



# THE 6:53

OFFICIAL PUBLICATION OF THE  
OHIO ASSOCIATION OF RAILROAD PASSENGERS  
Post Office Box 653 • Xenia, Ohio 45385

ISSUE  
**28**

**JAN. - FEB. 79**

CONSIST  
OF THIS ISSUE



GOOD NEWS FOR NORTHERN OHIOANS!

SANDUSKY AND BRYAN ARE COMING  
"ON LINE" THIS SPRING

Amtrak's Public Affairs Department has officially announced that the Lake Shore Limited will serve both Bryan and Sandusky, in addition to Cleveland, Elyria and Toledo, and that the new station stops are to start up this Spring with the April 29th timetable change.

Sandusky's Amtrak station is located at North Depot Street, just off Ohio Route 4. The Amtrak station at Bryan is located at 228 North Walnut Street. Both stops will be unattended. Passengers may make reservations and get current information through Amtrak's toll-free number in Ohio which is 800-621-0317.

Public Affairs spokesman Joe Vranich told OARP that the addition of the two new stops is not expected to add any time to the overall schedule of the Lake Shore Limited as there presently is quite a bit of "padding" in the schedule.

This makes four new Amtrak stops for Ohio announced within the past few months. In our last issue of "the 6:53" we reported on the confirmation of Dennison and Hamilton which will become Amtrak stops also this Spring.

It is reported to OARP that the mayor of Bryan came to Elyria last year to talk with city officials and with OARP-NARP member Bob Wickens about how to get an Amtrak stop for Bryan. We also have several members in the immediate Sandusky area who have helped push for the stop in that city. OARP is looking forward to the official start-up of Amtrak service at all four new station stops in Ohio. Area members should keep alert for "grand opening" developments!

U.S.D.O.T. REPORT ON AMTRAK  
IS RELEASED - OPPOSITION IS  
GROWING - YOUR HELP NEEDED  
TO GET RAIL PASSENGER ON A  
SOUND TRACK AND OFF OF THE  
BUTCHER'S BLOCK!

COMPLETE DIRECTORY FOR OHIO'S  
CONGRESSIONAL DELEGATION

AMTRAK'S BROADWAY LIMITED TO  
BE UPGRADED - CONVENTIONAL  
EQUIPMENT TO BE CONVERTED TO  
ALL-ELECTRIC OPERATION

STATE APPROVES \$960,000 FOR  
HIGH-SPEED RAIL PASSENGER  
STUDY PHASE II REPORT

AMTRAK TAKES OVER THE SOUTH-  
ERN CRESCENT SERVICE

CITY OF SPRINGFIELD PASSES  
AMTRAK RESOLUTION

Amtrak's Board proposed on December 13th that Amtrak should make a "contract" with the Congress to run the nation's intercity passenger rail system with Congress deciding the basic level of service the nation needs and Amtrak agreeing to run the trains at a specified cost. The recommendation was part of a new Amtrak "Statement of Mission" which was made public at a press conference held in Washington by Amtrak President Alan S. Boyd and Dr. Donald P. Jacobs, chairman of Amtrak's Board. Boyd is also a member of the Board.

If the Board's recommendations are adopted, Amtrak "will function essentially as an operating entity with Congress establishing basic structure and financing," the Amtrak officials said.

Essential to Amtrak's proposed new relationship with Congress and the Executive Branch must be a general understanding that Amtrak is a "public service" rather than a "for profit" enterprise, Boyd and Jacobs stressed. "Once this fact is recognized, and once some serious political judgments are made with respect to the nature of the service to be provided to the American public, then funding levels can be realistically established," they said.

In the mission statement Amtrak's Board members cited their strong belief that Amtrak can make a significant contrib-

ution to the nation's transportation needs, but they emphasized that the seven-year-old quasi-public corporation faces problems and works under daily handicaps that make its future uncertain unless changes are made. "If the present situation persists without substantial improvement, there is no reason to believe that Amtrak will survive for much longer in its present form," the Board members said in their statement.

began their service only this past summer. In recent months Boyd and his fellow board members have turned their attention increasingly to what they believe are the root causes of Amtrak's acknowledged failure to meet its full potential. The Board statement, and the research and discussion which went into it, has helped to focus the attention of the new Amtrak team on the basic elements of the task before it and will guide the Board and Amtrak management in future discussions with the Congress and the Executive Branch, Boyd said.

The mission statement is presented in three parts: 1) policy problems with recommended solutions; 2) major obstacles to Amtrak's success; and 3) reasons why the Board members believe Amtrak merits continued public support.

## NEWS FROM AMTRAK

Among the major policy issues which the Board cited as being of the "highest priority" were

the selection of routes, financing, control of productivity, track improvement, replacement of equipment and the whole area of Amtrak's relationships with the Congress and with Federal agencies.

Charging that Amtrak cannot be managed rationally as long as its management is chronically unsure of each year's funding level or even of the route system which it will be required to operate, the Board asked for a new "contractual relationship with Congress." "Under such an arrangement, the Board would operate the mandated basic system for an agreed-upon grant of funds," the Board proposed. It emphasized that the funds approved by Congress would be based on the cost of providing a "quality product" by an "efficient management."

"This new form of contractual relationship would provide clear efficiency incentives to Amtrak and clear in-

(next page)

The Board rejected the possibility that the U.S. intercity passenger rail system would perish completely, but added, "It is more likely that Amtrak will be 'nationalized' if it is unable to improve on existing operations. But there is no reason to believe that Amtrak will run better under the weight of another Federal bureaucracy," they said.

The 12-page mission statement is the work of a new president, Alan Boyd who took office on June 1, 1978, and a 13-member Board which has five members who

AMTRAK, SOUTHERN AGREE ON "CRESCENT" TAKEOVER;  
ATLANTA - NEW ORLEANS SEGMENT TO OPERATE DAILY

Starting February 1st, Amtrak took over the operation of the famed "Southern Crescent", the Southern Railway's overnight train between Washington - Atlanta - New Orleans. Amtrak has also made the Atlanta - New Orleans segment of the Crescent's run a daily operation, instead of the former tri-weekly schedule. Management of the Southern and Amtrak negotiated an agreement for the Amtrak "Crescent" takeover and this proposal was approved by Amtrak's Board on December 13, 1978. Under the agreement, Southern will pay Amtrak \$6,674,812 which is the expected difference between costs incurred and revenue earned by the train during fiscal 1979.

Amtrak president Alan Boyd said that initial changes to the Crescent's operation and staffing would be minimal and that the train would continue to operate with Southern locomotives, cars and employees.

Equipment requirements will be covered by a lease arrangement with Southern for locomotives and a lease-purchase program for cars required by Amtrak to operate the service.

Under the contract, Amtrak's statutory right of access for additional service on the Southern Railway, subject to ICC approval, is preserved. It also establishes a methodology for compensating Southern for such services although no additional services nor new routes are contemplated at this time. OARP understands that the famed Drawing Room/Master Room/Buffer-lounge cars, a hallmark of the Crescent's consist, will be withdrawn from service.

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AMTRAK APPOINTMENTS... John V. Lombardi to Senior Director for Government Affairs... Rima Z. Parkhurst to Director of Legislative Affairs in the Government Affairs Department... Sandra Spence to Director of Congressional Liaison... Allan F. Edelston to Director of State & Local Services... Alex T. Langston to Director of Intergovernment Liaison... Thomas P. Hackney, Jr. to Asst. Vice-President, Chief Mechanical Officer.

