



# THE 6:53

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

ISSUE

29 MAR.—APR. 79

## CONSIST OF THIS ISSUE

- ### QUESTION-OF-THE-YEAR:  
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ACTIVELY TO OPPOSE THE  
USDOT FINAL AMTRAK PLAN?  
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- ### AMFLEET COMES TO THE  
LAKE SHORE LIMITED ROUTE  
BUT ONLY TEMPORARILY
- ### FOUR NEW OHIO AMTRAK  
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- ### OARP IS REPRESENTED IN  
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- ### OARP MEMBERS ACTIVELY  
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- ### OARP "SAVE OHIO'S AMTRAK  
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AMTRAK STATIONS
- ### AMTRAK FARES INCREASED  
MARCH 5th -- RIDERSHIP  
THE INCREASE
- ### WILL THE USDOT PLAN  
MEET WITH DEFEAT?  
GUARDED OPTIMISM AT  
THIS TIME, OUTLOOK IS  
LOOKING BRIGHTER

**Final Report to  
Congress on the  
Amtrak Re-  
quirement  
of Am  
PROTEST Syst  
NOW!**

United States



**SOUTH PORTSMOUTH STOP TO BE SUSPENDED INDEFINITELY ---- NEW STOP WILL BE INSTITUTED AT ALDERSON, WEST VIRGINIA**

Amtrak officials have informed OARP that, effective with the end-of-April timetable change, the Cardinal stop at South Portsmouth, KY, will be suspended indefinitely. Ridership to and from South Portsmouth has been virtually nil since the highway span over the Ohio River has been closed. An Amtrak spokesman said that in some sixty days, the Cardinal had to stop for passengers at South Portsmouth only eight times. Portsmouth, OH area residents may get the Cardinal at either Tri-State Station in Catlettsburg, KY, or at Maysville, KY.

Amtrak will begin stopping the Cardinal at Alderson, WV, starting with the April timetable change. Alderson is located between Hinton and White Sulphur Springs and is the site of a federal penitentiary for women.

**HOWARD HARDING TESTIFIES BEFORE SENATE**

Our own Howard Harding of Akron got to testify before the Senate Subcommittee on Surface Transportation on March 5th. Although Howard directly represented the Sierra Club, in which he is an officer, his remarks spoke well for OARP and rail passenger advocates everywhere. Howard was accompanied on his Washington trip by OARP member Bill Glasser of Canton. We are thankful that time for Howard to testify could be arranged (through NARP) and we are glad that OARP was represented, even if indirectly, at this important hearing.

We are attempting to arrange for Bill Snorteland to testify on behalf of OARP at the House Subcommittee hearings in early April. Bill plans to be in the East on business at that time and can most easily arrange to appear on behalf of OARP at that time. Anyone wanting a copy of Howard Harding's remarks should send him a business letter size SASE.

If YOU haven't written the pressman and our two U.S. **DON'T PUT IT OFF ANY LONGER** letters and letters from and associates are **CRUCIAL** any hope of giving the Report the putdown it deserves.

NARP and OARP recommend through resolutions disapproval of the DOT Plan in both the House and the Senate. H. Res. 93 and S. Res. 49 by Schmiedolph (WV) and Baucus (MT) several such resolutions calculating in the House and in the Senate respectively. Letters need support for disapproval. You do not have to recontact the plan; that will be done if the Plan is rejected.

\*\*\*\*\*  
THE KEY ISSUE IS TO UPHOLD THE RIGHTS OF RAILROAD PASSENGERS AND CONGRESSMEN AGAINST THE U.S. DOT PLAN TO DISCONTINUE SERVICE ON 43% OF THE RAILROAD SYSTEM. THIS PLAN MAINTAINS SERVICE WITH GASOLINE COSTS AND WEEKEND GAS STATIONS ARE LIKELY.  
\*\*\*\*\*

If the amount of mail coming from OARP is any indication, we are writing letters! We are writing comments from a sampling of efforts elsewhere in the country in order for the campaign to be successful. EVERYONE MUST JOIN THE RAILROADERS AND OTHERS TO DO LIKEWISE!

The amount of mail on a given issue is still regarded as the best indicator of what the people think before Congress. So write others to write also!

