED UPON! Why was there NO MENTION AT ALL of this? If we consider this whole letter as a complete response, and assume it is, then why did Conrail make application in the first place? In your President's opinion, this whole thing is a cleverly disguised attempt by Conrail to downgrade, destroy and do away with efficient service. We can show that, in our opinion, these signalling and track changes WILL NOT maintain existing protection and safety of operations. TOO MANY QUESTIONS ARE RAISED; AND TOO MANY QUESTIONS REMAIN UNANSWERED.

OARP VERY CONCERNED ABOUT BROADWAY LIMITED'S DISMAL OPERATING PERFORMANCE --

Sunday, July 16th, the WB Broadway Limited was some seven hours late into Chicago. Amtrak had to expend \$4,304 to put up 174 passengers who had missed connecting trains. On the same date, 17 of the 28 Amtrak trains operated by Conrail were over 30 minutes late into their destinations.

One day early in July, Amtrak President Alan Boyd rode the Broadway from Washington to Chicago. The Broadway arrived in Chicago only 17 minutes late!

Maybe Alan Boyd should ride the train every day!

That's not the answer, of course. But we are greatly concerned over the dismal timekeeping of the Broadway this summer. Also, OARP Rail Trip Reports submitted to us on the Broadway have indicated an increasing frequency of equipment breakdowns and malfunctions. Even the traditional twin-unit diners are not immune.

The big problem, however, is Conrail's tracks. Your OARP President has already turned in reports on track defects to the PUCO, and, we understand, the FRA is to be brought in on the matter. Routine maintenance on the Broadway line seems to be unheard of. The tracks are being pounded to bits by a large number of freights with very heavy cars.

We are assembling evidence at this time and will soon write each member of Ohio's Congressional delegation regarding Conrail track, especially on the Broadway route.

AMTRAK SLASHES FALL FARES! GREAT RAIL TRAVEL NEWS FOR AMTRAK PASSENGERS!

Amtrak has announced sweeping new bargain fare incentives designed to lure more passengers to rail travel this fall and winter.

A new system-wide excursion plan slashing fares by up to 40% for round-trip travel became effective September 6th along with reductions in the cost of the U.S.A. RAIL PASS and a less expensive FAMILY PLAN.

Under the new excursion system to be effective through May 25, 1979, one-way fares remain the same with fixed returns priced as \$5, \$10, \$15 or \$20, depending on the cost of the going trip.

ONE-WAY FARE RANGE	FIXED RETURN
\$0 - \$24.99	\$5
\$25 - \$49.99	\$10
\$50 - \$74.99	\$15
\$75 - up	\$20

The special round-trip excursion rates apply to trips at least 250 miles one-way on the same train. Children under 12 pay one-half the special rate. Existing excursion fares offering 25% discounts will remain in effect for many trips under 250 miles and in the Northeast Corridor where the new rates do not apply. The special four-day \$33 N.Y.-Montreal rate is to continue.

On Amtrak's long-distance trains, the special excursion rate is good for 40 days after purchase of tickets with no restrictions on coach travel during peak travel periods. However, there may be fewer seats available at the discounted price on these all-reserved trains at holiday times. There are some restrictions on first-class travel at the lower rates during holiday periods.

Excursion tickets will be honored for 35 days after purchase on Amtrak's short and medium distance routes. Excursion travel will be restricted on these trains Nov. 22-26; Dec. 21-26; Dec. 28-Jan. 2; and April 13-15.

"Public response to the excursion plan tested on several routes demonstrated such an offer will help lure passengers to the more energy-efficient train," said Al Michaud, Amtrak's VP/Marketing; adding, "Our major target continues to be the auto traveler. The new Amtrak fare structure is also designed to be competitive with sharply reduced airline fares."

REDUCED U.S.A. RAIL PASS MAY BE BEST LONG DISTANCE TRAVEL BARGAIN! ----

While the new excursion system offers substantial reductions in fares, the U.S.A. RAIL PASS may still be the least expensive way to travel for persons taking transcontinental trips and for families traveling together.

Prices of the unlimited-travel U.S.A. RAIL PASS have dropped from \$250 to \$169 for 14 days; from \$315 to \$219 for 21 days; and from \$385 to \$259 for a 30-day pass.

The FAMILY U.S.A. RAIL PASS has also been reduced in price. The head of the household pays full fare while accompanying spouse and children 12 thru 21 pay half rate. Children between 2 and 11 pay only \$50 each, regardless of the length of the pass.

The U.S.A. RAIL PASS is good for coach travel on all Amtrak and Southern Railway trains, except Amtrak's Metroliners. Passengers may upgrade their tickets for travel on Metroliners and on club or sleeping cars on a space available basis.

\*\*\*\*\*

Amtrak's regular Family Plan fares are also less expensive this fall. The discount for spouse and children 12 to 21 will be cut from 75% of the full fare to 50%. Children 2 to 11 will pay 25% of the full fare instead of 37.5%. The discounts apply to a spouse and children traveling with a head of the household who pays full fare.

Family Plan travelers must begin their trips on days other than Fridays and Sundays except on trains that operate three days a week. The special family rates do not apply to accommodations charges in slumbercoaches and club or sleeping cars, nor do they apply in conjunction with any other special fare. Family Plan fares are not good for travel on Metroliners.



WIN SOMETHING --

The National Limited has gotten much worse cars. Unlighted diners. Extra long while mechanics to repair the cantar

We'd love to know on Kentucky Fried National's passenger May and mid-August

The ridership at holding strong, of able equipment and keeping; but pass

Then, on August 1 using new Amfleet National, westbound eastbound trip late the 15th.

At last, comfort ing worked! The electrified sleep until sometime late cut off the westbound ianapolis and service to New York.

And the Amdinette ing service, of blecloth and f the "Amgrub", the is most definite



PASSENGERS PREPARE TO BOARD THE "IN-  
AUGURAL RUN" OF AMTRAK'S NATIONAL  
LIMITED WITH NEW AMFLEET EQUIPMENT  
AT COLUMBUS, MONDAY, AUGUST 14, 1978.  
SEVERAL OARP MEMBERS RODE THIS TRAIN  
AS WELL AS THE LAST EASTBOUND RUN OF  
THE CONVENTIONAL EQUIPMENT.  
(Columbus Citizen-Journal photo)

WIN SOMETHING -- LOSE SOMETHING; THAT'S THE WAY IT GOES . . . . .

The National Limited couldn't have gotten much worse this summer. Hot cars. Unlighted cars. Broken down diners. Extra long station stops while mechanics tried in vain to repair the cantankerous equipment.

We'd love to know what Amtrak spent on Kentucky Fried Chicken for the National's passengers between mid-May and mid-August!

The ridership at Ohio points was holding strong, despite the miserable equipment and horrendous time-keeping; but passengers suffered.

Then, on August 13th, Amtrak began using new Amfleet equipment on the National, westbound. The first eastbound trip left Kansas City on the 15th.

At last, comfort! The air conditioning worked! The lights worked! The electrified sleeper worked, though until sometime late this fall, it is cut off the westbound train at Indianapolis and sent back that night to New York.

And the Amdinette offers sit-down dining service, complete with waiter, tablecloth and fresh flowers. But the "Amgrub", though so far ample, is most definitely not ambrosia!

OARP was represented on the "first run" with the new equipment. And we have legitimate souvenirs of this inaugural to give out as door prizes at our Fall OARP Meeting.