OVER THE HOLIDAYS it was reported that the Lake Shore Limited was sold-out for a four-week period and the Broadway Limited for a three-week period. The National was reportedly sold-out for a couple of days prior to Christmas. The Lake Shore and the Broadway Limited operate second sections through Ohio on several days between December 20 and January 3. It seems that on-time performance (or close to it) of the Amtrak trains through Ohio was better this year than for several years past, despite record ridership holiday peaks.

SCHEDULE/ORDER FOR ELECTRIC  
HEP CONVERSION IS LEARNED

From the office of Amtrak's Director of Train Operation, Bob VanderClute:

#48 & #49 to HEP with first set to be in service about May 1 and the last in Aug.

#40 & #41 (Broadway) will be converted to HEP between fall 1979 and spring 1980.

HEP will come in this order to other trains: 7 & 8, 17 & 18, 5 & 6, 25 & 26, 11 & 14, 3 & 4, 1 & 2.

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BROADWAY WILL BE UPGRADED

Amtrak's Board has approved a \$9.8 million program to upgrade the Broadway Limited by converting its equipment to all-electric heating and air-conditioning. 68 cars are involved in the program which will be carried out at Amtrak's Beech Grove Shops.

The first train set of 16 cars re-equipped with head-end power (HEP) should go into service late this year, with all 68 cars scheduled for completion by the spring of 1980. The Broadway conversion program includes 4 baggage cars, 4 baggage-dormitories, 9 slumbercoaches, 30 coaches, 11 sleeping cars, 4 diners and 6 lounges. New all-electric kitchens will be installed in the dining cars. Amtrak estimates it will save over \$4 million annually in overhauls and running maintenance by operating the more modern and simplified equipment.

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Amtrak and Nature Conservancy, a national nonprofit conservation group, have signed an agreement to protect 15 of Michigan's rare or threatened plants, including the white lady slipper and shooting star, growing along sections of Amtrak's Chicago-Detroit line.

STATE APPROVES \$960,000 FOR HIGH-SPEED RAIL PASSENGER STUDY  
ORTA has approved, at its January 8th meeting, a \$960,000 engineering and financing study (Phase II) for the proposed high-speed passenger rail system linking Ohio's major cities on three intercity "corridors". The study will take 12 months to complete. Prime consultant is Dalton-Dalton-Newport of Cleveland. Subconsultants are: JARTS, the Japanese National Railways Technical Service (\$267,425); Polytech, Inc. of Cleveland (\$86,500); Transportation & Distribution Associates of Media, PA (\$92,000); and Peat, Marwick & Mitchell of Washington (\$79,500). The total cost of the high-speed passenger rail system has been estimated as high as \$6 billion.

## NEWS FROM ORTA

### ORTA BOARD MEMBER CALLS FOR CONVENTIONAL SERVICE STARTUP

At the December 6th meeting of the Rail Authority Board, member Tom Pulsifer submitted a report/proposal calling for a startup of good, conventional rail passenger service in Ohio's 3-C Corridor within 18 - 24 months, while at the same time ORTA continues planning its high-speed super-system for the 1980's-1990's. Pulsifer said that with today's existing track conditions in the 3-C Corridor, service could be operated reasonably and competitively. He stated that a Cleveland to Cincinnati run, including intermediate stops at Wellington, Galion, Columbus, Springfield, Dayton and Middletown, is possible within a 5½ to 6 hour time span provided such operation is carried out with efficient station stops, no slow orders nor freight train caused delays. Pulsifer stressed that this service would be a start to attract intercity intrastate rail passengers. He feels this will be a big help when it comes time to pass bond issues in the future to finance the high-speed super-system.

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### FATHER OF OUR RAIL AUTHORITY SAYS JAPANESE TECHNOLOGY BEST

Rep. Art Wilkowski, prime mover behind the creation of the Rail Authority, has been pressuring to guarantee that the Japanese rail consulting firm, JARTS, will help build Ohio's high-speed rail passenger system. On January 3rd, Wilkowski introduced H.B. 33 which would have indirectly insured the selection of the JARTS firm for the project by taking away ORTA's funds to contract with consultants for the project. Wilkowski withdrew his Bill after the ORTA Board voted to approve inclusion of JARTS in the Phase II study. Wilkowski stated in a January 10th press release that "the concepts undergoing review ultimately will bring to the Midwest an alternate form of High Speed Rail Passenger Service which will utilize the world's most advanced technology. We are keeping abreast of the progress, or lack of same, in the Northeast Corridor and are avoiding the costly mistakes which have plagued that project. JARTS... will make available to the Ohio project its most advanced technology utilized in operating the world-famous Shinkansen Bullet trains which are capable of reaching maximum speeds of 183 mph."

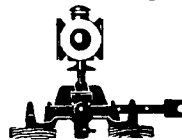
### NEW BOARD MEMBER IS APPOINTED ---

John M. Stough, a businessman from Findlay, OH, has recently been appointed by Gov. Rhodes to fill the unexpired term created by the resignation of William Sanzenbacher. Stough's term expires in October of 1982.

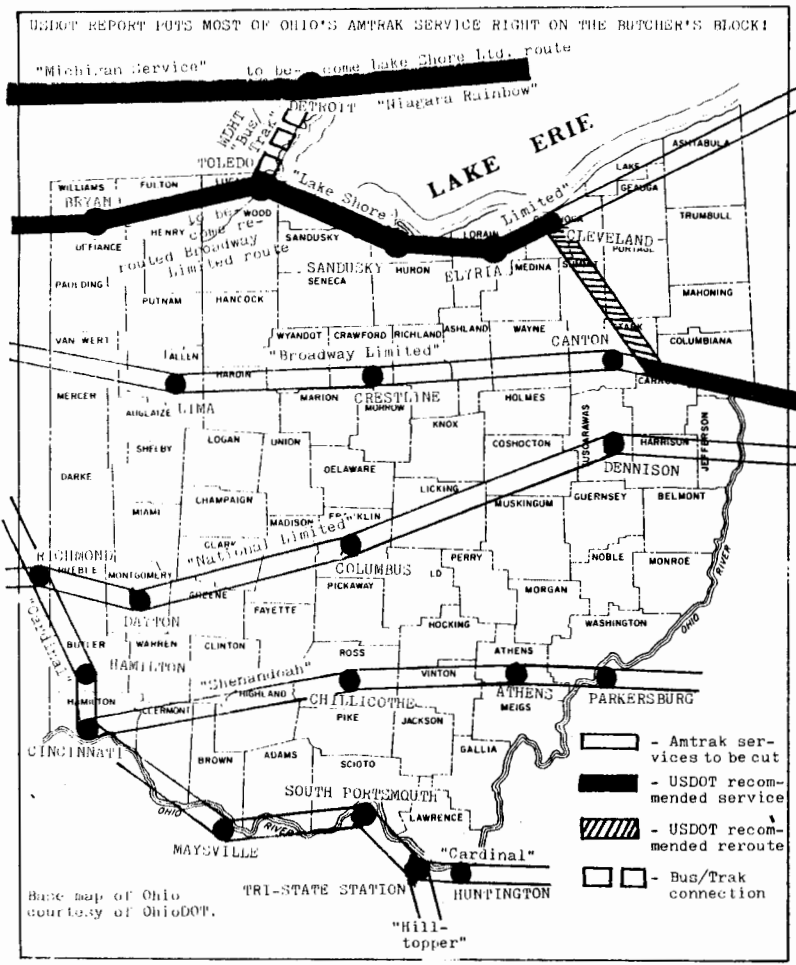
Other members of the Rail Authority Board are Paul Zellers of Youngstown (Chm.), Ted Kauer of Columbus, ODOT Director Dave Weir of Columbus, and our own OARP president Tom Pulsifer of Xenia (Sec'y.). State Rep. Art Wilkowski and Sen. Tony Calabrese are the Legislative appointees to the ORTA Board.