**HERE ARE THE ADDRESSES**  
The Honorable \_\_\_\_\_  
U.S. House of Representatives  
Washington, DC 20515

The Honorable \_\_\_\_\_  
U.S. Senate  
Washington, DC 20510

Enclose your letter brief (single page if possible) with your specific request for disapproval resolution beginning. If you can't wait to OARP for our record:

**OARP DIRECTORY**

corrected to  
**MARCH 15, 1979**

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**NARP**

ARE YOU A MEMBER OF NARP?

THE NATIONAL ASSOCIATION OF RAILROAD PASSENGERS is asking hard in our behalf on Capitol Hill. We must support this necessary work of the voice of rail passengers in our Nation's Capitol.  
NEW MEMBERS: SEND \$10 TO NARP, 417 New Jersey Avenue, S.E. Washington, DC 20003/202-546-1550

If YOU haven't written your own Congressman and our two U.S. Senators yet, **DON'T PUT IT OFF ANY LONGER!** Your letters and letters from your friends and associates are **CRUCIAL** if we have any hope of giving the USDOT Amtrak Report the putdown it deserves!

NARP and OARP recommend helping push through resolutions disapproving of the DOT Plan in both the House and in the Senate. H. Res. 93 by Rahall (WV) and S. Res. 49 by Schmitt (NM), Randolph (WV) and Baucus (MT) are among several such resolutions already circulating in the House and Senate, respectively. Letters need only seek support for disapproval resolutions. You do not have to recommend an alternate plan; that will be the USDOT's job if the Plan is rejected.

\*\*\*\*\*  
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\* ATORS AND CONGRESSMEN TO VOTE A- \*  
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\* WITH GASOLINE COSTS ALREADY RISING \*  
\* AND WEEKEND GAS STATION CLOSINGS \*  
\* LIKELY. \*  
\*\*\*\*\*

If the amount of mail coming in to OARP is any indication, our members are writing letters! We've excerpted comments from a sampling of members' efforts elsewhere in this issue. But in order for the campaign to succeed, **EVERYONE MUST JOIN THE FIGHT, AND URGE OTHERS TO DO LIKEWISE!**

Amount of mail on a given subject is still regarded as the BEST indicator of what the people think on issues before Congress. So write, and tell others to write also!

HERE ARE THE ADDRESSES ONCE AGAIN:

The Honorable \_\_\_\_\_  
U.S. House of Representatives  
Washington, DC 20515

The Honorable \_\_\_\_\_  
U.S. Senate  
Washington, DC 20510

Keep your letter brief (a concise single page if possible) and try to put your specific request regarding the disapproval resolution at or near the beginning. If you can, send a copy to OARP for our records.

HAVE YOU WRITTEN YOUR CONGRESSMAN YET?  
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**UPDATE**

PETITIONS! -- Those members in a position to get a lot of signatures on a simple petition should go ahead and do it! If sent with a cover letter to a Congressman, it is best that the signers reside in that House District. If sent to a Senator, signatures could come from anywhere within the state. OARP members in the greater Akron - Canton area (to our knowledge so far) are already circulating a fine petition developed largely by Howard Harding. Inquiries on petitions have also come from the southwestern corner of our state. Even the statement in the box at the left could be used for a very basic petition. Petition drives should best be handled (coordinated) locally by OARP Regional Coordinators, other OARP officers, or Regional NARP Directors in Ohio.

**DON'T FORGET - MAILGRAMS** have the impact of a telegram at a fraction of the cost. A couple of OARP members have already sent MAILGRAMS to Congress!

We know several instances already where OARP members have personally talked with their U.S. Representative and/or their legislative assistants when they have come back to their "home" district. Personal contact is even better than written contact if you can do it and are willing to do it. These times do call for us to stand up and act. Don't be afraid! Our Congressional delegation is looking to us for guidance in the way to go! Give it to 'em!

CONTACT GROUPS & ORGANIZATIONS that you're in and get them involved in the fight to save Ohio's Amtrak trains! In the greater Cincinnati area alone, Mike Weber, Ed Kipp, Bill Sprague and Ed Ahrens have done a tremendous job in getting the facts before the people using mailing lists of several large organizations in urging others to help in the fight. We know other OARP members elsewhere are similarly involved. Are you doing all you can?

GUESS WHO'S NOT ACTIVELY FIGHTING USDOT'S AMTRAK PLAN?