Ridership has risen, dramatically! Word of the new equipment spread fast and the people are flocking to ride! An 11 car westbound National of August 18th was reportedly sold out. We have slides of the crowd boarding at Dayton the 19th and two baggage carts piled high with luggage!

But with every win, there's a loss.

Conrail picked the occasion of the inauguration of Amfleet to slap 20mph slow orders on the long-contested 23 miles of National Limited route in Indiana. But, despite this, the train has generally been doing better about timekeeping.

The Washington passengers have to make a change in Harrisburg, but after October 28th, the Washington section will be in service daily, with through cars operating through 30th Street Station in Philadelphia, where the Washington and New York sections of the National will be combined on westbound trips and separated on eastbound trips.

Again, we've achieved improved rail passenger service for Ohioans!

by Karl Gelfer, Columbus, O.  
OARP Regional Coordinator

Once aboard the "inaugural" run of the National Limited, Monday, August 14th, I headed for the Amdinette and breakfast. This was to prove to be the big disappointment of the trip. Instead of several breakfast entrees, such as are available on conventional diners, the Amdinette this morning had only one; Cheese Omelette for \$3.25. That seems a little steep for breakfast. Several others expressed the same feeling. The eggs emerging from the microwave oven proved to be a bigger disappointment. They just didn't taste like eggs you'd get in a restaurant. I've since learned from some National Limited personnel that 95% of the passenger complaint forms that are requested are because of the food services. This should be a hint to Amtrak that something is going to have to be done to improve the dining service on Amfleet-equipped trains.

I'm favorably impressed with the interior appointments on the Amcoaches. There does seem to be sufficient room to stretch out the legs. One shortcoming is the fact that the seats do not recline as far back as they do in conventional equipment. It could present a problem if you were making an overnight trip by Amcoach, and I've heard this complaint from some travelers I know who've taken the Cardinal. I guess that we shouldn't complain because this is the first time in twenty-five years that new passenger equipment has appeared on the New York - St. Louis - Kansas City route.

Incidentally, I returned the same day from Indianapolis to Columbus on the "last run" of conventional equipment on the National Limited. It was in the "usual" style for the summer of 1978; the train was running 1½ hours late, the air-conditioning was out in every car but one, and the diner was very hot and stuffy.

---

A REMINDER! -- Membership renewals are now \$10 (or more if you can increase your support of OARP and our efforts). This became effective May, 1, 1978.

by Paul Bunting, Fairless Hills, Pa.  
OARP, NARP, DVARP, KARP member

Months before Amfleet came to #30 and #31, I had already formed my opinions about Amfleet and decided there was no way I was going to travel overnight in an Amcoach because of the high density seating, small pillows, and (in some Amcoaches) immovable armrests in the middle of the seats, making it impossible to sprawl out over the seat. I'm assuming, of course, that I would have been the sole occupant. So, I opted for a roomette, round-trip, so I'd also have a chance to sample one of Amtrak's recently electrified sleepers.

With sleeper on the rear end, #31 arrived in North Philadelphia 10 minutes late. I boarded and was escorted to Roomette 4 by the car attendant who showed me how to lower the bed out of the wall and asked when I wanted to be awakened the next morning. It was apparent from the car's appearance that Amtrak had done more than simply convert the sleeper from steam heat to electric heat/air-conditioning. The carpeting, drapes, upholstery and even the Lexan windows appeared to be brand new.

Before heading for the Amdinette I conversed with the Conductor, who was most candid about his opinion of Amfleet. "Well, I'll tell you," he said. "For one, I think Amfleet is unsafe. These cars are simply not built as well as the older conventional cars. Second, they weren't really made for long distance travel. People don't have enough room in them. I've seen too many people go to stand up from the window seats and bang their heads into the damned overhead luggage racks. However, Amfleet does ride a bit smoother than the older cars."

I headed for the Amdinette. Waiter W. C. Johnson approached. I thought for sure he was going to ask me if I wished to be seated, but what I heard instead were some well-justified complaints about how nothing had gone right for him today and how badly he wanted to be back in the galley of a conventional dining car.

(continued, next page...)

Bunting Rides the

I was seated at 6:30. I ordered my son my order of food. I called menu at 7:00. I turned, apologizing to the waiter, sir, but that fish was frozen solid like Johnson was not serving. He was most pleased. He was very despondent because of the National's former beverage service.

I thought, here's a good idea. I've probably been serving dining cars for 25 years. A true veteran employee who probably does his best. So, I'll do a dining car a day. I wonder he was. I'd like to be like taking the New York restaurant work at Burger King.

I felt sorry for the waiter. He replied, "You're right! You call this thing is an absolute real blow to my ego."

By 7:30 my order of plastic serving tray and cup. But all the ware was still being. "So, this is what huh?" "It's going to be than that," he said. "Pretty soon they're going to us and you're going there (the counter) self. How do you

He added, "It's a long way to get there is a TV. I'm going out all that galley dinner. That's all I can argue with him."

Back to the sleeper. I got the bed out of the wall and covers in disarray. In my own bed, I guess the Amdinette to be neither comfortable and sleeping was very good. I began to think that the Amdinette was going to be worth it.

Surprise! It was 8:00. I approached the waiter. And we managed to get an amazing seven minutes



Bunting Rides the National (continued)

I was seated at 6:50, gave waiter Johnson my order of fish from the so-called menu at 7:00 and at 7:20 he returned, apologizing profusely. "Sorry sir, but that fish you wanted must be frozen solid like a brick!" Waiter Johnson was not surly or rude. In fact he was most pleasant. But he was simply very despondent over the loss of the National's former "Complete dining and beverage service".

I thought, here's a guy who has probably been serving meals in railroad dining cars for the past 20, perhaps 30 years. A true veteran and a dedicated employee who probably always wanted to do his best. So, Amtrak takes him out of a dining car and in to an Amdinette. I wonder he was depressed. It would be like taking the chef out of a fancy New York restaurant and forcing him to work at Burger King.

I felt sorry for him and let him know. He replied, "You're right, man! You're right! You call this a dining car? This thing is an insult to me. It's a real blow to my ego!"

By 7:30 my order arrived, complete with plastic serving trays and tea in a paper cup. But all was not lost; silverware was still being used! I remarked, "So, this is what it has to come to, huh?" "It's going to come to worse than that," he shot back, "'cause pretty soon they're going to get rid of us and you're going to have to go up there (the counter) and get it yourself. How do you like that?"

He added, "It's a shame. What you've got there is a TV dinner. You're paying out all that good money for a TV dinner. That's all it is." I couldn't argue with him.

Back to the sleeper. I pulled down the bed out of the wall to find the sheets and covers in disarray, but clean. Make my own bed, I guess. I found the roomette to be neither spacious nor cramped and sleeping was very comfortable. I began to think that the \$152 round trip ticket was going to be worth it; well worth it.

Surprise! It was only 6:15am as #31 approached the east side of Columbus. And we managed to arrive in Dayton an amazing seven minutes early! So you

see, Conrail can really operate the National on time, if and when they so desire. After reviewing the Amdinette's limited breakfast offerings, I said the hell with it and went hungry. A breakfast menu without eggs and bacon is not a breakfast menu!