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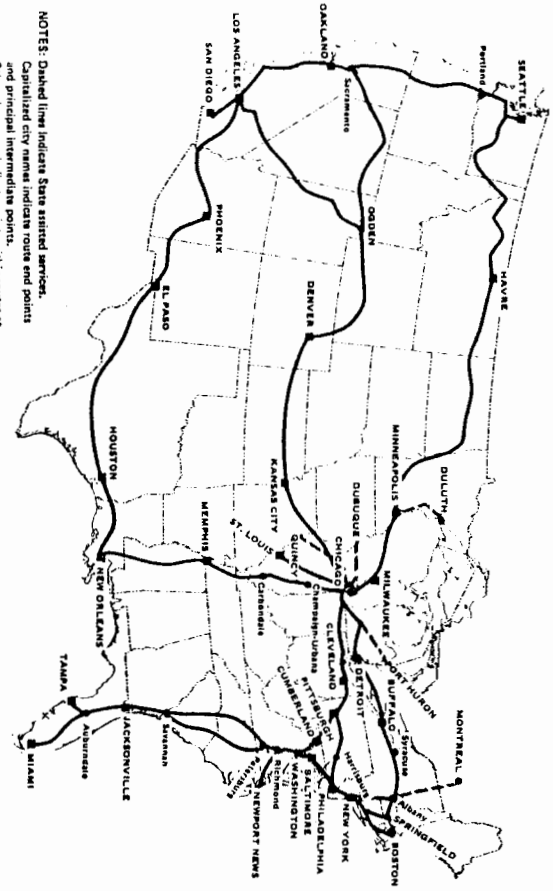
To our knowledge, at least one OARP member, Dr. Henry Chalfant in Ashland, OH, has arranged for ORTA's SPEAKERS' BUREAU to come and present its multimedia show on the high-speed passenger plan. For details about ORTA's SPEAKERS' BUREAU contact Ms. Jolene Ritchlin, Liaison Chief at ORTA, 30 E. Broad St., Columbus, OH 43215 or call 614-466-5816.



RECOMMENDED AMTRAK ROUTE SYSTEM



NOTES: Dashed lines indicate State assisted services.  
 Capitalized city names indicate routes and points  
 and principal intermediate points.  
 Other city names indicate points within routes at  
 which some trains turn or diverge.



- (15) CHALMERS P. WYLIE (R)  
1019 Spring Grove Lane  
Worthington, OH 43085  
Banking, Finance & Urban Affairs  
Veterans Affairs
- (16) RALPH S. REGULA (R)  
8787 Erie Avenue, S.W.  
Navarre, OH 44662  
Budget  
Appropriations
- (17) JOHN M. ASHBROOK (R)  
5574 Johnstown-Alexandria Road  
Johnstown, OH 43031  
Education & Labor  
Judiciary
- (18) DOUGLAS APPLGATE (D)  
Berkley Place, R.R. #3  
Steubenville, OH 43952  
Public Works & Transportation  
Veterans Affairs  
District of Columbia
- (19) LYLE WILLIAMS (R)  
P.O. Box 87  
North Bloomfield, OH 44450  
Government Operations  
Small Business
- (20) MARY ROSE OAKAR (D)  
1892 West 30th Street  
Cleveland, OH 44113  
Banking, Finance & Urban Affairs  
Select Committee on Aging
- (21) LOUIS STOKES (D)  
4681 Dalebridge Road  
Warrensville Heights, OH 44128  
Budget  
Appropriations
- (22) CHARLES A. VANIK (D)  
26151 Lake Shore Boulevard  
Euclid, OH 44132  
Ways & Means
- (23) RONALD M. MOTT (D)  
7713 Wake Robin Drive  
Parma, OH 44130  
Veterans Affairs  
Interstate & Foreign Commerce

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TIME IS OF THE ESSENCE!  
THE COUNTDOWN OF NINETY DAYS HAS  
BEGUN!  
THE FUTURE OF RAIL PASSENGER SERVICE  
IN OHIO AND IN AMERICA IS NOW IN  
THE HANDS OF CONGRESS!  
IT IS IMPERATIVE THAT EACH AND EVERY  
MEMBER OF OARP TAKE A FEW MOMENTS  
RIGHT NOW TO WRITE YOUR CONGRESSMAN  
AND OUR TWO SENATORS.

TRY TO KEEP YOUR LETTERS SHORT AND  
TO THE POINT - 1½-2 pages is good,  
1 page only is even better.  
USE A TYPEWRITER IF POSSIBLE; OTHER-  
WISE PRINT OR WRITE NEATLY.  
IF YOU PREFER, CALL WESTERN UNION  
(toll-free number in your phone  
book) AND SEND MAILGRAMS.

IF YOU CAN, SEND COPIES OF YOUR LET-  
TERS TO SECRETARY OF TRANSPORTATION  
BROCK ADAMS, BUT DO NOT WASTE TIME  
WRITING ORIGINAL LETTERS TO ADAMS.

WRITE A LETTER TO THE EDITOR OF YOUR  
LOCAL NEWSPAPER; CONTACT BROADCAST  
NEWS MEDIA IF YOU CAN. SPEAK OUT!

IT IS OF THE UTMOST IMPORTANCE THAT  
OUR CONGRESSIONAL DELEGATION BE  
FLOODED WITH LETTERS, MAILGRAMS,  
AND EVEN PHONE CALLS AND PERSONAL  
VISITS ON THIS AMTRAK MATTER.

THERE IS INFORMATION THROUGHOUT THIS  
ISSUE OF "the 6:53" WHICH WILL HELP  
YOU FORMULATE YOUR OWN THINKING IN  
THIS REGARD. PUT YOUR FEELINGS IN  
YOUR OWN WORDS.

REMEMBER -- EVEN IF YOU JUST WRITE  
A TWO OR THREE SENTENCE LETTER, THAT  
WILL LET OUR CONGRESSMEN KNOW YOUR  
THOUGHTS JUST AS WELL AS A LONG LET-  
TER. THE IMPORTANT THING IS TO HAVE  
AS MANY AS POSSIBLE WRITE LETTERS OR  
OTHERWISE MAKE CONTACT WITH CONGRESS!

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1. URGE YOUR CONGRESSMAN AND SENATORS  
GLENN AND METZENBAUM TO OPPOSE THE  
U.S.D.O.T. FINAL REPORT ON AMTRAK'S  
ROUTE SYSTEM.
2. CITE SUPPORTIVE REASONS AND OFFER  
CONSTRUCTIVE SUGGESTIONS FOR IM-  
PROVING AMTRAK IF YOU CAN DO SO.
3. DO IT NOW! AFTER APRIL 30th IT  
WILL BE TOO LATE!