---- an open letter to Amtrak President Alan Boyd by OARP President Tom Pulsifer

Dear Mr. Boyd: (sent March 16th)

The news out of Washington is more maddening than discouraging. And it makes OARP's task and NARP's task that much more difficult.

IT HAS BECOME CLEARLY EVIDENT, THROUGH YOUR OWN RECENT STATEMENTS, THAT AMTRAK ITSELF IS NOT ACTIVELY FIGHTING THE U.S. DOT FINAL REPORT!

In fact, we have some reason to believe the opposite may well be true.

At the March 5th Senate Subcommittee Hearing you stated that, "The worst thing that could happen to Amtrak would be to leave us with the system we have today. Amtrak, as a public service, is plainly spread too thin. We cannot do the job the American public expects of us, given the extent of the route structure we now have and the resources at our disposal." That, Mr. Boyd, comes very close to publically endorsing the DOT Report.

## OBSERVATION CAR OPINIONS

You went on to say, "(it is a necessity that) we have a total commitment to operate a national rail passenger system. If the commitment is hesitant or if we cannot provide better service over whatever route system the Congress dictates, I personally believe it would be better to close Amtrak down."

Mr. Boyd, at this point I seriously question Amtrak's own commitment, let alone that of Congress.

I fully realize that by taking a middle-of-the-road stand on the DOT Plan you are politically "safe". But yet you are in the best possible position to convince, to "sell" Congress aggressively on America's need for an energy-efficient, modern, reliable and expanded passenger rail system.

Our organization, and others like ourselves, are fighting for better rail passenger services. And we are not ashamed. Our people have already shown willingness to stand up and be counted. What about yours?

We would be very upset if we found that any Amtrak officials were quietly making the rounds on Capitol Hill urging acceptance of the DOT Report.

We would be very upset if we learned that Amtrak was already planning to effect cutbacks of service and personnel, including reductions of consist, prior to October first.

We would be very upset if we ever heard that Amtrak was already lining up buyers for passenger equipment to be made surplus under the DOT Plan.

We would be very upset if we ever found out that data given the DOT by Amtrak had been distorted purposely to show Amtrak in a bad light and to mislead the American public.

We would be very upset if we ever heard that Amtrak's own rank-and-file employees, frustrated and confused -- lacking inspired guidance from Washington, indirectly contributed to the demise of Amtrak.

Mr. Boyd, you have been held up to us as a person with both the railroad experience and the political savvy to straighten Amtrak out and get modern rail passenger service moving on the right track. We have seen and heard good things with respect to your administrative abilities. We can see Amtrak making progress, perhaps not as fast as we'd always like, but progress is evident.

The 43% route and service cut will not be a successful Amtrak make. Other problems must be confronted--vigorously. We can ill afford to persist in perpetuating them.

You know, it's hard, mighty hard, to fight to save a patient's health when the patient's not fighting for himself. We will not be apologists for Amtrak's own shortcomings. Less-than-total commitment is unacceptable, and we are disappointed in Amtrak's own commitment thus far. If you are not totally committed, then it is time to get an Amtrak president who is.

/s/ Thomas R. Pulsifer

LAKE SHORE LIMITED IS  
AMTRAK'S

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LAKE SHORE LIMITED IS TEMPORARILY AMFLEET - EQUIPPED;  
AMTRAK'S URGENT NEED FOR RELIABLE EQUIPMENT SHOULD BE TOP PRIORITY

Amtrak's Lake Shore Limited has been and should be one of Amtrak's top long-distance trains. It serves two strong end-points. It serves many large en-route cities. And it runs on what we might call a "popular" schedule, serving most enroute points of importance at reasonably attractive and decent hours. And the train has generally done quite well for Amtrak.

Very recently, however, unreliable old conventional equipment on this train has caused Amtrak horrendous problems and considerable embarrassment.

On February 12th, the westbound Lake Shore was terminated at Syracuse, NY, as steam boilers on three of the four diesel locomotives had failed and the train's heating system had frozen. It was reported to OARP that of 11 cars on that train, the rear 6 were frozen and cold (useless) while the front 5 cars were barely warm. Buses were called to transport about 130 passengers on west to Cleveland and Chicago.