After a day of visiting in the Dayton area I boarded eastbound #30 that same day and the train lived up to its reputation -- it was one hour late. I was once again in the same sleeper, which had been cut off at Indianapolis to be sent back east the same day. The dirt and dust accumulated on the westbound trip remained on the windows but this time, unlike the previous night, the bed was neatly made.

I immediately went to bed. Scioto Tower in Columbus was the last thing I remembered. I awoke to find myself in Huntington, Pa. I didn't realize I was that tired! I missed breakfast, but so what, a microwaved "Amburger" would have to do.

We left Harrisburg one hour late and entered the tracks of Amtrak's own railroad and leaving the tracks of Conrail. We seemed to be loafing. I was right, according to the conductor. Why? The E-60 electric engines are restricted to 50mph between North Philly and Harrisburg because the tracks are not suitable for those locomotives! There are problems from lateral forces the trucks exert on the curves. And the power substations can't generate the power required to push an E-60 over 50mph. The end result; we were two hours late in arriving at North Philadelphia, losing an additional hour because of restricted E-60's -- Amtrak's own locomotive on Amtrak's own railroad! On this trip, anti-passenger Conrail did a better job of handling our train than did Amtrak on its own territory. You try and figure it out!

OR IS IT THE "ZIG-ZAG LIMITED"?????

Due to trackage changes west of the Columbus Amtrak station, the National Limited now must make two back-up maneuvers, morning and night, in order to reach the station platform track from the east-west mainline tracks. So far, the "zig-zag" procedure has been accomplished quite speedily.

In travels around Ohio, it is very evident that the number one concern should be rail safety. All one has to do is look at the condition of the average Conrail track. I have looked at Conrail tracks recently here in Columbus, in Lima and in Newark; and in every city, the track is bad and getting worse.

Saturday, September 2, I visited NS Tower in Lima. This is where Conrail's Pittsburgh-Chicago mainline crosses Chessie's Toledo Division and the N&W's Lima District, just east of the Amtrak station. The track was in deplorable shape. There was no ballast in spots. Many bolts were missing from the rail joint bars and bolts were missing from the angle bars in the crossing itself.

A southbound Chessie freight passed, and brother, you should have seen the cars roll and rock from one side to the other and the tracks wobble up and down! Conrail's track looks bad all through Lima. Not only does the Broadway Limited suffer from failures of its aging equipment, but it also has deplorable tracks to operate on.

September 4th I was in Newark, Ohio. Once again, the Conrail track looked deplorable. The National Limited uses the Conrail line through Newark. As was the case with Lima, the Conrail track through Newark suffers from a lack of adequate ballast. Also there were many decayed and rotten crossties. At the Chessie/B&O crossing in Newark, conditions were better than the crossing in Lima. At least the freights didn't weave from one side to the other as much. But, it appeared there were many loose bolts in the joint bars in Newark, just as in Lima. One wonders if Conrail knows what a track wrench is!

Here in Columbus, all one has to do is watch the freights weave back and forth on Conrail's Columbus-Galion line, part of the proposed 3-C Corridor route. There is much Vinyl Chloride, Anhydrous Ammonia and other hazardous material hauled on this line. It goes through the area just east of the Ohio State University. On the west side of OSU, Chessie's Columbus-Toledo mainline doesn't look

## CAPITAL DISTRICT BULLETIN

**O  
A  
R  
D**

by Karl J. Gelfer  
OARP Columbus  
Area Regional  
Coordinator  
- 67 W. 10th Ave.  
Columbus 43201  
614-421-7080

good either. There are many spots where rotten ties need replacement. Again, loose bolts, missing bolts, unsupported joints and worn rail that should be replaced. Many hazardous materials also travel this route.

What has to be done in order to arouse the average Ohio citizen to the dangers that lurk on rail rights of way? Is it going to take a serious derailment resulting in loss of life and property to arouse the citizenry? I hope not!

In the law that created Conrail there should have been stipulations spelled out in black and white about the upkeep of the track. As far as the State of Ohio is concerned, the lawmakers of our state should be enacting laws that will strengthen the hands of the railroad section of the Public Utilities Commission. There should be legislation that would provide for stiffer punitive action against a railroad if it didn't take action to correct serious track safety deficiencies.

YOU can do your part by carefully observing tracks in your area, particularly those that handle Amtrak trains. Should you see questionable track safety conditions, write it up and send it to Mr. Charles R. Geer, Chief, Railroad Section, Public Utilities Commission of Ohio, 180 East Broad St., Columbus, OH, 43215. Mention the railroad involved and be as specific as possible as to location so a PUCO inspector can easily verify your report.

\*\*\*\*\*

Three changes in State Legislature: REP. HELEN RANKIN (D-Cincinnati) replaces her husband, James, who passed away this summer; SEN. RICHARD FINAN (R-Cincinnati) former House member sworn in to the seat formerly held by SEN. MIKE MALONEY who resigned in August; and REP. DALE VAN VYVEN (R-Sharonville) takes over the House seat vacated by Finan. Democrats control the Senate by a 21-12 margin and the House by 62-37.

Ohio State Senator (D-Columbus) intensive inquiry in Ohio. "The potential exists and I want in government cover our efforts to prevent," said O'Shaughnessy.

Columbus City Council and Charles Mentzer City Attorney requested assistance investigating potential hazards in greater Columbus.

The Federal Railroad Administration awarded \$1.4 million to the Public Utilities Commission may continue on several lines, including the former mainline City and Charlotte only location in Columbus operates over a 10-mile stretch.

The Rochester, NY, published a letter member Tracy Logan OH, following Logan there, commenting on new Amtrak station port.

Cuyahoga Valley Line train runs Saturday November 4th, leaving lot at Independence arriving Hale Farm and arriving Akron 1:00pm. Leaves Akron Farm at 3:30pm, a departure at 5:00pm.

Unless last-minute Conrail's Chicago will come to an end.

Amtrak's VP/Publicist stated a criticism of a recent Wall Street Journal article that ridicules the passenger system.

Ohio State Senator Robert O'Shaughnessy (D-Columbus) intends to push for legislative inquiry into railroad safety in Ohio. "The potential for real tragedy exists and I want to make sure that we in government cover all of the bases in our efforts to preclude such an incident," said O'Shaughnessy recently.

\*\*\*\*\*

Columbus City Councilmen Jerry Hammond and Charles Mentel, Mayor Tom Moody and City Attorney Gregory Lashutka have requested assistance from the USDOT in investigating potential rail safety hazards in greater Columbus.

\*\*\*\*\*

The Federal Railroad Administration has awarded \$1.4 million to Indiana's Public Service Commission so that rail service may continue on several light density lines, including the infamous 21 miles of former mainline between Cambridge City and Charlottesville. Is this the only location in the U.S.A. where Amtrak operates over a light-density line?

\*\*\*\*\*

The Rochester, NY, Democrat-Chronicle published a letter sent them by OARP member Tracy Logan of Yellow Springs, OH, following Logan's rail/vacation trip there, commenting on Rochester's nice new Amtrak station and on the USDOT Report.

\*\*\*\*\*

Cuyahoga Valley Line's steam passenger train runs Saturdays and Sundays thru November 4th, leaving "Value City" parking lot at Independence, Ohio, 11:00am, arriving Hale Farm (Bath, O.) 12:30pm and arriving Akron (Quaker Square) at 1:00pm. Leaves Akron 3:00pm, Hale Farm at 3:30pm, arrives back in Independence at 5:00pm.