WE ARE COUNTING ON YOU.

Send copies of letters to:  
BROCK ADAMS, SECRETARY  
U.S. DEPT. OF TRANSPORTATION  
400 SEVENTH STREET, S.W.  
WASHINGTON, DC 20590  
and to: OARP, P.O. BOX 653  
XENIA, OH 45385

just to change seats or change position for awhile. On an airplane, generally you aren't traveling for as long a time as on a train, bus or car, so it isn't that vital that you have lots of space on a plane to move around in. There was a recent AP story about a man on a Trailways Bus who had been drinking and got into an argument with the driver. He moved into the seat behind the driver, grabbed him by the throat, and caused a fiery crash that killed three people and injured 33 others. The claustrophobic environment on a bus on a long trip seems to bring out the nuts! There are many people who refuse to travel by bus for this very reason, or who refuse to travel any great distance on a bus. Lack of adequate food and restroom facilities also turn off long distance bus travelers.

Cutting Amtrak's routes is much like taking care of a tree. Cut too many branches of your tree and even the main trunks will wither and die. Careful pruning and improving the tree's environment will make it grow strong and healthy. We should look upon Amtrak the same way. Yes, careful pruning is needed. But, cut too much of all the branches that feed the trunks and the whole thing will die.

It is clear that the Executive Branch of the Carter Administration, including the Department of Transportation and the Office of Management and Budget are out to kill off Amtrak. It may be that the oil, highway and construction lobbies have Carter & Company in their power. This Amtrak situation is the best example of governmental double-talk going. On one hand we hear pleas for energy conservation and fuel-efficient transportation. Then, on the other hand we are witnessing a most determined effort to smash and quash the only economical and energy-efficient mode of mass transportation that we have. It doesn't make any sense at all.

However, we do not need any more political trains, such as the Hilltopper (Mountaineer) or the Shenandoah, plying routes which have never been real strong. Meanwhile, logical intercity corridors with much more viable marketing potential (such as Cleveland-Columbus-Cincinnati) get nothing. One high Amtrak official told OARP several years ago to the effect that it's all a "political game", that service in

Ohio would be much different if our state had "more influential senators". In our opinion, rail passenger service should serve the people and not the politicians! Unfortunately, that's not the way the "system" has been working.

USDOT's recommended route cuts would save the taxpayers about \$1.4 billion over the next five years. Now, listen here:

HEW Secretary Califano is on record stating that more than \$6 billion was "lost" by his department during just FY 1978!

The Century Freeway, a new 17 mile superhighway for Los Angeles, will cost \$60 million per mile!

The controversial Westway, four miles of highway within New York City, has a \$1.4 billion price tag.

Tidbit of prophecy witnessed at Penn Station in New York just prior to Brock Adams' press conference on January 31st: Mayor Koch rushed down the platform to greet Brock Adams. Koch carried a small red carpet which he spread on the platform as Adams disembarked from his Metroliner. A reporter asked Koch why he was there and Koch replied; "Because he's an old friend, and because he has lots of money for New York." The N.Y. Times stated on Feb. 1st that New York City is one of the largest urban recipients of Federal highway and mass transit funds. Now reread the previous paragraph about the Westway, and reread the part about saving \$1.4 billion by cutting Amtrak's routes, and you'll see exactly why Mayor Koch said what he said as brother Brock stepped off the train!

Outside of the remaining corridors, service frequency recommended by the USDOT report remains at one train per day per route. Just imagine! Presently the Broadway is frequently sold out on weekends and especially during peak travel periods. When it picks up the Cleveland-Toledo market, the train will undoubtedly be sold out months in advance, consistently. That's an excellent tactic to insure that business will be driven off, people will be discouraged, and it will help kill off Amtrak. That's what the Carter Company wants.

CITY OF SPRINGFIELD PASSES AMTRAK RESOLUTION by Regional Coordinator Jim Lewis

The Springfield, Ohio, City Commission finally got busy and passed a resolution favoring routing Amtrak's National Limited service through Springfield with a station stop in the city. The resolution was passed some six weeks after I had made my "pitch" to the Commission. The resolution (below) is their contribution to our noble cause. Also, those petitions we all worked so hard to fill are now in the hands of Brock Adams at the suggestion of Alan Boyd of Amtrak. The City Commission also sent their resolution to Brock Adams, however, we shall see that copies go to the appropriate Amtrak officials.

"WHEREAS, the Amtrak National Limited is currently routed through Columbus, Ohio, Dayton, Ohio and Richmond, Indiana, and;  
WHEREAS, it is the opinion of this Commission that the National Limited should have a stop in Springfield, Ohio, as Springfield is a large metropolitan area, and;  
WHEREAS, the routing of the Amtrak National Limited is presently under consideration by the U.S. Department of Transportation, which fact together with the necessity of providing for the immediate preservation of the public peace, health and safety, cause an emergency to exist which requires that this Resolution take effect and be in force from and after the time hereinafter specified: NOW, THEREFORE:

BE IT RESOLVED by the City Commission of the City of Springfield, Ohio, at least four of its members concurring:

Section 1. That this Commission hereby expresses its strong desire for the routing of the Amtrak National Limited in such a manner as to permit a regular stop in the City of Springfield, Ohio, in order to serve the Springfield Metropolitan Area.

Section 2. That the Clerk of this Commission be and she hereby is directed to forward a copy of this Resolution to Brock Adams, Secretary, U.S. Department of Transportation, immediately upon the passage of this Resolution.

Section 3. That by reason of the emergency set forth and defined in the preamble hereto, this Resolution shall take effect and be in force immediately.

ADOPTED this 9th day of January, A.D., 1979

/s/ Roger L. Baker  
PRESIDENT OF THE CITY COMMISSION  
/s/ Priscilla Smithers  
CLERK OF THE CITY COMMISSION

"RAILROAD MAGAZINE" MERGES WITH "RAILFAN"  
Carstens Publications recently announced that Railroad Magazine has been combined with Railfan Magazine, and that, effective immediately, all communications and changes of address should be addressed to RAILFAN & RAILROAD, P.O.Box 700, Newton, NJ 07860. The first combined issue will be May 1979 and the new R&R will be printed on slick coated paper.

NO WONDER AMTRAK LOSES MONEY!  
Your OARP president recently learned that current Amtrak tariffs show that a round-trip RW40 coach ticket between Dayton and Philadelphia costs \$52.50, but that to continue on to Washington, 134 added miles, the Dayton - Washington fare is only \$50.00! Cheaper to buy a ticket to Washington and get off in Philly! A roomette, Dayton-Philadelphia is \$33.50, to Washington, \$31.00! Amtrak; stop short-changing yourself!

OARP MEMBERS: ARE YOUR MEMBERSHIP DUES CURRENT? WE ARE NOT IN THE HABIT OF MAILING REMINDERS. RENEW YOUR MEMBERSHIP PROMPTLY!