That train arrived in Syracuse almost five hours late on account of Conrail's "cold-weather slow-orders" limiting speeds to 50 mph for safety in the severe cold weather. The train was delayed 1½ hours in Rensselaer, NY, as workers tried to water boilers and cars with few hoses available due to ice damage. The train was delayed in even getting into the Rensselaer station as tracks were blocked by another steam-heated train needing similar servicing.

As an emergency measure, Amtrak temporarily assigned Amfleet equipment to the Lake Shore for the period from February 12th until around the 19th. There was no sleeping car service. A "normal" consist included 1 or 2 head end cars, 2 or 3 Amcoaches, 1 Amcafe and 1 Amclub. Business was down, but at least the train was able to run, and run a bit closer to being on time.

Amtrak has been using 30-year-old diesel locomotives on the Lake Shore this winter ("E" units). Other Amtrak trains using the Lake Shore/Empire Corridor route in New York State are all newer and are heated electrically. Amtrak reported that on the same days it has had such problems with the Lake Shore and its steam-heated equipment,

its other Empire Corridor trains have been only 10 to 20 minutes, generally, behind schedule, despite 10 to 20 below zero outside temperatures.

Unfortunately, it has been only recently that Amtrak has really gotten thoroughly involved in a program of rebuilding its older steam-heated cars to incorporate electrical heating systems, thereby avoiding steam-heating breakdowns in the future. The Lake Shore Limited and the Broadway Limited are both scheduled to receive these cars later this year and early in 1980. OARP notes that it is unfortunate that Amtrak did not embark on this program back in 1971. Many years of hot-cars-in-summer and cold-cars-in-winter could have been avoided if Amtrak management had had the foresight to move to correct these problems which were then as apparent as they are today.

The new locomotives and equipment, such as Amfleet, have performed very reliably in the super-cold weather.

By the way, Elyria - Chicago was served by an Amtrak train on February 12th after all! Due to a Conrail freight derailment at Middlepoint, OH, (west of Lima on the Broadway route) which blocked both tracks, the westbound Broadway was detoured from Alliance to Cleveland and made all station stops between Elyria and Chicago on the Lake Shore route. Also, we are told, the Conrail freight derailment was due to a broken rail on a line which we have documented track safety violations as of last September and even earlier! OARP is still gravely concerned about apparent lax track safety standards on considerable portions of the Broadway Limited route, especially between Chicago and Bucyrus, OH. A Conrail official told us that another full work season is needed to bring that line up to par. We hope that further derailments and potential tragic disasters are not a part of the operational "plan".

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Due to the "big snow" in the East and a Conrail derailment somewhere near Pittsburgh, Amtrak #31 was seen by an OARP member passing London, OH, some 11 hours late on Feb. 20th. #31 and #30 swapped crews at Richmond, IN.

## WILL THE USDOT PLAN MEET WITH DEFEAT?

If a vote were being taken in Congress today, we'd probably lose. But, there's good news amidst the gloom. Opposition to the DOT Plan is growing and it's getting stronger day by day. The ongoing efforts of members of NARP, OARP and other passengers' organizations nationwide are having a definite effect. The gasoline/oil situation could not have come at a better time. It can do nothing but help the cause for efficient mass transportation systems -- rail being the most energy-efficient example.

Our own Congressman Don Pease from Oberlin plans to introduce legislation to revise Section 403-b of the Amtrak Act so as to give states, including Ohio, a better crack at implementing and funding additional Amtrak routes and services. Congressman

James Florio (NJ) who is chairman of the House Subcommittee that approves Amtrak authorizations, may try to add routes to the DOT's map in the authorization bill instead of through a resolution of disapproval. This gives a strong case for us to help justify to our own Congressmen the threatened Amtrak routes serving our own area. Senate hearings end March 12th, though due to a protracted debate on rules, the Senate deadline for vetoing the DOT Plan has slipped into June. House hearings are April 3rd and 4th, with possible floor action as early as 2 or 3 weeks after the hearings.

According to NARP, it is believed (based on present outlook) the House will have a majority voting the DOT Plan down when the vote is taken. The Senate needs to be convinced.

In the midst of the Washington woes, Amtrak is into a banner ridership year. Of course, Amtrak's critics don't like to hear this kind of news! OARP's Dave Marshall has already made two radio spots which have already aired on Dayton's WHIO and WING to promote Amtrak ridership out of Dayton. It will be the March ridership figures which Congress will see last before they vote upon the fate of Amtrak.