\*\*\*\*\*

Unless last-minute assistance is found, Conrail's Chicago-Valparaiso locals will come to an end on October 1st.

\*\*\*\*\*

Amtrak's VP/Public Affairs Ed Edel has blasted a critic's "misuse of data" in a recent Wall Street Journal article that ridicules the existence of a rail passenger system.

Former Amtrak President Paul H. Reistrup has reportedly recently been hired by Auto-Train Corp. as a consultant. A-T plans to enter the railway car rebuilding and repair market at its Louisville site.

\*\*\*\*\*

As a result of a new operating contract with the Central Vermont Ry., the schedule of the Montrealer was speeded up by 55 minutes southbound effective July 30th, with minor adjustments to the northbound schedule.

## **BAGGAGE & EXPRESS**

Visitors to Williamsburg, VA, on weekends can now spend more time sightseeing thanks to revised Amtrak schedules between Williamsburg and Northeast Corridor points.

\*\*\*\*\*

ORTA Board Member and Vice-Chairman William P. Sanzenbacher of Toledo has submitted his resignation, effective October 10th, as he is moving out of the state. He also served on the TARTA Board in Toledo.

\*\*\*\*\*

Amtrak's Board approved a \$2.85 million appropriation for construction of an interconnecting air/rail passenger station near the Baltimore-Washington International Airport. The facility will be served by Maryland DOT commuter trains as well as Amtrak intercity NEC trains.

\*\*\*\*\*

ICC has decided that the Southern Crescent must continue operation for one more year, until August 4, 1979. Passengers report the glory is fading. Message from SouRys Orin O. Kell, Dir. Psgr. Sales & Service, intercepted on Amtrak's teletype, refers pointedly to the recent "adverse ICC decision" requiring continued operation of SR1 and SR2. Not hard at all to tell who wants out of the passenger business.

---

OARP MEETING - OCTOBER 14 - CANTON, O.

AMTRAK SERVING DEARBORN — DETROIT'S NEW SUBURBAN STOP  
Amtrak's Chicago - Detroit trains began serving Dearborn, MI, on July 30th, improving access to passenger trains for residents of Detroit's western suburbs. Four trains stop in Dearborn in each direction daily: the Wolverine, the Twilight Limited, the Saint Clair and the Monday-through-Friday Michigan Executive, a Jackson - Detroit train.

Platforms and a temporary modular station, staffed by an Amtrak agent, were in use on July 30th. A new permanent station will be constructed later.

The stop is intended to strengthen Amtrak's market in the heavily populated Chicago - Detroit corridor by making it easier for suburbanites to use Amtrak to Battle Creek, Kalamazoo, Chicago and other points.

The trains will not carry local Dearborn - Detroit passengers except those ticketed to ride on Amtrak's Niagara Rainbow east from Detroit, and those ticketed to connect with VIA Rail Canada's Canadian National trains departing from Windsor, ON, for Toronto and Montreal. Amtrak stations can issue tickets for travel on VIA CN lines. (see BULLETIN at right)

Amtrak's new station is located at 16121 Michigan Avenue in Dearborn. Parking is available.

BULLETIN! -- The Niagara Rainbow, Amtrak's train between New York City and Detroit, will be discontinued west of Buffalo effective October 1, due to a decision by the State of Michigan to discontinue its portion of the funding when the state's contract with Amtrak expires at the end of September.

The Niagara Rainbow will continue operating on its current schedule between New York City and Buffalo, and service will be extended to Niagara Falls on October 29th as planned.

Michigan and New York jointly funded  $\frac{1}{4}$  of the train's losses.

MEXICO RAILFAN TOUR

A comprehensive MEX designed and planned for October Travel Service, accard B. Thornton, Di vious Mexico group

two private cars, t land, will be used Other lightweight s ished by the Nation

lights of this trip "Thousand Wonders" c ric Railroad and th 89 tunnels and 31 b gun carbuilding sho streetcar ride; and o the Mexico City j subways.

Howard that he does have a available (Ohio is a passenger list) and should not delay an Service, 2936 Bella 73110, 405-732-0566

#### STATE OF MICHIGAN PROMOTES USAGE OF PUBLIC TRANSPORTATION; INCLUDING RAIL

OARP recently received from Michigan's Department of State Highways and Transportation a copy of Michigan's new Public Transportation Map/Directory and the new Michigan Executive public timetable.

The Public Transportation Map and Directory was first developed, published and distributed by the MDSH&T in 1975. The new edition updates travel and transportation information contained in the original publication. The Map/Directory is designed to serve as a tool to increase public awareness and understanding of the availability of Michigan's state-wide system of public transportation services.

The new Michigan Executive timetable indicates expanded rail passenger service to the southeastern Michigan Jackson - Detroit corridor. Indicated in this timetable is service to the new suburban Detroit passenger terminal at Dearborn. Also shown is the SEMTA shuttle bus service which operates as a connection between the weekday "Exec" and major Dearborn area business, shopping and educational centers. This timetable will be reissued effective 10/29/78 to reflect both rail service and SEMTA shuttle bus service schedule adjustments.

Copies of the Map/Directory and the Michigan Executive timetable may be obtained by writing Mr. Scott Hercik, Manager, InterCity Service Development/UPTRAN, Michigan Dept. of State Highways & Transportation, P.O. Box 30050, Lansing, MI 48909.

Other current publications also available are: A. Blue Water Limited Route Brochure, B. Detroit-Chicago Route Brochure, C. BUS/TRAK I Public Timetable, D. BUS/TRAK II & III Public Timetable, E. Intermodal Program Update, F. Dowagiac Intermodal Terminal Brochure, and G. Ann Arbor Cross-Lake Ferry Timetable.

OARP DEPENDS ON YOU AND YOUR FINANCIAL SUPPORT -- RENEW YOUR MEMBERSHIP PROMPTLY!

#### CARDINAL NOW OPERATING

On Sunday, July 16th #51 left Cincinnati up the famed Cheviot the eastbound Cardinal Grove east to Hamilton over the former B&O midnight, the Chess line to rail traffic Cardinal has been n ford daily.

Present on station stops at Proposals have been stand that Amtrak Y ditional data and dicate an interest of these cities, bu al. We hope to hav port in our November

#### OCTOBER 29th TIMETABLE

3: pm (instead of The eastbound Broad rive New York at 1 45 minutes later t schedule of the ea westbound Cardinal the latest we've h

MEXICO RAILFAN TOUR SCHEDULED FOR OCTOBER 8-21

A comprehensive MEXICO FUN-TRAIN especially designed and planned for railfans has been arranged for October 8-21, 1978, by Midwest Travel Service, according to OARP member Howard B. Thornton, Director, a veteran of 40 previous Mexico group rail tours.

Midwest Travel's two private cars, the Mistletoe and the Soonerland, will be used for all travel in Mexico. Other lightweight sleeping cars will be furnished by the National Railways of Mexico.

Highlights of this trip will be the "Trip of A Thousand Wonders" on the former Mexican Electric Railroad and the "Copper Canyon" tour with 89 tunnels and 31 bridges; a visit to the Sahagun carbuilding shops; a chartered Mexico City streetcar ride; and visits to the subway shops of the Mexico City Metro and the new Guadalajara subways.

Howard Thornton has informed OARP that he does have a limited amount of space available (Ohio is already represented on his passenger list) and that any interested persons should not delay and CALL him at Midwest Travel Service, 2936 Bella Vista, Midwest City, OK 73110, 405-732-0566 regarding this rail trip.