# BUSINESS CAR BRIEFINGS

Exactly one year ago, as you recall, we changed the format of "the 6:53". In a continuing effort to improve the product, we now have begun using phototypeset department headings. We hope you'll like this, plus some other improvements which are now in the planning stages. The typesetting was done for us by Mike Otto of Springfield in return for a year's membership in OARP. In keeping with the passenger train/railroad/station theme of this publication (which gets its name from our centralized mailbox number) the headings are related accordingly. We are always appreciative of news items, clippings, photos, etc. that you send us. Though time does not always allow a personal response to acknowledge submissions, we depend on you to know what's going on around the state. We do appreciate hearing from you!

Only one person came forward in response to underwriting production costs for a 1979 OARP calendar and that individual could not fund the entire cost of the printing; so, reluctantly, there will be no nice OARP color calendar this year. Sorry.

## FROM THE COMPANY STOREROOM

OARP COFFEE MUGS -- they make neat planters or pencil holders for your shelf or desk if you don't like coffee. And we've still got a pretty good stock of them so why don't we continue the SPECIAL OFFER we had prior to Christmas...

ONE for \$3.00 donation  
TWO for \$5.00  
THREE for \$7.50  
FOUR for \$10.00  
FIVE for \$12.50  
SIX for \$15.00  
EIGHT for \$20.00

Make checks/money orders payable to O.A.R.P. and send your requests for COFFEE MUGS to P.O. Box 653 in Xenia, OH 45385.

ALSO AVAILABLE... OARP RAIL TRIP REPORT FORMS -- We want to hear about your rail trips (the good and the not-so-good) so we can document needs for improvements. Send us a business letter size SASE for four RTR forms by return mail.

REMINDER! Until we use up our supply of yellow OARP membership renewal forms and have a new batch printed up, PLEASE REMEMBER THAT THE MINIMUM ON RENEWALS IS \$10 and that you can add additional family members as OARP members for only \$5 additional. Once in a while we still get renewals for \$5. There have been almost no complaints about the membership renewal dues increase which was voted on last April and approved unanimously.

Because of our increasing archives of passenger railroading, and since we have a member (John Keller) who is curator of the railroad exhibits for the Allen County Historical Society & Museum, your OARP president soon plans to spend a day in Lima learning how the professionals keep such materials safe and secure. By the way, though OARP's storage space right now is at a premium, we are glad to accept donations of passenger railroading, especially that relating to Ohio and our neighboring states.

The week of April 22 is supposed to be NATIONAL RAIL PASSENGER WEEK this year and we'll try to schedule our ANNUAL MEETING either the 21st or the 28th. The meeting will be held in central Ohio.

STATIONS SAVED: The former PRR depot in Newark, OH, has been transformed into "Pennsylvania Station", a fine restaurant with a railroad theme. In Berea, OH, the old stone Big Four passenger depot has been purchased by a local resident who hopes to have a quality restaurant as a tenant there.

DID YOU KNOW, OR DID YOU REMEMBER that January 16th was the 10th anniversary of the inauguration of Metroliner service between New York and Washington on the Penn Central? Modern train travel in America has come a long way in that 10 years, and in many respects it still has a long way to go. By the way, the first Metroliner schedule listed just one round trip daily, with a running time of just 2 hours and 59 minutes each way. Today's Metroliner schedules take an additional 25 minutes to make the same run with the same stops. Progress? Regress!

TOWARD RATIONAL TRANSPORTATION: An interesting newsletter we're receiving is titled "The Rolling Resistance" and it's strictly a volunteer effort put out by Gary Nelson, 128 First Street, Troy, NY 12180. Rolling Resistance is helping build a network of public interest transportation activists. A subscription is \$5 a year and we've gained some very useful information from this little publication.

FAMED RAIL CHEF KILLED! You know Chef Louis Price. He's the one appearing in those Southern Railway ads about the Southern Crescent, standing in the galley holding a pan of fresh-baked muffins. Chef Louis Price was one of six persons killed December 4th when the Southern Crescent derailed at high speed while rounding a curve near Elma, VA. A Federal investigation of this accident is already underway.

OARP member Dave Riddle of Columbus told us that when Amtrak's National Limited arrived in St. Louis 36 minutes early on December 23rd, the feat was hailed with a round of applause by waiting passengers, led by an Amtrak agent. The same train (#31) did not reach Kansas City early, however, as it encountered a MoPac freight with a broken drawbar 10 miles out of KC. Passengers connecting to the Lone Star were taken to KC's Union Station in chartered vans so that #15 would not be unduly delayed in the process.

PAYOFF! Seems that Conrail is now planning to offer payments of up to \$20,000 to get employees to quit or retire, and thus reduce its payroll. As of January 6th, 960 workers had accepted the offered separation allowances, according to a Conrail spokesman.

IN JAPAN IT'S PASSENGERS FIRST! The JNR reports that construction of its new Tohoku Shinkansen (new high-speed rail passenger line) is in full swing with a completion date scheduled for 1980. The Tohoku Line extends northeast from Tokyo. From JNR's November Bulletin we learn that (unlike this country) JNR is strengthening passenger services by adding a significant number of new trains to several routes, while at the same time making a physical reduction in freight service which accounts for 60% of JNR's deficit

## BAGGAGE & EXPRESS

YOU NEVER KNOW WHAT YOU'LL SEE! A segment of the Captain Kangaroo TV Show on January 15th featured a film of Union Pacific steam power on freight and passenger trains, tied in with a railroad song. To those of us who had never seen a 'Big Boy' in action, it was quite something to see.

FHWA + UMTA = STA! There is a move to merge the Federal Highway Administration with the Urban Mass Transit Administration and call it the SURFACE TRANSPORTATION ADMINISTRATION. But, don't be fooled! It's the HIGHWAY LOBBY that wants it this way (their way) and if it goes through, it will probably WIPE OUT any gains that mass transit (including rail) has made in the past 15 or so years. UMTA is a small agency, FHWA is large. You can guess which mode will get attention if the merger goes through. Those OARP members who depend on urban mass transit might write your Congressman. We may not have a powerful lobby, but neither should we be a silent minority. There is a need to speak out, not just on Amtrak and rail transport, but also on all mass transit.

# WASHINGTON SECTION

Final completion of the Northeast Corridor Improvement Project (NECIP) has been delayed two years and the cost will be upped by an additional \$654 million, Secretary of Transportation Brock Adams announced on January 15th. Completion date of the project will probably be the end of 1983, rather than 1981 as originally envisioned. The added cost is going to raise the final price tag to \$2.4 billion. Adams remarked:

"Two years ago, we inherited a project that was too narrow in scope and failed to fully appreciate the problems of commuter and freight traffic. It was top-heavy in planning and slow in construction. Now we have a new team -- at Amtrak, at the improvement project and at the prime architect and contractor. We're in full agreement and we're ready to move." In addition, a new fleet of 67 locomotives will be purchased and 34 Metroliners will be refurbished. A Train Planning Unit, representing the major agencies involved in the corridor project, will publish timetables linking commuter and intercity schedules so passengers will be able to make complete travel arrangements. "The Washington to Boston corridor has a high population density and ridership levels," Adams said. "The people want rail travel in this corridor -- if we can give them clean, fast trains that run on time."

The U.S. Railway Association has approved the commitment of an additional federal investment of \$228 million in Conrail for the first quarter of 1979, through purchase of Conrail's Series A Preferred Stock, and bringing the cumulative public investment since Conrail began operating in 1976 to \$1.926 billion.

