



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

NOV. 1978 DEC.

HAMILTON AND DENNISON WILL SOON HAVE AMTRAK STOPS

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 before service starts here. 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 (continued on pg. 2)

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.

HAMILTON & DENNISON (from page one)
 pect 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 200
 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 Lebold, 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 the most 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 line.
 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
 near Mentor the morning of Nov. 12th.
 Seems the freight was suffering from a
 broken airhose 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 airhose. 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.

IMPOR

THIS IS WHAT WE HAVE
 EFFECTS AMTRAK SERVICE
 THE STATE OF OHIO:

It will be recommended

* these trains will

* the NATIONAL

* the HILLTOPPER

* the SHENANDOAH

* the CARDINAL

* LAKE SHORE LIMITED
 via Buffalo, N.Y.
 Detroit and Battle
 via Cleveland O.

* the BROADWAY LIMITED
 between Pittsburgh
 via Youngstown,
 Toledo, with the
 section operating
 land, MD.

* the FLORIDIAN between
 Cincinnati, Birmingham,
 Atlanta; however, a
 dubious track
 between Indianapolis
 and Cincinnati, the Queen
 left off the Amtrak

* there would be no
 new services in
 other than the
 lined above (i.e.
 ridor service and
 Louisville service)

AGAIN, WE STRESS THAT
 ALL, OR AT LEAST SOME

One of the sources
 OARP president that
 to be coming down to
 state or region with
 cal rail passengers
 We are not afraid of
 necessary, we will
 send some OARP officials
 ton to fight not just
 we've got, but to insist
 for an improved and
 passenger service
 for Ohio, but for A

IMPORTANT!

THIS IS WHAT WE HAVE HEARD AS IT AFFECTS AMTRAK SERVICES IN AND THROUGH THE STATE OF OHIO:

It will be recommended that:

* these trains will be discontinued:

- * the NATIONAL LIMITED
- * the HILLTOPPER
- * the SHENANDOAH
- * the CARDINAL

* LAKE SHORE LIMITED operate via Buffalo, Niagara Falls, Detroit and Battle Creek; not via Cleveland or Toledo.

* the BROADWAY LIMITED operate between Pittsburgh and Chicago via Youngstown, Cleveland, and Toledo, with the Washington section operating via Cumberland, MD.

* the FLORIDIAN be rerouted thru Cincinnati, Birmingham and Atlanta; however because of the dubious track conditions between Indianapolis and Cincinnati, the Queen City could be left off the Amtrak map.

* there would be no additional or new services in or through Ohio other than the reroutings outlined above (i.e., no 3-C corridor service and no Detroit-Louisville service).

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.

GET READY FOR SOME UNBELIEVEABLE NEWS!

GET READY TO PROTEST CONSTRUCTIVELY!

GET READY TO FIGHT!

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:

* No more Amtrak service at CANTON, LIMA, CRESTLINE, COLUMBUS, DAYTON, DENNISON, ATHENS, CHILLICOTHE, HAMILTON.

* Service retained at CLEVELAND, ELYRIA, TOLEDO, and service added at YOUNGSTOWN, but service retention at CINCINNATI is questionable.

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-RSPO HEARINGS THIS PAST SUMMER ON THE USDOT'S AMTRAK REPORT:

Dave Aiken	Jean T. Long
Dave Beck	Art Markley
Joe Brove	Philip Markley
Dan Carter	Dave Marshall
Charles Clark	J. M. Morrison
Eric Conrad	Todd Nicholson
Dean Denlinger	Mike O'Brien
T. Handley Diehl	Manfred Orlow
Marvin L. Doudna	Bill Powers
Lance Erickson	Tom Pulsifer
Ron Garner	Dave Puthoff
Nicholas Gerren	Barney Ransom
Bill Glasser	Bob Schwenke
Bob Goldstein	Ralph Senn
Joe Greenwood	Charles Sheldon
Abron Hall	Richard Simons
Howard Harding	John Slade
Doug Hudson	Bill Stagg
Dan Huey	Bill Staiger
Tom Jackson	Jim Stevenson
Lawrence Joyce	Sam Stokes
John Keller	Mike Weber
Tom Larson	Charles Welsh
Linda Leas	Jim Weyrick
Dave Lewis	Bob Williams
Jim Lewis	Al Wolf
Bev Logan	Malinda Wolf
Tracy Logan	Bob Van Wormer

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 ARP's, 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 Luken, Ohio Reps. Claire M. Ball, Jr., Arthur Wilkowski, and Mark Randall for Rep. James Zehner; plus Nat Simons, Jr. for ORTA and Dick Buchwalter 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 newsstand 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 RIDERSHIP - 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 .7%.