CARDINAL NOW OPERATING VIA HAMILTON AND OXFORD

On Sunday, July 16th, the westbound Cardinal #51 left Cincinnati and headed out for Chicago up the famed Cheviot Hill. That evening, #50, the eastbound Cardinal was routed from Cottage Grove east to Hamilton, then in to Cincinnati over the former B&O Toledo Division line. At midnight, the Chessie closed the Cheviot Hill line to rail traffic south of Cheviot and the Cardinal has been running via Hamilton and Oxford daily.

Presently, we have no more to report on station stops at Hamilton and/or Oxford. Proposals have been submitted, and we understand that Amtrak has recently requested additional data and information. Amtrak does indicate an interest in serving either or both of these cities, but so far has been noncommittal. We hope to have some news on this to report in our November issue of "the 6:53".

HOW TO RUN THE RAILROAD - 1978

One day in August our man in Canton, Bill Glasser, encountered a Conrail trackman working on the No. 3 track through Canton's Amtrak station. The No. 3 track is the through siding.

At one point there were no rail bolts on one side of a rail joint bar. The missing bolt(s) were not on the ground.

As Bill watched, from some distance, the trackman walked over to one of the mainline tracks and removed a bolt from one joint bar — then walked back to the No. 3 track and began to install it there.

Bill, curious and a bit concerned about the safety factors involved, walked over to the trackman and casually inquired, "How come you're taking a bolt out of that good mainline track just to use on this crummy siding?"

According to Bill, the trackman grinned sheepishly and admitted, "Gee, I guess you're right. I'd better go back to my car and get one of the new bolts!"

STOPS FOR BRYAN AND DENNISON !!

OARP has just learned from a very reliable source that Amtrak is actively planning for a station stop at Bryan, Ohio, on the Lake Shore Limited route and at Dennison, Ohio, on the National Limited route. That's all we have on this at this time. We hope to have more information on this soon.

JOIN & SUPPORT OARP — WE NEED YOU

OCTOBER 29th TIMETABLE CHANGES... Here's what we've heard so far from Amtrak ---

The westbound Broadway will leave New York at 3:00 pm (instead of 5:55pm) and get to Chicago at 9:05am (instead of 11:55am). The eastbound Broadway will leave Chicago at 4:00pm (instead of 3:30pm) and arrive New York at 12:02pm. ---- The westbound National is supposed to run about 45 minutes later than at present, putting it out of Columbus at 7:35am. The schedule of the eastbound National is to remain pretty much as is. ---- The westbound Cardinal's schedule was slated to be moved up by 1 hour-5 minutes, but the latest we've heard is that this change has been aborted.

STATUS OF PRESENT AMTRAK SERVICE

Thanks to Congressional action, the present Amtrak system and services are safe until October 1, 1979 at least.

At press time we have received nothing yet in regards to the ICC-RSPO hearings on the USDOT Amtrak Route Restructuring Report. We expect to have something to report on this in our November issue.

OARP OFFICERS - GUESTS MEET JULY 22nd in WORTHINGTON

21 attended our midsummer meeting, essentially for officers, at Linworth Junction in Worthington. Incidentally, the owner of this rail-oriented restaurant, Dwight Moody, is an OARP member.

Those attending; Rodg and Doug Sillars, Mr and Mrs John Keller, Tom Pulsifer, Joe Brove, Bob and Madge Wickens, Dean and Pam Denlinger and Mrs. Denlinger, Bill Glasser, Jim Stevenson, Howard Harding, Jim Lewis, Bob van Wormer, Dave Lebold, Jack Kraft, Doug Hudson, Karl Gelfer, and Fred Frayer from Amtrak Sales.

GIVE OARP COFFEE MUGS FOR GIFTS! SPECIAL OFFER GOOD THRU DECEMBER!

We've still got a good supply of white glass OARP coffee mugs with our logo and name, and a modern diesel passenger train printed on them in deep blue.

Regularly we've been asking a \$2 donation to OARP for each mug, or \$3 each if we have to mail it.

But, from now thru the month of December, we'll make a little reduction on two or more sent by mail...

- TWO for \$5.00 donation
- THREE for \$7.50
- FOUR for \$10.00
- FIVE for \$12.50
- SIX for \$15.00
- EIGHT for \$20.00

Save!

We'll have mugs at Canton Oct. 14!

BRIEF SUMMARY OF ITEMS DISCUSSED JULY 22nd

1) Tom Pulsifer, Dave Marshall, Dean Denlinger and Jim Stethem, Attorney, are looking into tax-exemption, foundation status, or establishment of a PAC (political action committee) in relation to OARP's future.

2) Doug Hudson will follow through on a letter from OARP to Ohio college presidents to rekindle student interest in rail travel.

3) Howard Harding suggested anyone speaking in behalf of OARP ought to clear this with at least two officers so as to avoid conflicting statements and present a unified stand at hearings, etc.

4) There is some interest in establishing a committee to develop and print up position papers.

5) There is a need for copies of OARP's Constitution to be printed up. T.R.P. requesting someone who can type stencils and print up and assemble 150 copies (all donated)(ea. copy 6 pgs. snl. sp.) to get in touch with him.

6) Officers desiring business cards to get in touch with T.R.P. very soon. Can get a better price with multiple orders even tho names and addresses are different.

7) Bob Wickens recommended the following be discussed at Fall Meeting: a) What do we do when someone wants "the 6:53" only (subscription)? b) What is our official policy if a member renews for only \$5?

8) 1978 calendar was good, but too expensive. Can we come up with something useful, but less costly for 1979?

9) Discussion topics included; Niagara Rainbow situation, Broadway route conditions, Amtrak sales promotions, the PUCO, OARP's station maps and brochure revisions, and results of the April NARP directors' meet.

RUMOR DEPARTMENT: We understand Conrail "strongarm" tactics are spreading into Ohio in relation to service on remnants of some marginal branches.

Also, we've heard from several sources that Conrail may turn most trackage within Springfield over to the DT&I and at the same time axe the Lon Springfield portion of the old 3-C route. This would prevent Amtrak's National Limited from serving Springfield. We're checking this now. This one could be serious.

OARP PRESIDENT ATTEMPT

Your organization President attended member of the Ohio State Railway Officials program included topics such as Amtrak, Conrail on rail, and national officials.

In 1974, Ohio transportation the establishment of way Officials, the nation, a unique for solutions to intercity through the discussion officials.

Four years after its group of state railroads, teen Northeastern state its regional meeting which was through 9.

Nat Simons, Jr., Executive NCSRO's Policy Commission been an effective agent the rail freight company more responsive to industry in the nation in ending having received some Ohio in retaining liability

"The only people I have heard supporting Amtrak are a few politicians, the railroad unions, the Railroad Passenger Association, which is little more than an welfare organization

Ballard L. Pease regional vice-president Greyhound Lines Inc.

(courtesy UTU)

QUIZ IS REPRINTED IN

The editors of Passenger Train Journal, the paper monthly with a circulation of around 6 we told, thought much of our QUIZ in July "6:53" that they printed it in their latest issue of PTJ.

