ANOTHER VICTORY FOR OHIO RAIL PASSENGERS — THANKS TO HELP FROM OARP AND FROM OUR FRIENDS!

Two more Ohio cities will be getting Amtrak service very soon. In fact, both new stops are already listed in the current Amtrak time tables, footnoted that service will start at a date to be announced.

HAMILTON is on Amtrak's "Cardinal" route between Chicago and Cincinnati. The former B&O passenger station will be used and will undergo minor refurbishing and platform repair. OARP understands that the Chessie System has been most cooperative in working things out to get the train service for Hamilton. DENNISON lies about midway between Columbus and Pittsburgh on the "National Limited" route. A new small shelter is to be erected adjacent to the former PRR depot and the platforms will be rebuilt once service starts there. Both stops, we understand, will be unattended (no agent) and both will be "flagstops" once the service begins. At this writing, Amtrak has not set dates for instituting rail passenger service to Hamilton or Dennison, but we fully expect:

WHY THE "6:53" IS RUNNING LATE: Your OARP president recently underwent emergency surgery and at the outset wants to take this opportunity to thank all the members and the friends of OARP for the many cards, calls, prayers, and offers of help during this difficult time for him and his family. Shortly after the October 14th OARP meeting in Canton Tom developed a severe bronchial condition which turned into pneumonia — keeping him home and generally "down" for two full weeks. On Nov. 6th, though he said he didn't "feel right", he returned to his teaching duties and survived three days. Early the morning of the 9th "tummy troubles" developed and by mid-afternoon the pain worsened. On advice of his doctor he was taken to the emergency room of Xenia's hospital around 6:00pm and by 10:00pm was in surgery for a strangulated umbilical hernia and appendectomy. Apparently there were some side complications as he spent some recovery time in intensive care and for some time his condition was listed as critical. Later, one nurse remarked that once they had found a Conrail track bolt rattling around inside as one source of the problem, his condition improved remarkably! Tom was released from the hospital Nov. 17th, but was then readmitted on the 20th after further complications developed. He fared better the second time around and was again released on the 26th. His doctor and surgeon say it may be mid-January at the earliest before he can resume complete activities; but while recuperating at home he intends to do what he can with his "infernal typewriter and telephone" for the cause of better rail passenger services for us all. This abbreviated issue is partly Tom's work and partly the work of numerous others who pitched in to help. Under the circumstances, it's about the best that we could all do this time.
HAMPTON & DENNISON (from page one)

get service will be instituted by early Spring 1979. There has already been considerable local publicity in both areas about the coming service. Our OARP member in Hamilton, John Slade, who is to be commended on the very considerable amount of effort he has personally put into helping get Hamilton designated as an Amtrak station stop, reports that a large crowd was on hand the evening of the 16th on November when the eastbound "Cardinal" passed through carrying Mickey Mouse on his highly-publicized cross-country birthday train trip. The train did not stop in Hamilton however. John also reported that on Nov. 25th the Hamilton-Fairfield Jaycees provided buses to take underprivileged children to Cincinnati to board the "Cardinal" for the return trip to Hamilton with none other than Santa Claus and his elves. This event was widely publicized, even the Dayton and Cincinnati TV news crews giving it considerable footage for their evening news programs. It is expected the Dennison stop will draw passengers from a wide surrounding area. It is almost due south of the Akron-Canton area and not far from I-77, a major north-south highway through the area. Don Plotner of the Tuscarawas County AAA has been pushing for the Dennison stop for some time. Though we have no OARP members in the immediate Dennison area, several of our regional coordinators (Dave Loholt, Howard Harding) and some other members have been doing some active promoting for having Dennison designated as a stop. Once again, OARP persistence and cooperation with many others has won a victory for Ohio train riders. It has also shown once again (as with our experiences in Elyria for example) that it is the LOCAL EFFORTS that count in getting rail passenger service proposals to come to fruition. The full credit for getting the new station stops at Hamilton and Dennison must go to our members and friends and the people of these communities and regions. Watch your newspapers for word of service startups. We assume appropriate ceremonies will herald these events.

TIMETABLES AVAILABLE: OARP has a good supply of Amtrak East-Midwest current timetables, known as "Form 7," showing all Amtrak service through Ohio. If you'd like a copy, just send us a business-letter size SASE and we'll send a copy to you. Note that this is the only timetable form we have in quantity.

OARP RAIL TRAVEL GUIDES AVAILABLE: Our RTG's have elicited some good comments, plus some constructive suggestions for the next edition which will probably come about sometime this Spring when service starts up at Dennison and at Hamilton. RTG #1 contains our popular how-to-find-the-station maps for Amtrak's Broadway, Lake Shore, and National Limited lines. RTG #2 has the maps for the Shenandoah, the Cardinal, and the Floridian at Louisville. Want a copy of either or both? Send a business-letter size SASE with your request. We can provide quantities also and have already supplied quite a few Amtrak Travel Agencies with copies.

SIGNIFICANT! -- OARP has learned from Amtrak in Washington that the Dayton Baggage Exemption petition (see full report elsewhere) was the first Amtrak petition dealing with any exemptions from the Ex Parte 277 Adequacy of Service Regulations that went before the Full Interstate Commerce Commission for a ruling.

OARP MEMBER TO THE RESCUE! -- OARP member Greg Thorson of Willoughby came to the aid of a broken-down Conrail freight train at Mentor the morning of Nov. 12th. Seems the freight was suffering from a broken air hose being worked on by a train crew equipped with just a monkey wrench. Behind the freight sat the Lake Shore Limited. Greg loaned the Conrail fellows a hammer, another wrench, and a length of heavy-test fishing line so as to "shore up" the ailing air hose. Success! Greg got his tools back from a grateful CR crew -- and the trains got moving once more.

IN CASE YOU HAVEN'T HEARD -- Maysville, KY, and Valparaiso, IN, among a few other stations, have been redesignated as permanent (no longer experimental) stops.
YOUR OARP president has learned from two reliable sources that the upcoming USDOT Report on recommendations for the Amtrak System (scheduled for public release on or about December 31st) despite the huge and broad-based public testimony and commentary on the first Report, will contain revised recommendations truly more asinine than what was contained in the first Report.