NATIONAL LIMITED - Effective Oct. 29th, daily through coach service began operating between Washington and Kansas City via Philadelphia at 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 the train at 30th Street. The thrice-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 Fort 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 routing thru Schenectady instead of around it, to travel up to 79 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 unstaffed.

SURPRISE!

THE RULING: Decided by the court, up to 180 employees will be laid off with the act of reorganization. The ruling is required by Regulation 101.101 which shall immediately take effect. This order shall immediately take effect.

In July, Amtrak filed a lawsuit against the State of Ohio, claiming that the State was providing inadequate service on The National Limited. The lawsuit was filed in the State of Ohio, claiming that the State was providing inadequate service on The National Limited. The lawsuit was filed in the State of Ohio, claiming that the State was providing inadequate service on The National Limited.

The National Limited service on The National Limited was provided at Columbus, Ohio, without employees because these local change points, and station employees handle the baggage train. Dayton, Ohio, crew change point provide baggage service the baggage car when at Dayton, Amtrak the passenger full State of Ohio (Sec.

Amtrak said that the 1977 rates for baggage 30 and 31 between Indianapolis was \$65, OARP president's position that this figure is high. Amtrak cited the baggage rate from April 1977 to 1978 at \$9,245. So concludes it can be eliminating checked baggage at Dayton. In other words, Amtrak pays one of the new members a slight additional amount.

SURPRISE!

I. C. C. DENIES AMTRAK'S BID TO CUT BAGGAGE & EXPRESS SERVICE AT DAYTON

THE RULING: Decided Oct. 24, 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 its station 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."

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In July, Amtrak filed a petition, later supplemented, seeking exemption from 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 Zimmers, Jr., Montgomery-Greene County Transportation and Development Planning Program, OARP, Scholastic Magazines, Inc., ORTA, and 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 these locations are crew change points, and at such 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 \$65,834. 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 \$56,589 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 \$56,589, 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, DC, 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 Washington to Dayton via Amtrak 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 railroadiana and reference materials.

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

In summary, principal RSPO recommendations were: 1) that a final route structure should be based on social criteria set forth in the Amtrak Improvement Act of 1978 rather than on the criteria used in development of the preliminary recommendations; 2) a permanent funding process for Amtrak be established with positive-incentive conditions; 3) state assistance under 403b should be encouraged; 4) final recommendations for optional 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.

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 enginemen 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 was holding two freights to let the "blankety-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 all 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 Feds, 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 now 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 Richmond, IN, over the CR line between Newma and Glen. We can be almost 100% sure the operators will be told to favor the freights!

AMTRAK AUTHORIZATION

the 221-page "Amtrak Hearings" report published by the U.S. Office. Included were letters and statements for your letter from your

ANOTHER "653" - C

NETC from upstate the D&H's Colonie station. The passenger operation was a rather unique operation-wise and recalls seeing the head-end of a train loaded with heavyweights those were the days

ETRY WINDOWS -

requirements for doubleproof windows on coaches and passenger cars. At this time, OARP has voiced this problem and is working for increased safety while at the same time increased concern about problems which the need for safety will

WE MUST BE DOING

request of the MTA for them a large quantity of Travel Guides (state which they mailed membership with their as an example of emulate.

N&W STRIKE AFFECTS

Late in September, a union strike against National Limited on New York and Indiana. Shenandoah only because Martinsburg on account of St. Louis and Cumberland. Amtrak trains through affected.

BROCK ADAMS SAYS

hearing at a new Cleveland, Nov. 2nd. Adams said there was Federal government the multi-billion rail system for Ohio by the Ohio Rail Authority. Too costly

REMEMBER! OARP appreciates hearing from YOU -- news, clippings, etc. -- but the volume of mail and pressures of time make it nearly impossible to acknowledge submissions. But we still depend on hearing from you!