OARP PRESIDENT ATTENDS STATE RAILWAY OFFICIALS CONFERENCE

Your organization President, who also serves as an appointed member of the Ohio Rail Transportation Authority Board, attended the regional meeting of the National Conference of State Railway Officials in Columbus on July 25th. The program included topics of national and regional importance such as Amtrak, Conrail, future Federal Legislative proposals on rail, and national rail policy.

In 1974, Ohio transportation officials were instrumental in the establishment of the National Conference of State Railway Officials, the first organization of its kind in the nation, a unique forum whose goal is the development of solutions to intercity rail freight and passenger problems through the discussion and cooperation of state railway officials.

Four years after its inception in Columbus, the charter group of state railway public officials representing seventeen Northeastern states returned to Columbus this year to host its regional meeting prior to the second annual national meeting which was held at South Lake Tahoe, September 5 through 9.

Nat Simons, Jr., Executive Director of ORTA and chairman of NCSRO's Policy Committee, noted that the organization has been an effective agent in influencing Congress to extend the rail freight continuation subsidy program and make it more responsive to individual state's needs. Ohio is fourth in the nation in encumbering Federal funds for this program having received some \$18 million to aid shippers throughout Ohio in retaining light density rail freight service.

OARP vs. OhioARP

All input we've received so far, either by letter or by word of mouth, favors the retention of OARP as our organization's abbreviated name.

SO "OARP" IT IS!

No one really objected to OhioARP as an acronym, but felt that as we were the first ARP organized in an "O" state, we should be privileged to retain OARP for our use.

Our good friends in Oregon have been using OreARP officially since their organization got going a few years ago.

"The only people I have heard supporting Amtrak are a few politicians, the railroad unions, and the Railroad Passenger Association, which is little more than another welfare organization."

-- Ballard L. Peyton, regional vice-president, Greyhound Lines Inc.

(courtesy UTU NEWS)

QUIZ IS REPRINTED IN PTJ

The editors of Passenger Train Journal, the slick paper monthly with a circulation of around 6000, were told, thought so much of our QUIZ in the July "6:53" that they reprinted it in their August issue of PTJ.

ORTA SPEAKERS' BUREAU HAS PROGRAMS FOR YOUR MEETINGS

ORTA has announced the formation of a Speakers' Bureau. Programs approximately 30 minutes in length, presented by staff and board members, are available for conventions and exhibitions as well as regional and local civic and organizational meetings.

Presentations on the High-Speed Inter-City Rail Passenger System, as well as programs discussing ORTA's efforts in improving Ohio rail freight service, will include an overall discussion of either the high-speed plan or the freight program, plus a dynamic audio-visual slide show and/or films of high speed trains now operating in Japan and Europe. The audio-visual slide show was presented at this year's Ohio State Fair in the Masheter Building.

If your group would like ORTA to make a presentation at a convention or an upcoming meeting, reserve your date by contacting Ms. Jolene M. Ritchlin, Chief, Liaison Section, Ohio Rail Transportation Authority, Suite 3414, 30 East Broad Street, Columbus, OH 43215. Or call 614-466-5816

OARP FALL MEETING - CANTON, OHIO - SAT., OCT. 14th

# • BUSINESS CAR

future, with ORTA's presentations on high-speed passenger rail. And our morning "open house" at the new Amtrak "Train Station" will focus on the world of rail passenger service of today. Do plan to arrive in Canton in plenty of time to visit this fine new station. I'll take this opportunity to thank in advance Rich Sherwood and Bob Wall, the Amtrak agents, as well as Bob Runnels and Sandy Cala, supervisors, and Rich Tower, superintendent.

Our November issue won't be out in time for the elections, so this paragraph will relate to politics. IN MY PERSONAL OPINION (and not any endorsement of OARP) which is based on what I see and hear and read and people I talk with, DICK CELESTE seems to be much more pro-rail than James Rhodes will ever be. You take it from there.

I've been asked why there's so much on the National Limited in "the 6:53" almost to the neglect of the other Amtrak trains. Well, it seems the National is still where our involvement is and I guess there's always a tendency to report where the action is. Also, it's my personal feeling that by showing in some detail what your Association has done or is doing on a rail passenger service concern, it will help guide others when they face work on concerns of a similar nature. I don't mean to slight the other trains. Perhaps no news is good news. Also, to be very honest, our members haven't provided much input at all on the Cardinal, Shenandoah, Lake Shore, or Floridian over the past several months.

One OARP member, who shall remain nameless, penned a note to his membership blank stating he'd be willing to be active in the work of OARP, "but don't give me any flunky job". Well sir, we do value your support. But I'm sorry if you think all is glamour, fame, peaches and cream. Some of us must do the "flunky" bits. We try to be reasonable about it, but let's face it; a lot of the work connected with the ongoing efforts of OARP must of necessity be classified as "flunky" work -- those routine jobs none of us like, but that must be done.

We can't pay our workers. We do notice that generally those who put the most in tend to get the most out. And oftentimes this is hard when your Association is as spread out all over the State as we are.

It's my policy to recruit "workers" when workers are needed, when assistance is obviously required. I know too well that everyone's time is valuable. That's why I have a tendency to work things as economically and efficiently as possible, all the way around. I know that several of you, who have offered to be active and help with things, wonder why you've never been called. No offense intended! When we do need help, don't worry, you'll hear from us! But neither do we want to waste your time by calling too many for a given task, ending up having everyone in everyone else's way. Or to have people sitting around with nothing to do.

I don't believe any of us are in this only for some "great reward". We see a need for rail passengers to be organized and work together and we're helping meet this need. Yes, there are rewards from time to time, but these generally come only to those who've put in a lot of effort in the first place. The best reward is that which is for the good of the whole Association. Because then, everyone benefits! As we continue to grow in stature and experience there will be more demands placed upon us. We can meet these demands, but it'll take drudgery along with anticipation of "glory" for our Association and for our cause.

P.S. Thanks to all who sent in copies of testimonies before the ICC-RSPO hearings on Amtrak. We've got a file folder full!

thoughts from your OARP President, T.R.P.

Our October 14th meeting in Canton will give us a chance to start building meetings around a theme, admittedly broadly general this time. But our main thrust of the day will be looking ahead to the

CORRECTIONS/In we

forty-six testified ing in Dayton on the Route Restructuring ure should have read Based on information at this time, Dayton HIGHEST in numbers o testified. Pittsburgh SECOND. Counts know ND 70; Pittsburgh 64 Dayton 56; Chicago 40; Miami 35; San Ar , Rock 21; and Cincinnati

\*\*\*

In the Baggage & Exp July issue, the last habilitation of th highways contains an fi should read \$

## CANTON'S NEW AMTRAK

The July 1978 issue contained an illustr article on the offic the new Amtrak "Tra Canton, Ohio on June participation in the noted. We extend o Wojtas, editor of A sending us a few ad of the issue for our

## 21,000 OARP BROCHURE THIS YEAR'S OHIO STA

Thanks to the Ohio I Transportation (and helping in the moven erials out to the Pa 21,000 newly printed , were distributed by in the Washeter Buil first week of this y Fair. We should hav

## STRIKE AFFECTS HILL

pe us been operati few days of the stri personnel, then bus vice was cut back al should contact Amtra



CORRECTIONS/In our July issue we reported that forty-six testified at the ICC hearing in Dayton on the USDOT's Amtrak Route Restructuring Plan. The figure should have read fifty-six. Based on information known to OARP at this time, Dayton ranked FOURTH HIGHEST in numbers of persons who testified. Pittsburgh came in at SECOND. Counts known to us: Minot, ND 70; Pittsburgh 64; Dallas 60; Dayton 56; Chicago 44; Racine, WI 40; Miami 35; San Antonio 29; Little Rock 21; and Cincinnati 20.