AT THIS POINT, ALL WE KNOW IS RUMOR AND THAT NOTHING IS OFFICIAL. However, we have received the same information from two sources already, on two different occasions, and we have strong reason to believe that what we're reporting on this page (or at least much of it) will come to be fact when the Final Report is issued.

WE HOPE THAT IF THIS RUMORED INFORMATION DOES PROVE TO BE TRUE, THAT WE CAN MOUNT A SINCERE AND CONSTRUCTIVE FIGHT. AND THE ONLY WAY THIS FINAL REPORT CAN BE Fought CAN BE THROUGH OUR U.S. CONGRESSMEN.

WE SINCERELY HOPE THESE RUMORS PROVE TO BE FALSE; BUT OUR SOURCES ARE IN POSITIONS TO KNOW WHAT THE CURRENT THINKING IS, AND WE ARE AFRAID THEY MAY WELL BE RIGHT.

In SUMMARY, here's what would be left as far as Amtrak rail passenger service in and through Ohio:

AGAIN, WE STRESS THAT THE ABOVE INFORMATION IS NOT OFFICIAL; BUT IN OUR OPINION ALL, OR AT LEAST SOME OF IT, WILL BE SET FORTH IN THE FINAL USDOT REPORT.

One of the sources indicated to your OARP president that the USDOT seems to be coming down the hardest on any state or region with especially vocal rail passengers' organizations. We are not afraid of the USDOT. If necessary, we will pass the hat and send some OARP officers to Washington to fight not just to keep what we've got, but to insist on a plan for an improved and expanded rail passenger service system, not just for Ohio, but for America.

Once the USDOT Final Report is issued, we will make a report to you as soon as we can on its content; and advise you as best we can on a course of action. By the way, we also understand the San Francisco Zephyr is still to get the axe, along with the Pioneer and significant portions of the Empire Builder route (down to one Chicago-Seattle train with route modification).
WE’RE TAKING THIS OPPORTUNITY TO THANK THOSE MEMBERS OF OARP WHO TOOK THE TIME AND TROUBLE TO TESTIFY IN PERSON AT THE VARIOUS ICC-RSPD HEARINGS THIS PAST SUMMER ON THE USDOT’S AMTRAK REPORT:

Dave Aiken
Dave Beck
Joe Brove
Dan Carter
Charles Clark
Eric Conrad
Dean Denlinger
T. Handley Diehl
Marvin L. Doudna
Lance Erickson
Ron Garner
Nicholas Gerren
Bill Glasser
Bob Goldstein
Joe Greenwood
Adron Hall
Howard Harding
Doug Hudson
Dan Huey
Tom Jackson
Lawrence Joyce
John Keller
Tom Larson
Linda Leas
Dave Lewis
Jim Lewis
Bev Logan
Tracy Logan

Impressive, isn’t it! I hope we’ve not forgotten anyone; if so, let us know. A few of the above members represent our out-of-state members, some involved actively with other ARPs’, who testified in their own areas. But considering that 56 (out of 430) of our members took time to testify in person, we think that’s great representation and that these people deserve recognition! You should also note that, according to RSPO’s listing, testimony in Ohio was also provided by U.S. Sen. Glenn, U.S. Cong. Tom Lukens, Ohio Reps. Claire M. Hall, Jr., Arthur Wilkowski, and Mark Randall for Rep. James Zehringer; plus Nat. Simons, Jr. for ORTA and Dick Buch­walt for ODOT.

CAN SOMEONE HELP? - Tom Pulsifer needs copies of the July, August, September, October and November 1978 issues of RAILROAD MAGAZINE; willing to pay the newstand price but having difficulty securing these back issues, needs them fairly soon. Can some member assist?

SUPERLINER - Amtrak accepted the first of 284 double-decker “Superliner” long-distance rail passenger cars from Pullman-Standard on Oct. 27. The first train to be outfitted with the new Superliner cars will be the Empire Builder. Revenue service on the Empire Builder with a full train of the Superliner cars is not expected until late winter or early spring 1979.

AUGUST RISERSHIP - OARP notes that only two long-distance Amtrak routes showed ridership increases in August 1978 vs. August 1977. One was our own National Limited, up 1.9%; the other was the Panama Limited, up only 1.7%.

NATIONAL LIMITED - Effective Oct. 29th, daily through coach service began operating between Washington and Kansas City via Philade: a 30th St. Station where the New York and Washington sections of the National are now combined (westbound) and separated (eastbound). The Washington section operates in conjunction with a regular NEC train south of Philadelphia. The National no longer stops at North Philadelphia since full service is provided at the train at 30th Street. The three-weekly Harrisburg-Washington section of the National, operating on the scenic C&PD line, is now history.

NIAGARA RAINBOW - The Rainbow is still operating between Buffalo and Detroit! At the 11th hour, the State of Michigan approved a transpor­tation package in their legislature which included $403-b funds to keep the train operating an additional 90 days. Michigan wants an overnight service between Detroit and New York via Buf­falo and Albany. On Oct. 29th, the Rainbow and the Empire State Express began serving Niagara Falls, NY. Service to Port Erie has been ended.

BUFFALO & SCHENECTADY - Amtrak trains are now serv­ing downtown Schenectady, NY, thanks to New York State funded track improvements that will permit Amtrak trains to operate on a more direct route through Schenectady instead of around it, to travel up to 70 mph. In Buffalo, all trains except the Lake Shore now serve Exchange Street Station in the business district. All trains continue to stop at Central Terminal until a new station is completed next year at Cheektowaga. The Exchange St. Sta. is being rehabil­itated and is presently staffed.

SURPRISE! - Decided to order up to 190 train crews to fill out the order for the additional trains required. These additional trains are to be utilized in the coming winter months, replacing the defunct late-night service previously provided. The additional trains will be assigned to the Empire Builder, which will now operate daily through coach service between Chicago and the East Coast. The original Empire Builder, which operated between Chicago and New York, will be retired.