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.

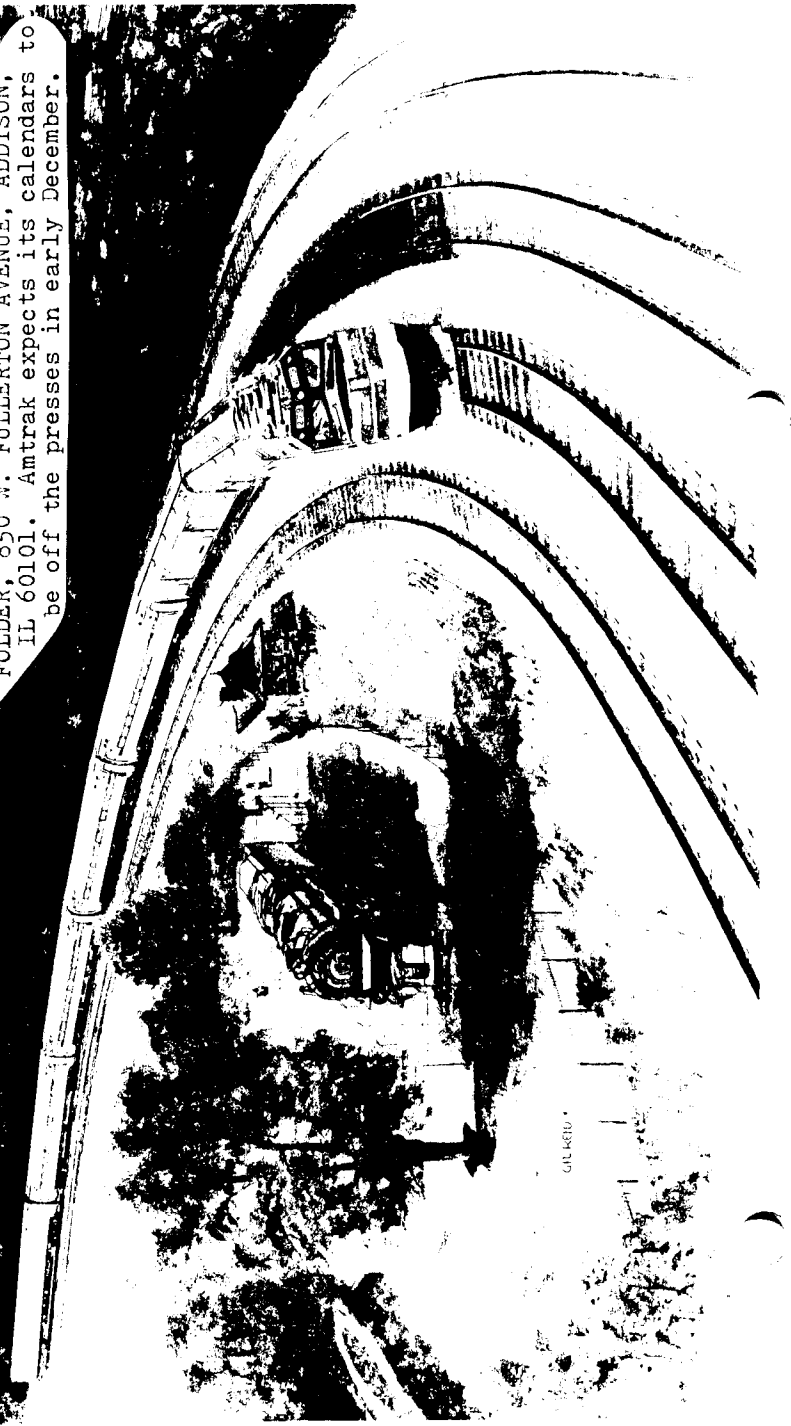
N&W STRIKE AFFECTED TWO OHIO TRAINS - Late in September, during the clerks' union strike against the N&W, the National Limited operated only between New York and Indianapolis and the Shenandoah only between Washington and Martinsburg on account of picketing at St. Louis and Cumberland. Other Amtrak trains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

BROCK ADAMS SAYS NO \$\$ FOR OHIO PLAN - Hearing 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.