\*\*\*\*

In the Baggage & Express page of the July issue, the last item on the rehabilitation of the Interstate highways contains an error — the figure should read \$900 million.

#### CANTON'S NEW AMTRAK STATION FEATURED

The July 1978 issue of AMTRAK NEWS contained an illustrated, feature article on the official opening of the new Amtrak "Train Station" in Canton, Ohio on June 30th. OARP's participation in the event was duly noted. We extend our thanks to Ed Wojtas, editor of AMTRAK NEWS, for sending us a few additional copies of the issue for our OARP files.

#### 21,000 OARP BROCHURES DISTRIBUTED AT THIS YEAR'S OHIO STATE FAIR

Thanks to the Ohio Department of Transportation (and to ORTA for helping in the movement of the materials out to the Fairgrounds) about 21,000 newly printed OARP brochures were distributed by ODOT personnel in the Masheter Building during the first week of this year's Ohio State Fair. We should have printed 50,000!

QUOTE WORTH NOTING: "Those of us who support rail passenger service seem sometimes to work harder for its cause than do those people who provide it."

— Wm. R. Meehan, Yonkers, NY  
(in a letter to the editor of PASSENGER TRAIN JOURNAL, May 1978, pg. 38; excerpt reprinted courtesy of PTJ)

#### ADD TO RAIL COLLECTION WITH UNIQUE AMTRAK TIMETABLES

Collectors of railroad memorabilia can now add a one-of-a-kind timetable to their collections.

Amtrak Northeast Corridor timetables, printed for a reduction in service that never happened, are now on sale.

The schedules carry an effective date of October 30, 1977. They reflect service cutbacks that were planned in response to reduced federal funding. At the last minute, Congress appropriated additional money with the condition that service be maintained at existing levels so the timetables never became effective. Several thousand of the timetables remain in stock and they are now available for sale to collectors.

There are three schedules: New York - Washington (Form 1), Boston - Washington (Form 3), and Philadelphia - Harrisburg (Form 5).

Prices are 40¢ for a single copy of any one form, \$8.00 for a package of 25 of any one form, or \$1.00 for a set of three (one of each form).

Check or money order payable to Amtrak should be sent to:  
Western Folder Distributing Company  
850 West Fullerton Avenue  
Addison, IL 60101

Refer to "Oct. 30, 1977 Collectors' Timetables" and specify form(s) wanted.

STRIKE AFFECTS HILLTOPPER ---- For the duration of the strike against the Norfolk & Western Railway, Amtrak's Hilltopper has been operating only between Washington and Richmond. During the first few days of the strike the train was run through to Tri-State by supervisory personnel, then bus service was substituted for a few more days, then the service was cut back altogether as far as Richmond, VA. Potential passengers should contact Amtrak as to the current status of this train.

ANNOUNCING: OARP'S FALL MEETING & LUNCHEON

SATURDAY - OCTOBER 14, 1978  
 IN CANTON, OHIO 10:00am - 3:30pm

"ACCENTS ON YESTERDAY, TODAY AND TOMORROW"

10:00am - 12:00nn "TODAY"

OPEN HOUSE at the NEW AMTRAK "TRAIN STATION"  
 846 Market Avenue South - free parking

Normally, the new Amtrak station is not open on Saturdays during the day. By special arrangement, Amtrak agents Rich Sherwood and Bob Wall will have the facility open from 10 till noon this day only for a special OPEN HOUSE for OARP. OARP will provide coffee and doughnuts. Good site for Conrail train-watching!

12:30pm "YESTERDAY"

LUNCHEON at HISTORIC BENDER'S turn-of-the-century restaurant in downtown Canton, at the corner of Court and 2nd Street. USE THE 2nd ST. ENTRANCE AND GO UP THE STAIRS. Our luncheon and afternoon meeting will be held in the private dining room facilities at Bender's.

1:30pm "TOMORROW"

1. WHAT'S HAPPENING WITH THE ORTA HIGH-SPEED PASSENGER RAIL PLAN? A report and discussion by Dr. Nat Simons, Jr., Exec. Director of ORTA.
2. AUDIO-VISUAL PRESENTATION BY ORTA ON HIGH-SPEED PASSENGER RAIL; including a film on the Japanese National Railways' Shinkansen "Bullet" Trains, high-speed intercity rail service in France, and ORTA's own sound-slide show.

2:50pm Break

3:00pm Short OARP Business Meeting

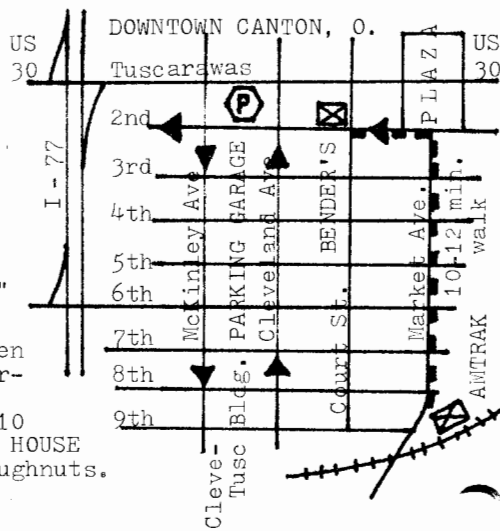
3:30pm Adjournment

DISPLAYS - AMTRAK MATERIALS - ORTA INFORMATION

DEADLINE FOR REGISTRATIONS IS WEDNESDAY, OCTOBER 11!

Notes on PARKING: If it's a nice day, you might wish to park at the Amtrak station and walk uptown to Bender's. It's a comfortable 10-12 minute walk. Or, we suggest parking in the CLEVE-TUSC BUILDING PARKING GARAGE at Tuscarawas St. W. and Cleveland Avenue. It is a multi-level garage and it's only a very short walk to Bender's. Or, try for meter parking along the streets.

Receipts available the 14th, or by SASE thru Oct. 8.



LUNCHEON MENU

Choice of  
 PETITE LUNCHEON STEAK  
 or  
 BROILED BOSTON SCROD

Plus  
 LUNCHEON SALAD  
 OVEN-BROWNE POTATOES  
 CHOICE OF BEVERAGE  
 DESSERT

COST: \$6.00 per person

PLEASE NOTE CAREFULLY!

You MUST register and pay in advance for the luncheon and meeting. Use forms →  
WE WILL HOLD YOUR LUNCHEON TICKETS UNLESS YOU INCLUDE A SASE WITH YOUR REGISTRATION. AFTER OCTOBER 8th WE WILL HOLD ALL TICKETS FOR PICKUP AT BENDER'S BETWEEN 12:00 and 12:30 ON OCTOBER 14th.  
NO REFUNDS AFTER OCT. 11.

Your \$6 includes:  
 Luncheon  
 Tax and Gratuity  
 Coffee and doughnuts at the Amtrak Station.  
 plus a small amount to help OARP defray misc. expenses incurred.

"LET'S BRING AMTRAK OARP'S EXHIBIT AT T  
 "Let's Bring Amtrak theme of OARP's ex Show, sponsored by Transportation Coor -16-17 at the Upper  
 We prepared a speci help greater Clark rerouting Amtrak's service through Spr station stop there.  
 In addition, we pre signatures, to help people of Springfie senger service to r ing the three-day S printing, OARP was plete signed petiti Washington.