In July, Amtrak filed a plea for funds, stating that they were short of the necessary funds to keep the trains running. They also requested $403-b funding to support the additional trains required for the coming winter months. The plea was met with mixed reactions, with some lawmakers expressing concern about the cost, while others were more supportive of the request.

The National Limited, which ran between Washington and Kansas City, was also facing financial difficulties. Amtrak had requested additional funding to keep the train running, but the request was not granted. The train was eventually discontinued.

The Rainbow, a train that ran between Buffalo and Detroit, was also facing financial difficulties. Amtrak had requested additional funding to keep the train running, but the request was not granted. The train was eventually discontinued.

The Empire Builder, which ran between Chicago and the East Coast, was also facing financial difficulties. Amtrak had requested additional funding to support the additional trains required for the coming winter months. The request was granted, and the additional trains were assigned to the Empire Builder.
SURPRISE!  I.C.C. DENIES AMTRAK'S BID TO CUT BAGGAGE & EXPRESS SERVICE AT DAYTON

THE RULING: Decided Oct. 26, 1978, and served on Nov. 3, 1978 -- "It is ordered (that) the petition for exemption is denied, without prejudice, up to 180 days, pending possible action by the Ohio Legislature to modify its full crew law. If at the end of that period Amtrak is still not satisfied with the actions taken by the State of Ohio, Amtrak may petition this Commission to reopen the proceeding. Amtrak shall continue to provide service as required by Regulation 13 at Dayton, OH. If service at the Dayton station has already been reduced without the necessary authorization, Amtrak shall immediately begin providing full service at Dayton as required by the Regulation. This order shall be effective on the day it is served."

In July, Amtrak filed a petition, later supplemented, seeking exemption in providing checked baggage service at Dayton. Protests and comments were filed by citizens and groups from Dayton and Ohio including the City of Dayton, State Sen. Neal Zimmer, Jr., Montgomery-Greene County Transportation and Development Planning Program, OARP, Scholastic Magazines, Inc., ORA, the Cooperative Legislative Committee of the Railroad Brotherhoods and Railroad Unions of the State of Ohio. Checked baggage service on The National Limited is provided at Columbus and at Indianapolis without employing baggagemen because by Regulation 13 at the change points, station employees are permitted to handle the baggage on and off the train. Dayton, however, is not a crew change point and in order to provide baggage service on and off the baggage car when the train stops at Dayton, Amtrak must comply with the passenger full crew law of the State of Ohio (Sec. 4999.06 ORC). Amtrak said that the annual cost at 1977 rates for baggagemen on trains 30 and 31 between Columbus and Indianapolis was $65,814. It is your OARP president's personal opinion that this figure is open to question. Amtrak cites revenues from handling baggage and express at Dayton, from April 1977 through March of 1978 at $9,245. So, Amtrak simply concludes it can save $56,569 by eliminating checked baggage service at Dayton. In other states, Amtrak pays one of the necessary crew members a slight additional amount in order to perform additional baggage duties at station stops. Modification of the State Statute would pave the way for this as a solution. The ICC noted that the Dayton station has experienced a considerable growth in ridership due to not only the improvement in the schedule of the National Limited, but also due to the more reliable operation thanks to new Amfleet equipment and revamped conventional sleepers. The ICC also noted that many students would be affected and so would several contract shippers using parcel express service. The ICC criticized Amtrak in not presenting a clear picture of the costs that can be realistically saved by eliminating the service. Even if the Statute was changed, Amtrak would still not save $56,569, but rather that amount less the additional funds paid that crew member. Plus, if there were no baggage and express services, it would cost Amtrak that $9,245 and very likely more in lost express revenues! The 180 day period will give time now to get to the heart of this matter and be assured that OARP will be actively involved in this regard. And while we are grateful to Amtrak for continuing the baggage service without interruption, we do know for a fact that at least one shipper in Washington, D.C., was told in September by an Amtrak baggage clerk at Union Station that no express shipments were being accepted for shipment to Dayton! We blame this on poor in-house communication as several weeks later the same shipper was able to send a carton addressed to your OARP president from your OARP package express. So, once again, OARP has helped achieve a victory and preserve a needed service for passengers.
**OARP ARCHIVES GROW WITH GIFT**

Jim Stevenson has made a donation of various B&ORR Track Charts from the period 1950-1959 to OARP's "archives". The charts cover B&O's St. Louis Division mainline, the Springfield and Shawneetown Branches and the Louisville Sub-division; also the Toledo Division mainline and part of the Wellston Subdivision. We thank Jim for this addition to OARP's growing collection of historic railroaddiana and reference materials.

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**YOU MAY STILL BE ABLE TO GET**

a copy of the ICC-RSP report "Evaluation Report of the Secretary of Transportation's Preliminary Recommendations on Amtrak's Route Structure" by sending a copy immediately to the ICC, Rail Services Planning Office, 1900 L St., N.W., Washington DC 20036. It will speed up the process if you enclose a self-addressed mailing label.

In summary, principal RSP recommendations were:

1. Incentive conditions for Amtrak to be established with positive-incentive conditions; and
2. A permanent permanent funding process for Amtrak to be established with positive-incentive conditions; and
3. Incentive conditions for Amtrak to be established with positive-incentive conditions; and
4. Final recommendations for optimal routings should meet social and environmental needs of communities and individuals affected; and
5. The Secretary of Transportation should initiate efforts to assure continuation of essential services provided by the bus industry.

The last recommendation has pretty much silenced the bus boys in their anti-Amtrak attacks.