Auto-Train Corp. announced fare cuts beginning January 5th to boost sagging ridership. A-T now hauls passengers and their autos only on the east coast route between Lorton, VA, and Sanford, FL.

The ICC has ordered the Rio Grande to continue running its Zephyr through May 1979 while it investigates the RG's bid to drop the train west of Grand Junction, CO, to Salt Lake City, UT.

The Federal Railroad Administration has levied more than 7.5 million dollars in fines against the nation's railroads in 1978 for safety violations. Biggest offenders not complying with minimum safety standards both serve Ohio; Conrail, assessed \$1.2 million, and Chessie, assessed \$1 million.

Chessie and the Seaboard Coast Line have formally filed a joint merger application with the ICC. Shareholders have been asked to approve the merger at a special February 13th meeting. The carriers have formed a new CSX Corporation to take over.

"Amtrak's creators at (the Dept. of) Transportation knew that long-distance trains had as much economic justification as subsidized stagecoaches. And, led by the late Paul Cherington, then Assistant Transportation Secretary for policy, Transportation created what its experts thought would be a vehicle to kill off the remaining long-distance trains."

--from Commentary by Lawrence H. Kaufman, transportation editor, BUSINESS WEEK, December 4, 1978.

## BACK ISSUES OF "the 6:53" RUNNING LOW!

Except for a few file copies, we are now out of stock of issues 1, 2, 3, 4, 5, 6, 7, 14, 17, 22, 23, and 24. While supplies last, we can provide copies of the following back issues: 8(11/75), 9(1/76), 10(3/76), 11(5/76), 12(7/76), 13(9/76), 15(1/77), 16(3/77), 18(5/77), 19(7/77), 20(9/77), 21(11/77), and in our new smaller format issues 25(7/78), 26(9/78), and 27(11/78). Back issues are free except we'd like you to enclose with your request a 15¢ postage stamp for each issue you want. We should advise that stock of some back issues is less than two dozen copies. First come - first served.

# REFERENCE MARKS

- facts, thoughts and suggestions to help you in the current effort to persuade Congress to oppose the USDOT Amtrak Report.

Gasoline supplies were quite plentiful last summer with consumption up around 4% to 5%. Now at years end, Shell and Standard have already had to ration supplies of unleaded gas to dealers, and word is out that Chevron and Exxon are cutting back on gas and oil up to 10%. We all know that gas prices are already up and they'll be going higher very shortly. We need better energy-efficient transportation (rail) and not less.

The situation in Iran has clearly shown America that our sources of crude oil can be shut down suddenly and swiftly, with little advance warning. The general instability of Middle Eastern politics should be enough to convince us that we do need energy-efficient mass transit modes, and to prepare for the future by increasing and expanding these modes, not killing them off.

Sharply reduced airline fares, particularly on long-distance routes, have sharply increased airline ridership. Yet, it is said that two-thirds of each airline passengers' ride is subsidized by the American taxpayer. Why is there no hue and cry to cut these subsidies?

Amtrak had fewer advertising dollars in FY 1978 (\$8.5 million) compared to FY 1977 (\$10.5 million). And much of Amtrak's advertising budget is spent in areas where rail travel is already part of the way of life. It is estimated that the airlines spend around \$150 million on advertising each year. You and I know very well that Amtrak advertising in Ohio has been virtually nil. Think what could be accomplished with even some advertising, instead of no advertising.

The five day railroad strike late in September of 1978 stopped 76 Amtrak trains in 40 states. This discouraged passengers and forced them to turn to other modes.

Marketing experts say that frequency increases or decreases are more important in affecting Amtrak ridership than any other single factor. To illustrate: on two long-distance routes, trains ran daily during the summer of 1977 but less-than-daily during the

summer of 1978 (The Empire Builder ran four times per week and the North Coast Hiawatha ran thrice-weekly.) The biggest passenger decline for the entire year, 36.8%, was registered on the Empire Builder route.

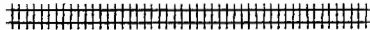
Amtrak's limited car fleet was stretched thinner than ever in 1978, and thousands of potential riders were forced away to other modes during the peak travel periods. New and refurbished additional equipment is badly needed. In 1974 the San Francisco Zephyr used to carry 18 cars. In 1976 it was down to 16 cars. In 1978 it carried only 14 or 15 cars. Other trains are down too; the Broadway down from 18 to 12 or 14 cars and the Lake Shore's consist is similarly down. Train capacity is thus reduced. Trains are thus more frequently sold out. People are turned away. Amtrak says that the shortage of reliable cars is attributed to several factors; the start-up of several new routes and additional trains over the years, the scrapping of 30-year-old problem-plagued and wreck-damaged cars, and fewer commuter cars available in the Northeast Corridor for peak periods since transit authorities in New York, Connecticut and Massachusetts have their own program to scrap older cars. Massive capital funding is required for new passenger cars to replace the 20-30 year old conventional cars, or to re-equip them with new HEP all-electric heating and air conditioning.

Negative stories in the press make many people think the trains have already stopped running. The story is told of the Toledo reporter who was surprised to see an Amtrak press release about a change in the schedule for the Lake Shore Limited because he thought the train had "stopped running" back in May! Amtrak does not have the staff, nor the budget, nor the advertising capability to counteract the negative press across the country. It can do so only in a very limited way and, very frequently it seems, only through ARP's and rail supporters.

It is nice to have room on a train to get up and move around if you wish; to go to the diner or to the lounge, or

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Individual listings include Ohio District number in parentheses and Committee assignments. Political affiliation listed as (R) or (D).