With your continued help, we will win the fight for modern passenger trains for Ohio and for America.

## OARP "SAVE OHIO'S AMTRAK TRAINS" FLYERS PLACED IN ALL OHIO MANNED AMTRAK DEPOTS

In efforts to both spread the concerned word and to encourage Amtrak passengers to join the fight by writing letters to Congress, OARP has had 6,000 flyers printed and distributed to all manned Ohio Amtrak stations. It cost OARP about \$48.00 to have these printed and another \$6.00 for mailing the timetable size single-sheet flyers. We already have indications that more will be needed in the fight and we will reprint the flyers as necessary. Members desiring a supply of these flyers should send us a business-letter size SASE and state quantity desired. Affix 15¢ postage for 15 flyers, then an additional 13¢ stamp for added quantities of 15; i.e. 28¢ for 30, 41¢ for 45, 54¢ for 60 etc.

OARP would also appreciate extra donations to help our treasury cover the costs of these extra materials to help in the fight for modern trains!

## BAGGAGE & EXPRESS

Current fuel shortages are forcing many airlines to cancel hundreds of scheduled flights and word is that Greyhound may become "reluctant" to run as many extra sections of scheduled trips as in the past. \*\*\*\*\* Effective April 1st, Amtrak will temporarily suspend operation of Metroliner trains 107, 113, 114 and 116 due to equipment shortage and increased work on the Northeast Corridor Project. \*\*\*\*\* Modernization of Amtrak's 12th & 16th Street coach maintenance and servicing yards in Chicago will move into its third phase with approval of an additional \$2,800,000 by Amtrak's Board. \*\*\*\*\* Tighter controls are being sought on the federal funds to Conrail; meanwhile CR has selected a non-railroader as its next president -- Stuart M. Reed is vice-president of American Motors Corporation! Reed succeeds Richard Spence who is now head of the L&N. \*\*\*\*\* The Chicago-Valparaiso locals are still in operation. The last RI's "Rockets" are gone; however, Illinois may institute Amtrak 403b service between Chicago - Peoria. \*\*\*\*\* Did you catch Tom Wicker's excellent column in the February 25th issue of the N.Y. Times?

## AMTRAK'S FUTURE RI

by Joseph Vranich

(Joseph Vranich of Amtrak employee and are his alone. Pr ecutive director o iation of Railroad

While the Federal Amtrak's system al attention has been starvation at Amtr has given its mana strained its abili passenger use of t

Saying it another has started as to should be, the big "good" Amtrak shou examined.

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The government for not granted enough trak's capital need could not place ore ger cars in suffic

Amtrak's earning p low that of other because it has such small number of car 30 years old and w trak obtained them roads nearly eight

The old cars have overhauled by Amtra Despite heroic effe tain to fail again cycle, one which wa sible for nearly ki service before Amtr

About 2,000 cars an serve almost 28,000 comparison, the cars for every or 13,000 miles). for England, German could be given. Am so good!

Should Amtrak stay size, it has an imm

## AMTRAK'S FUTURE RIDES ON U.S. FORESIGHT

by Joseph Vranich

(Joseph Vranich of Arlington, VA, is an Amtrak employee and the views expressed are his alone. Previously, he was executive director of the National Association of Railroad Passengers.)

While the Federal government may cut Amtrak's system almost in half, little attention has been given to the capital starvation at Amtrak -- a problem that has given its management ulcers and restrained its ability to keep increasing passenger use of trains.

Saying it another way: While the debate has started as to what "size" Amtrak should be, the bigger question of how "good" Amtrak should be has been left unexamined.

I'll make no apologies about where I stand. For 15 years I've been convinced that passenger trains should have a bigger place in the nation's transportation system (I've been an Amtrak employee for six of those years). I think Amtrak will become even more important if gasoline shortages begin to affect America's mobility.

The government for several years has not granted enough funds to meet Amtrak's capital needs, and the company could not place orders for new passenger cars in sufficient numbers.

Amtrak's earning power is terribly below that of other national railroads because it has such a pathetically small number of cars, many of which are 30 years old and were worn out when Amtrak obtained them from private railroads nearly eight years ago.

The old cars have been patched and overhauled by Amtrak time and again. Despite heroic efforts, they are certain to fail again. It is an absurd cycle, one which was partially responsible for nearly killing rail passenger service before Amtrak's creation.