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**CONRAIL INFLUENCE AND POWER SUPER-EFFECTIVE**

Despite inability to turn a profit (by TRP)

Conrail is going to great lengths to get Amtrak off its Pittsburgh-St. Louis line. The latest tactics include punishment of their own engineers working the National Limited if they are caught exceeding speed limits or slow orders by even 1 mph between Dayton and Indianapolis. Slow orders are arbitrarily slapped on some segments of the Richmond to Indianapolis line (down to single track now) and there's 10mph running on some segments that crewmen say there's nothing wrong with, that those segments are still good for up to 60mph. No maintenance is being performed on that line, except when absolutely necessary. There are a few legitimate slow orders. One alert OARP member in Dayton overheard on his scanner a conversation between an operator and the dispatcher in Sharonville during which exchange the dispatcher questioned the op's hold on two freights to let the "blanketry-blank Amtrak train" come into Dayton on time. CR inspectors are riding #30 & #31 at random and crews never know when they are being "watched". And this, as far as I know, is not being done anywhere on the Lake Shore or Broadway CR routes. Why is Conrail so 100% determined to go out to get rid of the Richmond line? The power CR wields is beyond belief, and I am sure that this power has been extensively used with USDOT in the preparation of both the Preliminary Amtrak Report and will be used on the Final Report as well. And the Fed's, including Jimmy Carter, keep dishing out millions upon millions to bail out this Corporation. Maybe it should be renamed "Confail". I don't know. As if to add insult to injury, the latest CR power play affects the new Amtrak stop at Dennison. CR did agree with Amtrak that Amtrak could establish a National Limited stop there. Now CR is balking (I don't know if it's outright refusal or not) at signing an agreement to let Amtrak construct a heated shelter and rebuild platforms (at Amtrak's expense) on a portion of CR property adjacent to the former PRR passenger depot in Dennison. This is the only thing which is holding up the start of the Dennison service. Now, the word is that starting January 1, N&W will be sending up to 25 daily train movements through Ham mond, IN, over the CR line between Newm a and Glen. We can be almost 100% sure the operators will be told to favor the freights.

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**AMTRAK AUTHORIZED TO**

the 211-page "Amtrak Hearings" report published by the U.S. Senate. Included were letters and statements from your writer, among others.

**ANOTHER "653" - ON**

NETC from updated stats on the D&H's Colonie-style passenger cars which it was numbered 653. It was a rather unique operation-wise an observer recalls seeing the head-end of a train coupled with heavyweights from the same class, those were the days.

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**ETY WINDOWS -**

requirements for dualproof windows in coaches and passenger cars. OARP has voiced this problem and report for increased safety at the same time. OARP has voiced concerns about the need for safety windows on the cars which they mailed a large quantity of Travel Guides (standards) which they mailed to Congress and their agencies as an example of safety to emulate.

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**N&W STRIKE AFFECTS**

early September, when a new round of the National Limited contract expired. While New York and Indiana members met at Martinsburg on solid St. Louis and Cumn ock trains through.

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**ATR SAYS NO**

a hearing at a new Clevel an, Nov. 27. Adams said there was a federal government in the multi-billion dollar system for Ohio by the Ohio Rail Authority. Too costly.
AMTRAK AUTHORIZATION - We've received a file copy of the 221-page "Amtrak Authorization Hearings" report (Serial 95-125) published by the U.S. Govt. Printing Office. Included with the testimonies and statements for the record is a letter from your OARP president.

ANOTHER "653" - Our good friend Walt Zeh, activist with the NETC from upstate NY, reminds us that the D&H's Colonie Shops built an English-style passenger 4-6-2 in 1931 and it was numbered 653. At the time it was a rather unique locomotive, both operation-wise and in appearance. Walt recalls seeing the 653 many times at the head-end of a 15-car Montreal Limited with heavyweight sleepers. Ah... those were the days!

ETY WINDOWS - Late in September, the USDOT proposed requirements for installation of vandalproof windows in locomotives, cab­ooses and passenger cars. For some time, OARP has voiced concern over this problem and has communicated support for increased passenger safety while at the same time urging increased concern about the vandalism problems which thus results in the need for safety windows.

WE MUST BE DOING SOMETHING RIGHT - At the request of the Minnesota ARP, we sent them a large quantity of our Rail Travel Guides (station map folders) which they mailed out to their membership with their October newsletter as an example of a project they could emulate.

N&W STRIKE AFFECTED TWO OHIO TRAINS - Late in September, during the clerks' union strike against the N&W, the National Limited operated only between New York and Indianapolis and the Shenandoah only between Washington and Martinsburg on account of picketing at St. Louis and Cumberland. Other Amtrak trains through Ohio were not affected.

BROCK ADAMS SAYS NO $$ FOR OHIO PLAN - Speaking at a news conference in Cleveland, Nov. 2nd, USDOT Sec. Brock Adams said there was no chance the Federal government would help finance the multi-billion dollar high-speed rail system for Ohio which is planned by the Ohio Rail Transportation Authority. Too costly, said Adams.

AMTRAK AUTHORIZATION - Though the attendance was not that great (35), many who did attend our Fall Meeting on October 14th agreed it was one of our better meetings. The day began with an OARP "Open House" at Canton's new Amtrak "Train Station", hosted by agents Rick Sherwood and Bob Walls and Amtrak Sales Manager Fred Prayer. Coffee and doughnuts were provided by OARP. A couple of passing freights were provided by CP. At noon everyone moved uptown to Bender's Restaurant for our luncheon and afternoon meeting. Our main program dealt with what's happening with the ORTA high-speed rail passenger plan. This was presented by Lloyd Wallace, Chief Engineer/Program Planning & Design for ORTA, assisted by Ms. Mia Kapusta of ORTA's Liaison Section. ORTA's passenger rail slide presentation was shown, along with two fine films of high speed passenger trains in France and in Japan (Shinkansen). Extensive questions were ably handled by the ORTA representatives. Though we had expected Dr. Nat Simons, ORTA's Executive Director, to attend our meeting; last minute circumstances prevented his attendance. We appreciate the fine presentations by Mr. Wallace and Ms. Kapusta. Two items of OARP policy were voted on in our business meeting. It was approved unanimously that anyone wanting just a subscription to "the 6:53" (and who does not want to be listed as an OARP member for personal reasons) must pay the same rate as members do, but to make it plain on the membership form that they want a subscription only, or we will assume they are to be listed as a member. It was also approved unanimously that a tactful and polite (of course!) letter be sent to the handful of members who have renewed for just $5 after the renewal minimum was increased by unanimous vote last April, to $10. The Treasurer's statement for the period from April 1 to October 11 listed dues and donations income of $2,906.62 and disbursements of $2,896.53, leaving a balance of $70.09.