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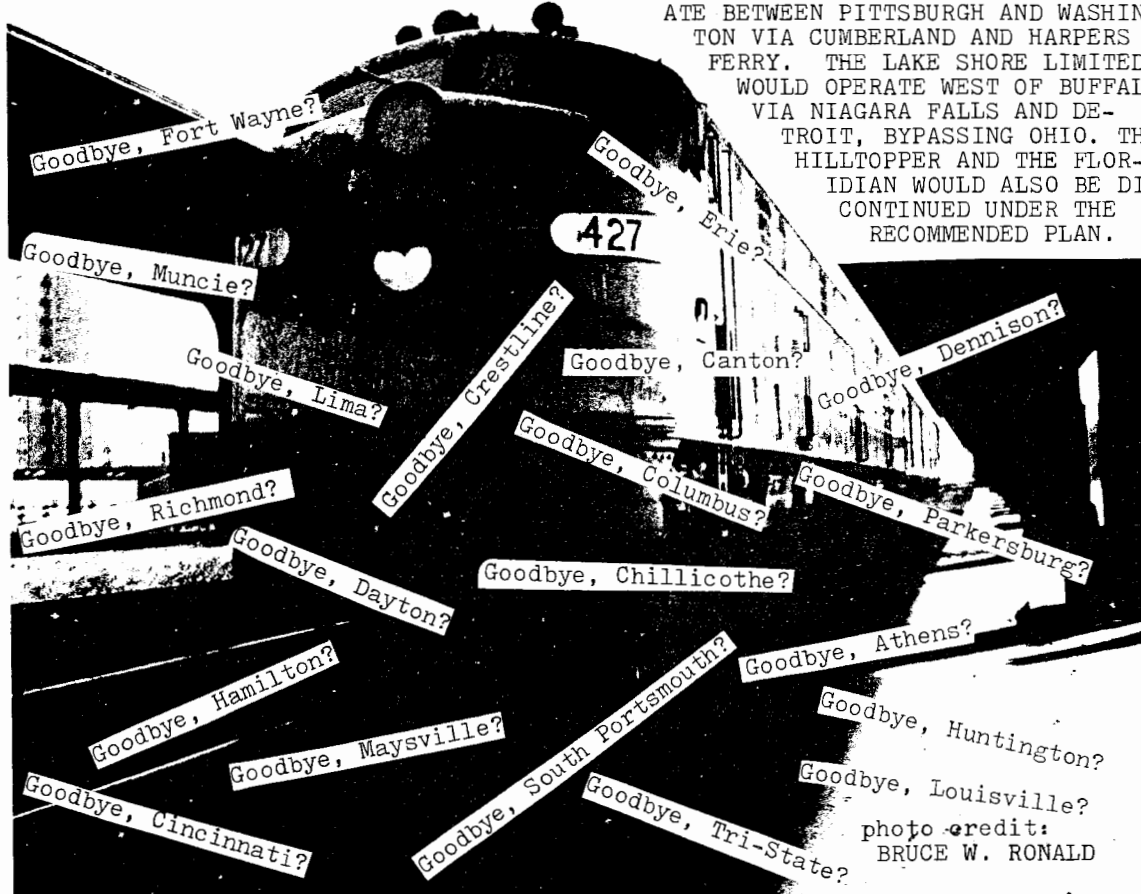
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FOUR OUT OF FIVE AMTRAK ROUTES IN OHIO WOULD BE DISCONTINUED UNDER USDOT PLAN FIFTH AND ONLY REMAINING ROUTE WOULD BE RESTRUCTURED -----

Following an Amtrak train ride from Washington, Secretary of Transportation Brock Adams, accompanied by FRA administrator John Sullivan, held a press conference in New York's Pennsylvania Station at 1:00pm on January 31st and revealed the long-awaited Amtrak Report. The USDOT is recommending a plan that will cut Amtrak's system by nearly one-half in order to save taxpayers \$1.4 billion over the next five years.

Opposition to the plan is reportedly mounting rapidly in Congress, in whose hands the future of intercity rail passenger service in America now rests. Congress has but 90 days in which to act to reject or modify the plan. If Congress does nothing, the plan goes into effect and with it would come some very drastic changes in Amtrak service after the first of October 1979.

OHIO WOULD LOSE THE LAKE SHORE LIMITED, THE NATIONAL LIMITED, THE CARDINAL AND THE SHENANDOAH. CANTON, CRESTLINE AND LIMA WOULD LOSE SERVICE UNDER THE PLAN'S RECOMMENDED REROUTING OF THE BROADWAY LIMITED BETWEEN PITTSBURGH AND CHICAGO VIA ALLIANCE, HUDSON, CLEVELAND, ELYRIA, SANDUSKY, TOLEDO AND BRYAN. THE WASHINGTON SECTION OF THE BROADWAY WOULD OPERATE BETWEEN PITTSBURGH AND WASHINGTON VIA CUMBERLAND AND HARPERS PERRY. THE LAKE SHORE LIMITED WOULD OPERATE WEST OF BUFFALO VIA NIAGARA FALLS AND DETROIT, BYPASSING OHIO. THE HILLTOPPER AND THE FLORIDIAN WOULD ALSO BE DISCONTINUED UNDER THE RECOMMENDED PLAN.



IT IS VITAL THAT YOU AND YOUR FRIENDS AND ASSOCIATES CONTACT CONGRESS AND VOICE OPPOSITION TO THE USDOT REPORT AND LET 'EM KNOW WE WON'T STAND FOR AXING AMTRAK! THERE'S A LOT OF MATERIAL IN THIS ISSUE TO HELP YOU FOCUS ON THE ISSUES . . . .

OARP has received a copy of a very thorough study regarding a possible Amtrak (Cardinal) stop in Oxford, Ohio, done by Ms. Catherine Zimmer of Miami University's School of Education and Allied Professions.

A Chessie freight derailment at the Hamilton depot on Sunday, January 7, caused both Cardinals to be routed that day via Dayton - Deshler - Garrett.

A Conrail freight wreck at Hamlet, IN, December 18th forced the westbound Broadway to detour from Bucyrus to Chicago via Carrothers - Tiffin - Toledo with Chicago arrival over 8 hours late.

The Dayton Baggage Situation (again!) -- State Senator Neal Zimmers did introduce legislation in the form of S.B. 524 to amend Ohio's passenger full crew law, however the Bill died with the expiration of the legislative session.

On account of the white stuff in Chicagoland, the eastbound Broadway of January 13th, due in Lima at 8:57pm, finally made it thru Lima the following morning at 10:05am!

The developer of the Cincinnati Union Terminal property has expressed an interest in having Amtrak relocate to CUT. OARP understands that Amtrak is willing to look into this possibility, but that a meeting between all parties involved has not yet taken place.

OARP is studying our requirements, if any, under Ohio's new Travel Agency/Tour Promoter Registration Law recently in effect.

# ON THE OHIO DIVISION

We encourage members, especially those along the Broadway Limited route, who are upset that poor Conrail track conditions are making Amtrak rail passenger service slow and uncomfortable, to vent your feelings to Conrail (constructive criticism is best) with a copy to your Congressman. Address your letter to:

Edward G. Jordan,  
Chairman & Chief Executive Officer  
Conrail  
Six Penn Center Plaza  
Philadelphia, PA 19104

Remember, Conrail is getting heavy Federal subsidies too! You may get a nice reply from Conrail, as Jim Stevenson did -- sharing the reply with us, trying to convince you that yes, track conditions and other related conditions (?) are responsible for delays to Amtrak trains and that oh so much work is being done and so much money is being spent on track rehabilitation, etc. ...

Nice editorial in the Dayton Daily News, December 29th, including the following: "It's odd, when the talk comes around to cutting the transportation budget, that the one passenger system that makes the most sense in a time of rising energy costs is the system everybody thinks about cutting back. Does that seem sound?"

Joseph V. MacDonald has been seen twice passing through Dayton on the National Limited! Joe is, of course, the HEP-equipped Amtrak sleeping car named for the late passenger rail advocate and Amtrak Board member. Joe is usually assigned to the Montrealer equipment pool.

Entertainer Pearl Bailey traveled on Amtrak late in November and was seen on both the eastbound National Limited and on the westbound Lake Shore Limited.

Too frequent Chessie freight derailments in West Virginia (about one a week during November and December) have caused some disruption of Amtrak's Shenandoah service.

Other "Shooflys": Conrail freight wreck at Weirton Junction December 21st caused the National to operate Pittsburgh - Mingo Junction via Rochester; CR wreck at Hanover, OH, December 23rd forced the Nation to detour Columbus - Pittsburgh via Crestline; November 23rd CR derailment near Berea forced the Lake Shore to operate Berea - Cleveland over the "Clark" Branch.

We've learned the Toledo - Detroit BUS/TRAK connection is not guaranteed. Passengers (ticketed thru) who miss the bus must pay their own taxi fares to the Greyhound station and catch another bus. Greyhound will honor the earlier bus's ticket, though.