About 2,000 cars are used by Amtrak to serve almost 28,000 miles of routes.

In comparison, the Japanese system has 26,000 cars for every mile (26,000 cars for 13,000 miles). Similar examples for England, Germany and South Africa could be given. Amtrak should have it so good!

Should Amtrak stay about its present size, it has an immediate need, even

without an energy crisis diverting more people to trains, for approximately 450 new passenger cars for trains linking New York with Florida, Montreal, Chicago, Pittsburgh, St. Louis, Atlanta and New Orleans.

An order for 1,000 cars, costing about \$680 million, would allow Amtrak to increase frequency on many routes from one to two trains, give passengers better trips, and increase revenue in greater proportion to cost increases. This would lower the financial loss per passenger served.

Amtrak's capital requests have been small compared to amounts pumped yearly into other transport modes. Last year, various levels of government poured \$27 billion into highway construction and maintenance while Amtrak asked for \$316 million for improvements -- note the difference between billions and millions.

But Amtrak's capital was cut to \$130 million, an amount about equal to the cost of building one-third of one mile of New York City's controversial West Side Highway!

Unfortunately, accounting systems do not take the advantages of Amtrak into consideration while calculating costs.

Look at energy: Good trains are more fuel-efficient than autos or airplanes according to several government studies. It would be a costly pity if during gasoline shortages Amtrak were unable to carry substantially more people because it lacked equipment.

For Amtrak to have more capacity in the coming decade, funding is needed now since it takes almost three years to receive a passenger car from the time it's ordered.

Don't think Amtrak thus far has been a failure. With little capital, much obsolete equipment, and inflation affecting costs, Amtrak has improved service and sparked ridership gains -- reversing the 25-year downward trend in the market. And despite its problems, this may be a banner patronage year for Amtrak.

How good should Amtrak be?

In my view, Amtrak should be operating new equipment into modern terminals on fast track, with enough equipment to offer frequent schedules on pop-

ulous routes while starting new routes. A billion dollars per year over the next decade to improve Amtrak would be justified. Although such money is peanuts compared to highway costs, it would give Amtrak the proper resources to do a marvelous job and benefit even more Americans.

SIERRA CLUB SPEAKS OUT ON USDOT PLAN

The National Sierra Club Board at its February 1979 meeting passed unanimously a resolution on the USDOT Amtrak Plan: "The Sierra Club views with alarm the U.S. Department of Transportation proposals to cut both coverage and service within the Amtrak System. Long term economies, especially in use of energy, are essential to any sound transportation system. Cutting rail passenger traffic works against long range economies and is generally shortsighted. The budget cutting considerations which motivate these proposals can better be served by eliminating the hidden but none the less large subsidies to air and auto traffic. The proposed savings from Amtrak cuts would be almost offset by close-down costs over the short term."

GOING TO PHILLY? HERE'S A TIP FOR YOU!

Amtrak passengers destined for 30th St. Station in Philadelphia might take advantage of a travel tip which is not publicized. Save your Amtrak ticket stub or passengers' receipt. You can use it for transportation on any Amtrak or Conrail local between 30th St. Station and the Suburban Station at Penn Center in the heart of downtown Philadelphia. This will save you the cost of a local ticket which at last report was 50¢ each way. The local trains use the upper level at 30th St. Station; through Amtrak trains use the lower level. The ride between the two stations is short, taking about 3 minutes.

REMEMBER TO RENEW YOUR MEMBERSHIP !!!

ICC UPDATES ADEQUACY OF SERVICE REGS

It's bye-bye to the Park Tower "comfort stop" thanks to recent ICC revision and update of rules and regulations governing the adequacy of intercity rail passenger service. For those who don't know about the "comfort stop"; Park Tower is a Conrail/Amtrak interlocking-signal tower at Parkesburg, PA. When, occasionally, commuter-service Silverliners were assigned to Amtrak's Philadelphia to Harrisburg locals, the train would make an unscheduled stop at Park Tower if any passenger needed to use the restroom inside, since commuter-service Silverliners are not equipped with restrooms! Now, thanks to an update of regulation 1124.20(d), all coaches shall have functioning restroom facilities and drinking water available. The commuter-service Silverliners will return to SEPTA service. Other ICC revisions provide that carriers operating trains which travel for 2 hours or more shall make complete meals available during customary dining hours. Another amendment deals with checked baggage provisions in stations. It requires that there be adequate baggage assistance on board trains stopping at the stations in question to enable the passengers at that station to have their baggage placed on the train, and, if possible, on trains with checked baggage service, to have their baggage checked if they so desire.