Door prizes were generously donated by Rick Sherwood and everyone in attendance received a souvenir Press Pass used by Amtrak for its Amfleet inaugural on the National Limited.
Amtrak is again issuing a dramatic and colorful calendar for 1979. It will again be available to rail buffs, friends of the railroad, and to the general public. The 1979 calendar measures 24" x 33", is in vertical format, and has the entire year on display. The top half of the new calendar features a full-color painting of Amtrak's National Limited rounding Horseshoe Curve. The original water-color was painted by noted rail artist Gil Reid. The 1979 calendar is printed on heavy paper. Cost of the calendar is $4.00 (includes tax and postage) and may be ordered by mailing a check for that amount, together with your name and mailing address, to AMTRAK CALENDAR, c/o WESTERN FOLDER, 950 W. PULLMAN AVENUE, ADDISON, IL 60101. Amtrak expects its calendars to be off the presses in early December.
An additional $45 million to expand a metroliner upgrading program and to buy seven more high-speed electric locomotives to pull Amfleet trains in the Northeast Corridor.

DEEP FOREST TOledo BUS/Trak - Starting on Oct. 29th, a new Bus/Trak service was begun between the Detroit Amtrak station and the Lake Shore Limited at Toledo’s Central Union Terminal. All interline ticketing is available for the connecting bus service which is operated by Greyhound. Schedules appear under the Lake Shore Limited schedule in all Amtrak timetables. The daily “Lake Shore Shuttle” leaves Dearborn at 6:55pm, arrives Detroit at 7:15pm. The north­bound “Shuttle” leaves Toledo at 11:55am and arrives Detroit at 1:55pm. The “Shuttle” is part of Greyhound’s regular intercity service and also stops at the Detroit and Toledo Bus Stations. This new service was arranged primarily by the Michigan Dept. of State Highways and Transportation’s Intercity Service Development/UPTRAN.

Natale Articles PRAISED - Cleveland PRESS reporter Tony Natale recently did a series of articles describing his Amtrak ride across the U.S.A. with his family. Members Mark Adamcz, Bob Braden, Jim Stevenson and Al Mladineo all wrote letters in praise of Natale’s articles which were printed in the PRESS, along with similar letters from other PRESS readers.

DEARBORN IS BOOMING! - Amtrak reports that business is booming at its new suburban Detroit stop at Dearborn. More than 3,700 passengers boarded or left trains at Dearborn during October alone!

CHESSIE FERRY SERVICE CUT - Subject to ICC review, Chessie has been given permission to end passenger, auto and freight car ferry service between Ludington, MI, and Milwaukee, WI. Ferry service will continue between Ludington and Manitowoc and Kewaunee, WI.

MERGER PLANNED - Chessie System and the Seaboard Coast Line have announced merger plans.

GRADE CROSSINGS - Your OARP president submitted comments for the record to USDOT’s Federal Highway Administration (Docket 78B) concerning effectiveness of rail-highway grade crossing signals prior to a Federal study recommending new standards for protection devices.

STICKY! - A Conrail derailment on Oct. 7 spilled 28 cars and 2.3 million gallons of corn syrup all over the interlocking at Heath, OH, just west of Newark. For two days the National was detoured Pittsburgh-Canton-Crestline-Columbus, delaying the train up to 9 hours on account of the reroute. Member Bill Glasser was on hand at the Canton Amtrak station when the National stopped there on Sunday morning.

TO H-- WITH THE PASSENGERS! - We have noted recent news articles here and there that seem to indicate the airlines are beginning to treat passengers the ways the railroads did during the sixties. More and more passengers are getting bumped and service in general is reportedly deteriorating.

RAIL TRAVEL NEWS - Some OARP members who also subscribe to RTN have asked about RTN’s recent irregular publication schedule. At this writing, we cannot provide an answer, though we recently received their issue #180.

KGL CUTBACK? - On Nov. 10th the Rio Grande filed for discontinuance of their Rio Grande Zephyr’s tri-weekly service between Grand Jet., CO, and Salt Lake City, UT.

NEED US IN ST. LOUIS... - but not at old Union Station. On Oct. 31, Amtrak moved out of the historic, but deteriorating, edifice and now operates in and out of a temporary modular station adjacent to the former 12th St. Station next to Union Station. New tracks and platforms are in place and will reportedly be used when a new permanent station is built on the site. The future of old Union Station is in doubt due to the developer going bankrupt.

NATIONAL’S SLEEPERS - Starting Nov. 10th for #31 and Nov. 12th for #30, the National had its sleeping car service extended all the way to Kansas City. Since mid-August, due to a shortage of electrically equipped cars, the sleepers had been running only as far west as Indianapolis.
Our advocate Joseph V. MacDonald and his wife have both been memorialized by Amtrak's naming two sleeping cars in their honor. The cars are appropriately assigned to the Montrealer pool, a train which MacDonald fought very hard for.

JAPANESE SEEK ROLE IN OHIO PLAN - A delegation from Japan's National Railways recently made a presentation to ORTA and Ohio legislators in an effort to secure a technical consultant role in Phase Two of ORTA's High-Speed Passenger Rail System Plan. ORTA, in a late September Board meeting, designated the Cleveland firm of Dalton-Dalton-Newport as prime consultant for Phase Two.

LIMA AREA TRACKS GETTING ATTENTION - Our man in Lima, John Keller, has reported that Conrail's horrible track conditions in the greater Lima area are finally getting some attention, perhaps partly because OARP and others have complained so much about unsafe conditions. The famous (from a safe distance!) "dancing diamonds" at the CR-B&O-NW crossing just east of the Amtrak station are due for replacement (thank God!). Grade crossings in the area will also be resurfaced.