AMTRAK SEEKS CONTRACT... (continued)

dications of management's performance to Congress," the Board said in its statement.

The Board proposed turning to Congress for the establishment of Amtrak's "basic" route system based on criteria already in Federal law which considers social as well as cost benefits. Amtrak should have the leeway to add service if no additional Federal funds are involved, or to come back to Congress if a promising new service would require additional funding, the Board said. In any case, the Board felt it has a responsibility to advise Congress as to the optimum basic network.

Other policy problems which the Board felt must be attacked soon included the rail passenger company's present limited ability to control its own efficiency and productivity. It noted that Amtrak does not negotiate the terms and conditions of employment for the craft employees who operate Amtrak trains and that Amtrak has only limited and indirect control over its trains when they operate over the tracks of private railroads. Amtrak needs more control in the operations of its trains and in the negotiation of labor agreements which affect its operations, the Board said.

The Board noted that "poor service is often directly attributable to poor track" and that although the Directors understood the difficulties of funding improvements for track controlled by railroads..."such upgrading is a necessity if Amtrak is to provide effective service."

Another major policy problem, the Board felt, was the need for new equipment and the question of where to get it: "A major problem is the lack of a strong United States railroad passenger equipment supply industry. Amtrak's equipment situation would be appreciably improved if...the government gave better support to the development of new (passenger) technology...or if Amtrak was not constrained to buy only from an American supplier," the Board stated.

As to whether Amtrak should operate commuter services, the Board felt that "the provision of commuter service will degrade Amtrak's basic service." But if the policy decision is that Amtrak

shall carry commuters, then the Board felt that commuter costs must be fully covered so as not to siphon funds away from intercity passenger service.

The obstacles to Amtrak's success, in the Board's view, grow out of many of the same issues in which new policy decisions must be made: too many antiquated cars, locomotives and facilities inherited from the railroads; too much roadbed in poor condition; an inherited work force and too little control over substantial parts of its own operations.

In underlining the real partnership which exists between Amtrak and the railroads over which it operates in most of the country, the Board noted: "In many circumstances, poor service is directly traceable to the contracting railroads." Here the Board called on the nation's railroads for a greater participation in Amtrak's development. With all of Amtrak's problems and resultant shortcomings, the Board, veterans and newly-appointed members alike, concluded that Amtrak is needed and that "real and substantial public benefits accrue from the operation of Amtrak." In its statement, the Board cited several contributions Amtrak is making or could make with expanded public use. Among these were energy savings, particularly petroleum energy; some relief from air and highway congestion and of the need for continued expansion of these modes; the factor of safety and the long-term value of a rail passenger system as a national resource on a continuing basis and in times of national emergency.

The Board cautioned, however, that "no intercity rail passenger system will ever fully capture the potential market in this country until we cure the problem (of) poor track, obsolete equipment, inadequate funding and the like." "If and when funding is fixed to achieve a realistic service goal, then and only then will Amtrak be able to chart a meaningful course for the future."

THE NIAGARA RAINBOW service between Niagara Falls and Detroit ended February 1st after Michigan and New York decided not to renew their subsidies of the service.

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OARP's new slide show available for members' use after March 15th, 1979!



# OARP DIRECTORY

corrected to February 1, 1979

OHIO ASSOCIATION OF  
RAILROAD PASSENGERS  
P.O. Box 653  
Xenia, OH 45385  
513-372-9868 (4pm-9pm)

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#### AKRON-CANTON AREA

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#### YOUNGSTOWN-WARREN AREA

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#### ASHTABULA-CONNEAUT AREA

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216-969-1634

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#### MANSFIELD AREA

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#### HOCKING-SCIOTO AREA

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### NORTHWESTERN REGION:

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### SOUTHWESTERN REGION:

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513-861-2864

#### WESTERN OHIO AREA

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513-325-4727

#### OHIO VALLEY AREA

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#### LIMA AREA

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NARP, 417 New Jersey Avenue, S.E., Washington, DC 20003 202-546-1550  
Orren Beaty, President Ross Capon, Executive Director

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KEEPING TRACK... It's not just stuff! It's stuff that's valuable to us in helping your Association keep track of what's what in rail transportation. Among the materials received by OARP from various sources in the past month and a half: UTU tables of standard rates of pay effective Jan. 1 thru June 30, 1979; Amtrak's Limited Edition, Vol. 1, a newsletter for NEC riders; the script of the Dec. 22nd Congressional Outlook TV program on Amtrak; Amtrak -- An Experiment in Rail Service, a report from the National Transportation Policy Study Committee; an ICC booklet on dealing with rail abandonments; verbatim debate on the Amtrak Act of 1978, from Congressional Record 09-19-78; a Congressional Budget Office Issue Paper on Transportation Finance; three GAO reports on Amtrak issued during 1978; a GTW brochure addressing grade crossing safety; The Caltrans Program of Intercity Rail Service brochure; and rail passenger service proposals from California and Arizona-New Mexico ARP's.

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ANNOUNCING :

OARP MIDWINTER MEETING (11:00am)  
MARP FEBRUARY MEETING (11:00am)  
NARP REGION VI ANNUAL MEETING AND  
ELECTION OF REGIONAL DIRECTORS (1:30pm)

on SATURDAY, FEBRUARY 10, 1979

at the COMMODORE PERRY MOTOR INN on  
Superior at Jefferson in down-  
town TOLEDO, OHIO; parking  
garage adjacent.

GUEST SPEAKER: H. REX HOLLAND, Amtrak's  
Director of On-Board Services

Lunch is on your own.

\$2.00 donation as you register at the  
door to help defray meeting room costs  
for the day - receipts available.

DOOR PRIZES: including a 1979 Amtrak  
Wall Calendar

If you did not receive OARP's special  
postcard mailing several weeks ago  
with the announcement of this meeting,  
it means you are not a current member  
of OARP... so join! We sent the mail-  
ing only to our current membership.

SEE YOU IN TOLEDO ON FEBRUARY 10th!

CONRAIL'S "IDEA EXPRESS" IS A  
SUSPICIOUSLY EXPENSIVE SUGGESTION BOX

First you have to remember that Con-  
rail is supposedly a railroad provid-  
ing transportation service. Then you  
have to remember that Conrail is re-  
ceiving millions of dollars in federal  
grants and subsidies. Now we have  
Conrail's "Idea Express" which looks  
like a suspiciously expensive version  
of the common, ordinary suggestion  
box. We hope that the stakes are not  
funded with federal dollars, for the  
stakes are really neat! The three top  
prizes are \$10,000, \$9,000 and \$8,000!  
Nine \$5000 and \$2500 awards follow!

We've seen the professional promotion-  
al material that was mailed first  
class to all Conrail employees. We've  
seen the ballyhoo balloons, the bally-  
hoo badges, the posters promoting new  
ideas to help Conrail run its plant.

We're awaiting word of the 21 worthy  
suggestions from the Conrail ranks,  
making twenty-one CR employees much  
happier. And every employee who sub-  
mits an eligible idea gets a historic  
CR memento; hopefully not a new track  
bolt taken from the mainline in Canton!

THE 6:53  
OHIO ASSOCIATION OF  
RAILROAD PASSENGERS  
P.O. BOX 653  
XENIA, OH 45385

FIRST CLASS MAIL