OARP HOLDS SUCCESSFUL & ENJOYABLE FALL MEETING IN CANTON

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 Frayer. Coffee and doughnuts were provided by OARP. A couple of passing freights were provided by Conrail! 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. Mila 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 5 to October 11 listed dues and donations income of \$2,906.62 and disbursements of \$2,836.53, 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, 850 W. FULLERTON AVENUE, ADDISON, IL 60101. Amtrak expects its calendars to be off the presses in early December.



AMTRAK EQUIPMENT

an additional \$4 million for a Metroliner upgrade. Amtrak will buy seven more high-speed locomotives to provide service on the Northeast Corridor.

DETROIT-TOLEDO BUS

A new Bus/Trak service will be introduced between the Detroit and Toledo area via the Lake Shore Line. The Central Union Terminal in Toledo will provide full interline service for the connecting bus service. This service is operated by Greyhound Lines and will appear under the Amtrak name in all Amtrak timetables. The daily "Lake Shore Shuttle" leaves Detroit at 6:55pm and arrives in Toledo at 11:55am and arrives in Toledo at 11:55am and arrives in Toledo at 11:55am. The "Shuttle" is a regular intercity service that stops at the Detroit and Toledo Stations. This service is operated by the Michigan Dept. of State Highways and is operated by UPTRAN.

NATALE ARTICLES P

Reporter Tony Natale has written a series of articles about the Amtrak ride across the country. Members of the Natale family, including Jim Stevenson, have written letters in support of the articles which were published in the PRESS, along with letters from other PRESS readers.

DEARBORN IS BOOMING

Dearborn is booming at its new stop at Dearborn. Amtrak passengers boarded Dearborn during October.

CHESSIE FERRY SERVICE

In a recent review, Chessie has announced its decision to end passenger service on the light carferry service between Kingston, MI, and Manitowish. The service will continue to operate between Kingston and Manitowish.

GERNER PLANNED - C

Amtrak has announced that it will have announced...

AMTRAK EQUIPMENT - Amtrak's Board has approved spending an additional \$41.5 million to expand a Metroliner upgrading program and to buy seven more high-speed electric locomotives to pull Amfleet trains in the Northeast Corridor.

DETROIT-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 Amtrak station. Full 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 Detroit at 6:55pm, arrives Toledo's Trak station at 8:30pm. The north-bound "Shuttle" leaves Toledo at 11:55am and arrives Detroit at 1:55pm. The "Shuttle" is part of Greyhounds 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 Adamcik, 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 3,750 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 light carferry service between Ludington, MI, and Milwaukee, WI. Ferry service will continue between Ludington and Manitowoc and Kewaunee, WI.

BERNER 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 5 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.

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

MEET ME 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 REA Building 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.

MacDONALD, WIFE, HONORED - The late Amtrak Board member and staunch rail passenger 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, minus 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 Scenic R.R. between Xenia and Waynesville.

CONRAIL TO VACATE PITTSBURGH STATION - We have learned that Conrail plans to sell its depot in Pittsburgh, presently used by Amtrak. Amtrak wishes to remain at that site, but is faced with \$700,000 a year heating costs for the 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.

TexARP 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 61382, Houston, TX 77208. Jim Hofmeister is Chairman of TexARP.

CARTER APPROVES FUNDS FOR CONRAIL - 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.

Paul T. Zellers, attorney from Youngstown, was reappointed to the ORTA Board by Gov. Rhodes in mid-October. The vacancy created by the resignation of William Sanzenbacher of Toledo, who moved from Ohio, has not yet (as of this writing) been filled by the Governor.

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Amtrak does advertise in Ohio, a little. To publicize their Fall Fares Campaign, newspaper ads were placed in the Cleveland Plain Dealer and Press, and in the Cincinnati Post and the Enquirer. That was the extent of it for Ohio media. Little wonder so few even know that Amtrak even exists in Ohio!

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On Sept. 27th, Board members and staff of ORTA journeyed to Washington, DC, to meet with the entire Ohio delegation to present and discuss the Ohio High Speed Intercity Rail Passenger Program.

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Last issue we said that Amtrak was interested in providing Lake Shore Limited service at Bryan, OH. It now appears that there's also a renewed interest in the stop at Sandusky, but that at present, both projects are on the "back burner". Amtrak presently owns the former NYCRR station and land in Sandusky.