Our display also fe ials, including tim courtesy of Tom McG trak Sales. OARP's copies of "the 6:53 available to visitor on rail passenger s work of OARP rounde Quite a few greater bers donated their including; Jim Lewi Mrs Guy Miller, Ray Dean Denlinger, Dan Tracy Logan, and To everybody listed! for his liaison ser Saturday morning wh in Xenia. We opene

REPRESENTATIVE ZEHNN  
 Ohio Representative Springs recently re ton, Philadelphia a inspected high-spee manufacturing opera the Ohio House-Sena high-speed intercit traveled on Amtrak' -Lindenwold commute TurboTrain; all of ceeding 85 miles pe impressed by the fa si can be put in p no ay has already necessary for Ohio "Buck Rogers" solut than they are funct - Tr

"BRING AMTRAK TO SPRINGFIELD" IS THEME OF OARP'S EXHIBIT AT THREE-DAY TRANSPORTATION SHOW

"Bring Amtrak to Springfield" was the theme of OARP's exhibit at the Transportation Show, sponsored by the Clark County-Springfield Transportation Coordinating Committee, Sept. 15-17 at the Upper Valley Mall in Springfield.

We prepared a special informational pamphlet to help greater Clark County area residents push for Amtrak's east-west National Limited service through Springfield and establishing a station stop there.

In addition, we prepared a petition, ready for signatures, to help convince Amtrak that the people of Springfield and vicinity want rail passenger service to return to Springfield. Following the three-day Show, and at the time of this writing, OARP was arranging to present the completed signed petition to Amtrak officials in Washington.

Our display also featured current Amtrak materials, including timetables and rail tour books, courtesy of Tom McGinley and Fred Frayer of Amtrak Sales. OARP's own new Rail Travel Guides, copies of "the 6:53", and our brochure were available to visitors. Our continuous slide-show of rail passenger services in Ohio and on the banks of OARP rounded out the display. We had a few greater Springfield-Dayton area members donate their time to help staff our display including; Jim Lewis, Mr & Mrs John Keller, Mr & Mrs Guy Miller, Ray Kline, Jean Long, Mr & Mrs Dan Denlinger, Dan Benz, Al Wolf, Davey Long, and Tom Pulsifer. I hope we've got everybody listed! Special thanks to Jim Lewis for his liaison services and for "pinch-hitting" on Saturday morning when Pulsifer's car battery died in Xenia. We opened "close" to on-time!

REPRESENTATIVE ZEHNER INSPECTS HIGH-SPEED LINES

Representative James S. Zehner of Yellow Springs recently returned from a trip to Washington, Philadelphia and Montreal during which he inspected high-speed railway equipment, lines and manufacturing operations. Zehner is a member of the Ohio House-Senate Joint Committee studying high-speed intercity rail transportation. Zehner traveled on Amtrak's Metroliner, the Philadelphia-Philadelphia commuter line, and a Montreal-Toronto Metroliner; all of which traveled at speeds exceeding 85 miles per hour. Said Zehner, "I was impressed by the fact that high speed rail transportation can be put in place now, and that the technology has already been developed. It is not necessary for Ohio to look toward complicated 'black box' solutions that are more expensive than they are functional."

— Tracy Logan, Yellow Springs News

USE THESE COUPONS TO REGISTER FOR OARP'S FALL MEETING AND LUNCHEON ON OCTOBER 14th:

Please register ONE person per form!

NAME \_\_\_\_\_ CHOICE OF \_\_\_\_\_

ADDRESS \_\_\_\_\_ STEAK

PHONE \_\_\_\_\_ SCROD

\$6.00 per person

Make checks payable to, and mail to:

OHIO ASSN. OF RAILROAD PASSENGERS Fall 1978  
BOX 653 - XENIA, OH 45385

Check ( ) if you need a receipt.

Please register ONE person per form!

NAME \_\_\_\_\_ CHOICE OF \_\_\_\_\_

ADDRESS \_\_\_\_\_ STEAK

PHONE \_\_\_\_\_ SCROD

\$6.00 per person

Make checks payable to, and mail to:

OHIO ASSN. OF RAILROAD PASSENGERS Fall 1978  
BOX 653 - XENIA, OH 45385

Check ( ) if you need a receipt.

You can make a facsimile or photocopy of these if you don't want to cut up your September "6:53".

## Good Morning

Eye Openers!  
Bloody Mary or  
Screwdriver  
\$1.50

Breakfast prices include  
Chilled Fruit Juice and  
Choice of Coffee,  
Tea or Milk

**Cheese Omelette**  
Breakfast Ham  
Pan Fried Potatoes  
Toast or English Muffin  
Preserves and Butter  
\$3.25

**Blueberry Pancakes**  
with Little Smokies  
Butter and Syrup  
\$2.75

**French Toast**  
with Ham and  
Spiced Apple Ring  
Butter and Syrup  
\$3.15

## Welcome Aboard the National Limited

**A la carte**  
Fruit Juice .30  
Cold Cereal with Milk .60  
Toast or  
English Muffin  
Preserves & Butter .40

AMTRAK'S AUGUST  
AMDINETTE  
ATTRACTIONS



## The National Limited

Enjoy a Cocktail  
before your meal  
\$1.50

Price of Entree includes  
Salad, Roll and Butter,  
Dessert and Choice of  
Coffee, Tea or Milk

To Complement your meal  
We suggest a split of  
Wine, Rose, Chablis  
or Burgundy  
\$1.25

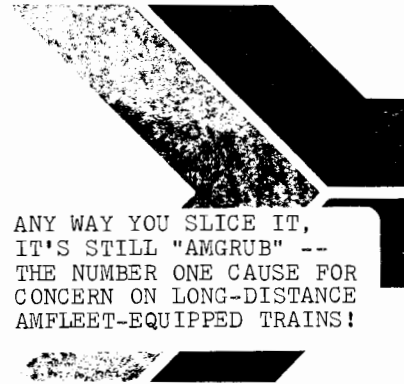
**London Broil**  
Topped with Mushroom  
Sauce, Served with  
Buttered Peas,  
Rissolle Potatoes  
\$4.50

**Breast of Chicken**  
Filled with Old Fashioned  
Stuffing, Broccoli Florettes,  
Candied Sweet Potatoes  
\$4.75

**Filet of Sole**  
With Lemon Butter,  
Parslied Potatoes and  
Glazed Carrots  
\$4.95

## Lunch and Dinner Selections

**Soup, etc.**  
You have your choice of  
a hearty bowl of Nantucket  
Fish Chowder or U. S.  
Senator Beans and  
Ham Soup. Served with a  
loaf of hot French Bread,  
a Ramekin of Butter, a  
Wedge of Baby Gouda  
Cheese, and a Chilled  
Apple for you to slice.  
\$2.25



ANY WAY YOU SLICE IT,  
IT'S STILL "AMGRUB" --  
THE NUMBER ONE CAUSE FOR  
CONCERN ON LONG-DISTANCE  
AMFLEET-EQUIPPED TRAINS!



Please allow approximately twenty  
minutes for preparation of your  
selections

Prices include all state and  
local taxes.  
Major credit cards accepted.

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

# FIRST CLASS