PENN CENTRAL COMES OUT OF THE RED, MINUS RAILS - It has been widely reported that the Penn Central Corporation, in their hard-earned railroad operations, has come out of bankruptcy; however, one disturbing note is that they still hold a lot of railroad lines as real estate. We have learned that PC has doubled the rent on the portion of the Valley Junction-Connersville line used by the Whitewater Valley tourist railroad. The same fate may befall the proposed Little Miami archaic structure. Amtrak may be forced to build a station within the station in order to bring down the high operating costs for the facility.

ORTA REORGANIZED - Our friends in Texas have reorganized TexARP and we have received Vol. 1, No. 1 of their new newsletter, TexARP TOPICS. We exchange newsletters with TexARP and with many other ARPs across the country. TexARP's address is P.O. Box 6130, Houston, TX 77208. Jim Hofmeister is Chairman of TexARP.

CARTER APPROVES FUNDS FOR CORRAIL - Pres. Jimmy Carter has approved $1.2 billion in federal subsidies over the next five years to help bail out Conrail, which, incidentally, posted a $325.4 million loss for the first nine months of 1978. CR indicates it hopes to be profitable by 1982.

JOIN OARP & HELP WORK FOR BETTER PASSENGER TRAINS! New members $5 for your first year, $10 thereafter.
It's no fun to be sick, or to have surgery and have to be in the hospital awhile. But I had no choice, and the two weeks I spent in the hospital have put me well ahead on the road to recovery. And the stay wasn't so bad after all and I did manage to lose about 24 pounds so I've got a good start in that respect!

Well, the best man won, I guess. I knew the race for Ohio governor was going to be a very close one. It was a good race, and as one OARP member reminded me, you have to cast your vote not just on the basis of railroads alone. And he's right, of course. Now that James Rhodes is back in command, we're going to have to work to convince him that railroads are just as important as highways, jobs and progress. I found out just today that this task just might be a little easier than I thought. One of our more active Cleveland OARP members informed me that the new lieutenant governor, Voinovich, has some degree of interest in rail matters. That's good news!

And, you remember, the USDOT's forthcoming Final Report on Amtrak Restructuring; I'm getting MAD! MAD because of the ways things seem to be going in the face of so much public input on the matter this summer. MAD because I'm not sure what will happen if Congress rejects this Final Report -- then what happens? MAD because we don't know who at the USDOT has been responsible for preparing these Amtrak Restructuring Reports -- it is evident that competency is not a valued criteria for those responsible. MAD because once again people's faith in government has been turned off -- remember the "Floridan" hearings with the toll-free numbers you could call and give input regarding the Chicago-Florida passenger service; and after that was all said and done, the train was recommended for the axe, despite much constructive input from the public?

YOU'RE RIGHT -- WE'LL FIGHT FOR OUR TRAINS! AND WE'LL FIGHT CONSTRUCTIVELY AS ALWAYS TO GET IMPROVED TRAINS! Though our faith in the "system" will be tested once more, it is always through YOUR support and YOUR assistance that we can come through in the battle and be proud for what we have done for the cause.

Is there anything to the rumors that Brock Adams is to soon vacate the Secretary of Transportation post? I'm not sure at this point. I do know that one of OARP's contacts in New England reports that rumors are circulating there that Carter has discussed the USDOT position with ex-Governor Michael Dukakis of Massachusetts, a good friend of mass transit, by the way. I will say that I, and a good many others, have been extremely disappointed with Brock Adams, especially since the President himself has recently been very vocal about Amtrak, especially in terms of dollars and cents. I care about dollars and cents too, but at this time we need the critical consideration of dollars and sense regarding the future of railroad passenger services in America.

There are a few snowflakes in the air this evening, and I can hear #30 whistling for Towler Road -- right about on time tonight. It doesn't seem possible that it's December already, but it is. I wish the best of everything to you and yours at this Holiday Season.

JOIN OARP and NARP!
**UPDATE ON THE PORTSMOUTH BRIDGE**

Thanks to efforts of ODOT and U.S. Rep. William Harsha, Federal funds have been approved to replace the shutdown U.S. Grant (U.S. 23) Bridge linking Portsmouth, OH, with South Portsmouth, KY. The Amtrak station is within sight of the south end of the bridge. The State of Ohio will pay 10% of the costs for the new span. The entire project will serve as a $30 million demonstration project. Meanwhile, a ferry is in service a short distance upstream from the Grant Bridge, but if the winter is severe, ice floes could shut this temporary service down. Because of the safety hazard, pedestrian traffic is no longer allowed on the closed-down bridge. ODOT estimated that before the shutdown, about 11,000 vehicles used the bridge daily. Amtrak is still providing service at South Portsmouth, however, we still advise that unless you use the ferry service, it is closer for Portsmouth area Amtrak passengers to go to Tri-State (Catlettsburg, KY) to get the train rather than to drive to Ashland and double-back the same distance on the other side of the river to get to the So. Portsmouth Amtrak station.

Midwest Travel Service, 2936 Bel-la Vista, Midwest City, OK 73110, (405) 732-0566, is announcing yet another MEXICO FUN-TRAIN to run Jan. 13-27. These trips, using MWT’s private cars "Wistletoe" and "Joonerland", are usually sell-outs and MWT’s director, Howard Thornton urges interested OARP members to call to be assured of space on this trip. Several Ohio residents, including a few OARP members, have taken these popular trips. MWT sponsors other rail trips and tours as well, not just to Mexico. Call or write Howard Thornton at MWT for complete information on upcoming rail tours.

**LIMO SERVICE TO LINK CLEVELAND’S AMTRAK STATION WITH PUBLIC SQUARE, DOWNTOWN**

Starting December 7th, Yellow Cab Limousine service for Amtrak passengers will link the Lakefront Amtrak station with Terminal Tower in Cleveland’s downtown Public Square. Two limousines will operate connecting with both the morning and evening Lake Shore Limiteds. The service is being sponsored by both Yellow Cab and by Tower Travel Service, with the cooperation and support of Amtrak. The cost for the limo service initially is to be $1.50 per person. "Amtrak Al" Midino of Tower Travel indicated that there is already a demand for this new service even before the start-up date. "The limo service may be closer for Portsmouth area Amtrak passengers to go to Tri-State (Catlettsburg, KY) to get to the train rather than to drive to Ashland and double-back the same distance on the other side of the river to get to the So. Portsmouth Amtrak station.