SOME THOUGHTS WHI

It's no fun to be in the hospital a weeks I spent in the road to recov all -- and I did got a good start

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Regarding the USD restructuring; I' things seem to be put on the matter what will happen then what happens USDOT has been re structuring Repor not a valued crit once again people off -- remember t free numbers you Chicago-Florida p said and done, th spite much constr YOU'RE RIGHT -- W FIGHTING CONSTRU Though our faith it is always thro that we can come what we have done

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SOME THOUGHTS WHILE RECUPERATING - from your OARP president

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!

Regarding 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 "Floridian" 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 BE FIGHTING 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 getting quite negatively vocal about Amtrak, especially in terms of dollars and cents. I care about dollars and cents too, but at this time we need some critical consideration of dollars and sense regarding the future of rail 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.



IN PURSUIT OF AMTRAK SERVICES WITHIN OHIO WITHOUT VIOLATING THE CONSTITUTION --

Howard Harding has been delving into this matter at considerable length and into considerable detail. He has carried on extensive correspondence with Ohio's Attorney General William Brown and with Donald J. Guittar, Assistant Attorney General and Chief of the Transportation Section.

As most of you know, The State of Ohio presently cannot enter into a 403-b agreement with Amtrak (to provide state subsidy for a percentage of any losses incurred with the operations of such services) due to a clause in the Ohio Constitution. And, you remember, a Constitutional amendment issue went twice before the voters and was met with defeat both times, however, the margin of defeat was not that wide and if there had been more promotion of the issue at the time, it probably would have passed.

Anyway... Howard and your OARP president are investigating the matter, to see if there might just be some way that the Constitutional issue can be circumvented. So far, we do not have an answer, but we're still working on it.

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 upriver 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 Bella 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 "Mistletoe" and "Soonerland", 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" Mladineo of Tower Travel indicated that there is already a demand for this new service even before the start-up date. "The limos for the first day of operation are already full with advance reservations -- one full week ahead", said Al. Amtrak patrons wishing to use the limo service are requested to book reservations through Tower Travel (241-5534).

The Yellow Cab Company feels this limo project may be a model for other cities where there is no alternative public transport. It is hoped that the service may be expanded to include stops at hotels and other prime locations in downtown Cleveland.

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-PC 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 essentially parallel 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.

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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 VP/Corporate Planning. Thomas J. Lamphier, president of the transportation division of the BN Railroad has replaced Norman M. Lorentzsen, 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 "wyed" at Zoo Interlocking, 1½ miles north of 30th Street. Response was that when the National is in the vicinity of Zoo Tower, there are too many other conflicting Amtrak and SEPTA (CR) commuter trains to permit efficient wyeing of the National there. So it's. Grin and bear it. We tried.

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 Beatty 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 403b 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 4
- 6. APO(NY)military 3
- IN, KY 3 ea
- 7. AZ, DC, IA, OK, TN, TX, VA 2 ea
- 8. CT, GA, MD, MS, MO, MT, NH, RI, SC, WI, WV 1 ea

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 handful of file copies. Any member who wishes to see the complete list should contact your closest OARP officer or regional coordinator.

RE M I N D E R !

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 if more than one; 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, Bellefontaine, Mt. Gilead. (4)
- 434 - Walbridge, Bowling Green. (2)
- 435 - Defiance 2, Perrysburg 2. (4)
- 436 - Toledo 11. (11)
- 437 - Cambridge, 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 & Cuyahoga County 35. (35)
- 442 - Kent 3, Hudson 2, Medina 2, Lodi, Seville, Stow, Barberton, Wadsworth. (12)
- 443 - Akron 9. (9)
- 444 - Warren 3, Niles, Leavittsburg, 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)
- 453 - Yellow Springs 6, Xenia 4, Fairborn 2, Eaton, Brookville, Englewood, New Carlisle, Miamisburg, Piqua, Troy, W. Milton. (20)
- 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, Guysville. (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 thusly 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 Willard Edson, rep. Shore Limited is more reliable than 90% of the time, time at Toledo. Usually going west, good. The Lake Shore around 16 cars even has the famed twin were a hallmark of ited.