RECOMMENDED BOOK NOW IN PAPERBACK FORM

THE RAILROAD—WHAT IT IS, WHAT IT DOES is "must" reading for anyone seriously interested in learning in detail about contemporary rail transportation. The book, still available in the hardbound edition at \$14.95, has just been made available by the publisher in paperback at \$8.95 a copy. Price includes postage. Enclose check or money order with your order and send to:

SIMMONS-BOARDMAN PUBLISHING CORP.  
EDUCATIONAL DIVISION  
1809 CAPITOL AVENUE  
OMAHA, NEBRASKA 68102

Allow up to 4 weeks for delivery.

W

CONGRESSIONAL HEARINGS

Based on information subject to possible SURFACE TRANSPORTATION SENATE COMMERCE COMMITTEE  
March 5 - Amtrak FY80  
March 6 - Amtrak  
TRANSPORTATION SUBCOMMITTEE HOUSE APPROPRIATIONS  
March 19-20 - FRA  
March 21-22 - Amtrak  
April 2 - USRA  
April 3 - Conrail  
TRANSPORTATION AND COMMERCE COMMITTEE  
April 3 & 4 - Amtrak

In addition to the... at the right side of...  
Congressmen LOUIS ST... the HOUSE APPROPRIATIONS...  
Congressmen THOMAS... CLARENCE BROWN are... MITTEE.

DISSEMINATION OF USDOT REPORT FIVE WEEKS AFTER OFFICIAL RELEASE

OARP received its report after the official release of the DOT Amtrak Report on... seriously questions... everyone concerned... work under a 90-day... pages began flipping... that the initial pre... very small; that USE... number of requests... izens and agencies... available to the publ... for one:

Send a self-addressed envelope with your request to:  
AMTRAK ROUTING CENTER  
ROOM 5415  
400 SEVENTH AVENUE  
WASHINGTON, DC 20004



# WASHINGTON SECTION

## CONGRESSIONAL HEARINGS UPCOMING ON RAIL MATTERS

Based on information made available to OARP and subject to possible changes:

SURFACE TRANSPORTATION SUBCOMMITTEE of the SENATE COMMERCE COMMITTEE

March 5 - Amtrak Route Restructuring and FY80 authorization

March 6 - Amtrak Northeast Corridor

TRANSPORTATION SUBCOMMITTEE of the HOUSE APPROPRIATIONS COMMITTEE

March 19-20 - FRA appropriation FY80

March 21-22 - Amtrak appropriation FY80

April 2 - USRA appropriation FY80

April 3 - Conrail appropriation FY80

TRANSPORTATION AND COMMERCE SUBCOMMITTEE of the HOUSE COMMERCE COMMITTEE

April 3 & 4 - Amtrak Route Restructuring

In addition to the SUBCOMMITTEE MEMBERSHIP listed at the right side of this page...

Congressmen LOUIS STOKES and RALPH REGULA are on the HOUSE APPROPRIATIONS COMMITTEE.

Congressmen THOMAS LUKEN, RONALD MOTT and CLARENCE BROWN are on the HOUSE COMMERCE COMMITTEE.

DISSEMINATION OF USDOT REPORT TO THE PUBLIC COMES FIVE WEEKS AFTER OFFICIAL RELEASE DAY ----

OARP received its requested two copies of the US DOT Amtrak Report on March 8th, five full weeks after the official release on January 31st. OARP seriously questions the delay, especially when everyone concerned with Amtrak's future has to work under a 90-day deadline -- and the calendar pages began flipping on January 31st! We heard that the initial press run of the Report was very small; that USDOT hadn't expected the huge number of requests for copies from concerned citizens and agencies. Anyway, copies are now available to the public and you may write USDOT for one:

Send a self-addressed mailing label with your request to:

AMTRAK ROUTE STUDY RFA-20  
ROOM 5415  
400 SEVENTH STREET, S.W.  
WASHINGTON, DC 20590

## FOR YOUR INFORMATION

SUBCOMMITTEE ON TRANSPORTATION OF THE SENATE APPROPRIATIONS COMMITTEE:

Birch Bayh (IN) CHM.