OARP PRESENTS AMTRAK WITH PETITION

Two representatives of OARP presented the "Let's Bring Amtrak to Springfield, Ohio" petition (containing more than 600 signatures) to Robert Casey of Amtrak at a brief ceremony on Monday, October 9th, at the site of the old NYC-PG depot in Springfield. Casey, who is public affairs director for Amtrak's Central Region, accepted the petition from OARP Regional Coordinator Jim Lewis and OARP President Tom Pulsifer, who organized the petition effort at a three-day Transportation Show at Springfield's Upper Valley Mall in September. Walt Szczesney, director of the Springfield/Clark County Transportation Coordinating Committee, was on hand for the presentation, along with several TCC Board members. Szczesney also presented Casey with several documents to support OARP's position for rerouting the National Limited through Springfield and instituting a station stop there. The National presently runs via an essential line through Xenia, south of the Springfield area. The presentation ceremony received good coverage (though no pictures) in the Springfield Sun and News.

At this writing, we have not had any response yet from Amtrak regarding our pitch for Springfield or reaction to the petition.

**AMTRAK HQ - M. L. W.**

Amtrak's public relations office, and William Wulf, Corporatel Planning Director, president of the division of the Blaclawwer, placed Norman M. Leible, president and chairman of the board as one of the three on Amtrak's Board of Directors.

**LIKE TO RIDE BACK**

National Limited: Yesterday Philadelphia's 30th Street Station. And OARP had a few grippers from our board members who said they were interested in the new Amtrak rails. We understand that the train is selling out quickly. The quick run up from New York to Springfield is now being made. Your Pres. questions the controversy why the train could be relaid. M. L. W. is reported to be in the Spring. The train is said to be conflict. With the interlocking at the Zoo Interlocking, 39th Street. Springfield is the National's latest station. At the Zoo, they are planning to override the Amtrak trains to prevent the train from icing up. The station is being expanded.

**LIKE TO RIDE BACK**

Springfield/Clark County Transportation Coordinating Committee, was on hand for the presentation, along with several TCC Board members. Szczesney also presented Casey with several documents to support OARP's position for rerouting the National Limited through Springfield and instituting a station stop there. The National presently runs via an essential line through Xenia, south of the Springfield area. The presentation ceremony received good coverage (though no pictures) in the Springfield Sun and News.

At this writing, we have not had any response yet from Amtrak regarding our pitch for Springfield or reaction to the petition.

**WINNER!** - Rev. Mike Newton, worth r0 in Amtrak's re-routing contest. "Broadway" Sweepstakes on Amtrak's Board. The winner is a resident of Wooster, Ohio. Last year it was a resident of Columbus, Ohio. Congratulations to him.

**AMTRAK BOARD-INGS**

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WINNER! - Rev. Michael Smith of Wadsworth reported he won a poster in Amtrak’s recent “Take Me To Broadway” Sweepstakes. He also reports his Amtrak rail travels this year have totalled 9407 miles.

TAKE AIM! - Conrail freights in the Wooster area are famous for demolishing trackside buildings. Last year it was the historic PRR passenger depot. On Nov. 18th an errant CR freight partially demolished the signal tower at Big Run, west of town. The Broadway was not affected, except by slow orders on account of non-functioning switches and signals. This news from member Rev. Stephen L. Shields of Wooster.

AMTRAK HQ - M. L. Clark Tyler is now Amtrak’s VP/Government Affairs and William N. Daly is now Jr./Corporate Planning. Thomas J. Lampier, president of the transportation division of the BN Railroad has replaced Norman M. Lorentzen, BN’s president and chief executive officer, as one of the three railroad members on Amtrak’s Board.

LIKE TO RIDE BACKWARDS? - You can, on Amtrak’s National Limited between New York and Philadelphia’s 30th St. Station each day. And OARP has already heard a few gripes from some passengers who object to riding backwards at speed, and we understand train crews are discouraging passengers from turning any seats around. Once the westbound National leaves Philadelphia it is headed forwards, and the eastbound train heads forward into 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple. Your Pres. questioned Amtrak as to why the train could not be “wye’d” at Zoo interlocking, 1½ miles north of 30th Street, then an engine is put on the rear end for the quick run up to the Big Apple.

AMTRAK BOARD-INGS - Pres. Jimmy Carter has nominated M. Athalie Range, Miami attorney, to replace Mary Head, who has resigned from Amtrak’s Board.

VALPO LOCALS STILL RUNNING - At least the last we’ve heard they are. The U.S. Court of Appeals has issued a stay order to keep the weekday Conrail commuter trains running pending full consideration of several suits filed against the service cuts.

NARP CALLS FOR EXPANSION OF AMTRAK - Since many OARP members are also NARP members (those who aren’t should be), we won’t go into much detail on this; other than to report that NARP is calling for the expansion of the present Amtrak system as a vital way to help cure America’s economic and transportation problems and correct the energy shortage. NARP President Orren Beaty stated, “We believe the cutbacks in the USDOT) proposal would lay the foundation for Amtrak’s demise if they were implemented. Large regions of the country would have no service at all and remaining routes would have less -- a result making schedules and trains unattractive to the public.”

By the way, YOU can become a new NARP member by sending $10 (renewals $15) to them at 417 New Jersey Avenue, SE, Washington, DC 20003. Tell them OARP urged you to join.

OARP-NARP-MARP WINTER MEETING - At this writing all we can tell you is that the annual NARP Region VI meeting in conjunction with OARP’s Midwinter meeting and one of MARP’s monthly meetings will again be held in Toledo, probably in February, and there are very tentative plans to have a major Amtrak official as guest speaker. We’ll have details in our January issue.