DIRECTORY of the O

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513-252-0481

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NORTHEASTERN REGION

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SOUTHWESTERN REGION

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Springfield, OH 4

NARP REGIONAL DIRECTOR

L. E. Denlinger
Smith & Schnacke
P.O. Box 1817
Dayton, OH 45401
513-226-6527

NARP, 417 New Jersey
Orren Beaty,

Our Regional Coordinator in Toledo, Willard 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.

DIRECTORY of the OHIO ASSOCIATION OF RAILROAD PASSENGERS — December 1, 1978

PRESIDENT Thomas R. Pulsifer 1751 Wilshire - Box 371 Xenia, OH 45385 513-372-9868	VICE-PRESIDENT Rodger J. Sillars 2521 Euclid Heights Blvd. Cleveland Heights, OH 44106 216-932-2781	SECRETARY Joseph F. Brove 3902 Valley View Drive Lorain, OH 44053 216-282-2130
T. JURER David S. Marshall 1024-A Courtney Drive Dayton, OH 45431 513-252-0481	MEMBERSHIP SERVICES Gary D. Amatore 1683 Colonial Drive Bucyrus, OH 44820 419-562-8751	ORGANIZATION ADDRESS P.O. Box 653 Xenia, OH 45385 513-372-9868 (4pm-9pm)

REGIONAL COORDINATORS are YOUR LOCAL CONTACT PERSON who represents OARP:

NORTHEASTERN REGION:

CLEVELAND AREA James Stevenson 192 Franklin Drive Berea, OH 44017 216-234-5885	ASHTABULA-CONNEAUT AREA Bill Hutchison, Jr. 5851 South Ridge West Ashtabula, OH 44004 216-969-1634	YOUNGSTOWN-WARREN AREA G. Douglas Hudson 3981 Greenmont Dr., S.E. Warren, OH 44484 216-856-2557
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AKRON-CANTON AREA J. Howard Harding 489 Overwood Road Akron, OH 44313 216-867-5507	NORTHWESTERN REGION: TOLEDO AREA Willard B. Edson 1008 Eton Road Toledo, OH 43615 419-536-0643
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LIMA AREA
John H. Keller
721 Woodward Avenue
Lima, OH 45805
419-224-9936

CENTRAL REGION:

MANSFIELD AREA Richard A. Fry P.O. Box 381 Bellville, OH 44813 419-886-2875	COLUMBUS AREA Karl J. Gelfer, Apt. 6 67 West 10th Avenue Columbus, OH 43201 614-421-7080	HOCKING-SCIOTO AREA Dave Lebold, Apt. 204 577 Riverview Drive Columbus, OH 43202 614-261-1549
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SOUTHWESTERN REGION:

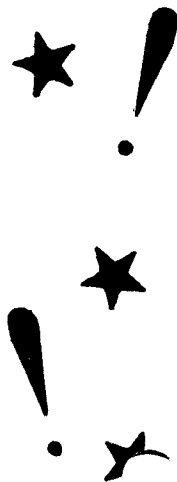
WESTERN OHIO AREA James W. Lewis 3134 E. Leffel Lane Springfield, OH 45505	OHIO VALLEY AREA Ronald D. Garner R.R. #2 - Box 105 Mt. Orab, OH 45154	CINCINNATI AREA Robert D. Goldstein 3315 Jefferson - #22 Cincinnati, OH 45220
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NATIONAL REGIONAL DIRECTORS FROM OHIO:

Leon E. Denlinger Smith & Schnacke P.O. Box 1817 Dayton, OH 45401 513-226-6527	William Snorteland 2122 Overbrook Avenue Lakewood, OH 44107 216-221-1722	Robert G. Wickens 637 North Abbe Road Elyria, OH 44035 216-365-8231
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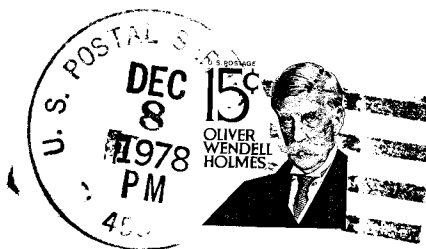
NARP, 417 New Jersey Ave., S.E., Washington, DC 20003 202-546-1550
Orren Beaty, President Ross Capon, Executive Director

Amtrak



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)

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