AMTRAK ENGINES APPROVED - Amtrak’s Board has approved buying 10 new 3000hp diesels and converting an additional 27 SDP-40F diesels to help provide motive power for the company’s new Superliner fleet.

RI’S ROCKETS ARE GONE - At least, the last we heard, the Rock Island won a 3-year battle with the ICC to drop a pair of passenger trains between Chicago and Peoria – Rock Island. Illinois officials have been negotiating with Amtrak for 403s service between Chicago and Peoria via other railroads. End came Nov. 19th.
MEMBERSHIP REPORT - by Gary Amatore, Membership Services Chairman, and others

Each year your president prepares an alphabetical listing of our entire OARP membership as of November 1st. This list is primarily for use by your officers and regional coordinators. This year, since we wanted to do some research into groupings by Zip-code, in the event that we change our mailing status and have to presort everything, etc., we thought you’d appreciate a summary of where our OARP members are, as of November first. Here 'tis:

TOTAL MEMBERSHIP = 430.

MEMBERSHIP BY STATE:

1. OHIO 360
   2. PA 10
   3. NY 7
   4. FL, IL, MA 5 ea
   5. CA
   6. APO(NY)military 3
   7. IN, KY 3 ea
   8. CT, GA, MD, MS, MO, WI, WV 1 ea
   9. AZ, MA

Note: It is our policy not to circulate our membership list outside of the organization, so rest assured that it will not fall into the hands of "mailing list buyers", etc. We print up only enough copies for our officers, plus the NARP regional directors from Ohio, plus a hand full of file copies. Any member who wishes to see the complete list should contact your closest OARP officer or regional coordinator.

REMINDER:

OARP MEMBERSHIP dues are $5 for NEW members, then $10 per year for all RENEWALS. FAMILY MEMBERSHIPS (one subscription to the 6:53) just $5 + $5 for NEW and $10 + $5 on RENEW.

OHIO MEMBERSHIP: grouped by first three digits of Zip-code; number following city indicated number of members; number in parentheses is total for that three-digit Zip-code area.

430 - Delaware 4, Worthington 3, Reynoldsburg 2, Johnstown, Gambier, Mt. Vernon, Granville, Mechanicsburg, Hebron, Urbana. (17)
431 - Lancaster, Washington C.H. (2)
432 - Columbus & Franklin County excluding Worthington and Reynoldsburg 48. (48)
433 - Marion 2, Bellofontaine, Mt. Gilead. (4)
434 - Walbridge, Bowling Green. (2)
435 - Defiance 2, Perrysburg 2. (4)
436 - Toledo 11. (11)
437 - Cambridges, Malta. (2)
438 - none.
439 - Steubenville, E. Liverpool. (2)
440 - Elyria 5, Lorain 2, Chagrin Falls 2, Oberlin 2, Berea 2, Ashtabula, Mentor, Newbury, N. Ridgeville, Willoughby, Novelty. (19)
441 - Cleveland & Gahagahis County 35. (35)
442 - Kent 3, Hudson 2, Medina 2, Lodis, Seville, Stow, Barberton, Wadsworth. (12)
443 - Akron 9. (9)
444 - Warren 3, Niles, Ravenna, W. Farmington. (6)
445 - none.
446 - Wooster 4, Alliance 2, Benton, Kidron, Millersburg. (9)
447 - Canton 8. (8)
448 - Sandusky 6, Huron 3, Bucyrus 2, Ashland 2, Galion, Tiffin, Shelby, Crestline, Bellville. (18)
449 - Mansfield. (1)
450 - Hamilton 4, Oxford 2, Middletown 2, Batavia, Springboro. (10)
451 - Morrow, Mt. Orab. (2)
452 - Cincinnati & Hamilton County 36. (36)
454 - Dayton & most of Montgomery County 48. (48)
455 - Springfield & most of Clark County 10. (10)
456 - Chillicothe 2, Gallipolis, Waverly, Portsmouth. (5)
457 - Athens 2, Belpre 2, Marietta, Guaville. (6)
458 - Lima 5, Maria Stein 2, Ohio City, N. Baltimore, Arlington, Findlay, Minster, New Bremen, Columbus Grove. (14)

IF IT BUGS YOU that there are so few members from your community, why don’t you take a little time and try to help BUILD UP your membership and thereby improve our whole base of support for our efforts. Upon request we will be glad to provide members with OARP brochures and extra copies of the 6:53 in quantity for you to hand out to prospective members.

Our regional Coordinator is Willard Edson, Shore Limited is more reliably than 900% of the time, yea, time at Toledo. Especially going west, pretty good. The Lake Jut-around 16 cars even if it has the famed twin towers a hallmark of the service.

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WAIR, New Jersey

Orren Beatty...
Our Regional Coordinator in Toledo, Willard B. Edson, reports that the Lake Shore Limited is now operating much more reliably than previously. About 90% of the time, the Lake Shore is on time at Toledo. Conrail track, especially going west, is reportedly very good. The Lake Shore is now running around 16 cars every day, and now has the famed twin-unit diners that were a hallmark of the Broadway Limited.

Despite favorable reaction to our 1978 color (Turboliner) calendar, WE ARE UNABLE to produce a calendar for 1979 unless some member steps forward who is willing to underwrite the printing cost (around $300-325) and assume part of that amount as a donation to OARP and who is willing to wait several months for reimbursement. That is the only way we can go with it this year. Contact Tom Pulsifer if you can swing it. Address and phone number listed below.
CONGRATULATIONS to the staff of the Parkersburg, WV, Amtrak Station for winning the "Best Station" Award for the Southern Division's Richmond District. The stations are rated on cleanliness, accounting, efficiency of operation and attitudes of employees. Proudly examining the trophy are (l. to r.) Jeff Coffman, relief clerk, W. Shannon Davis, lead ticket clerk, and Joe Lewis, Amtrak district supervisor, Cincinnati office. (Photo courtesy of The Parkersburg News)