Robert Byrd (WV)

John Stennis (MS)

Warren Magnuson (WA)

Thomas Eagleton (MO)

John Durkin (NH)

James McClure (ID)

Charles Mathias (MD)

Lowell Weicker (CT)

Milton Young (ND)

SUBCOMMITTEE ON SURFACE TRANSPORTATION OF THE SENATE COMMERCE COMMITTEE:

Russell Long (LA) CHM.

Howard Cannon (NV)

Ernest Hollings (SC)

Adlai Stevenson (IL)

Donald Riegle, Jr. (MI)

James Exon (NB)

Howard Heflin (AL)

Larry Pressler (SD)

John Danforth (MO)

Harrison Schmitt (NM)

Nancy Kassebaum (KS)

SUBCOMMITTEE ON TRANSPORTATION OF THE HOUSE APPROPRIATIONS COMMITTEE:

John Duncan (OR) CHM.

Tom Steed (OK)

Adam Benjamin (IN)

William Lehman (FL)

Martin Sabo (MN)

Bennett Stewart (IL)

Edward Boland (MA)

Silvio Conte (MA)

Jack Edwards (AL)

Clarence Miller (OH)

Lawrence Coughlin (PA)

SUBCOMMITTEE ON TRANSPORTATION AND COMMERCE OF THE HOUSE COMMERCE COMMITTEE:

James Florio (NJ) CHM.

Jim Santini (NV)

Barbara Mikulski (MD)

John Murphy (NY)

Marty Russo (IL)

Harley Staggers (WV)

ex officio

Edward Madigan (IL)

Gary Lee (NY)

Samuel Devine (OH)

ex officio

# PASSENGER MANIFEST

PASSENGER MANIFEST not only recognizes our members' efforts, but through these randomly selected excerpts from copies submitted to OARP, they may give you food for thought in your own protest of the USDOT Amtrak Final Report:

"Over the past forty years we have built a transportation system second to none for service and convenience. It has been built around the automobile and the airplane. Unfortunately they are not very efficient users of energy. The automobile is efficient at manufacturing air pollutants."

DORANCE W. TAYLOR, Dayton, O.

"My family and I just returned from a two week trip to Florida on Amtrak which saved us and our country two hundred gallons of gasoline by not driving. The trip was fun, comfortable and convenient, thanks to Amtrak's good Ohio service. We have traveled Amtrak many times before and plan to do so every vacation or trip of any distance in the future."

JOHN L. KEMPTON, Sandusky, O.

"In this era of energy conservation consciousness, it doesn't make much sense to remove almost half of Amtrak's highly energy-efficient services. What other mode of transportation can move a thousand people from Point A to Point B at a fuel cost of three gallons per mile? Certainly not 22 fully loaded Greyhound buses. Certainly not three fully loaded Boeing 747's. Certainly not 250 automobiles each carrying four people."

ALLAN T. SPENCER, Elyria, O.

"In view of the campaign to conserve fuel, to car-pool and to get the traveling public to use more public transportation, it seems unthinkable that Amtrak service should be cut at all. Service is poor enough now but with cutbacks the public will be forced to do more driving."

DR. A. R. WEBER, Cincinnati, O.

"With some modifications, deletions, additions, higher productivity and better utilization, we need Amtrak, and will even more so in the future. A national rail rehabilitation commitment is desperately needed for

both freight and passengers. Trains would be faster and safer, and even more people would therefore choose to go by rail."

ROBERT D. GOLDSTEIN, Cincinnati, O.

"Our more severe winters demand an alternate form of transportation. As you know, trains move better in bad weather than any other vehicle."

MARVIN L. DOUDNA, Cambridge, O.

"Our country is plagued with decline community for which much blame rests squarely upon the transportation modes. Now I do not wish to turn back the clock. Not at all. Automobiles, trucks, and planes have their places. However, the construction of a thoroughly modern high speed intercity rail passenger network ought to be conceptualized and implemented by direction from Congress, for the general welfare."

DOUG HUDSON, Warren, O.

"The Department of Energy tells us to conserve energy and opt for fuel-efficient public transportation. A full and well-maintained Amtrak train, operating on good track, is the most fuel-efficient means of moving people."

ROBERT J. BRADEN, Cleveland, O.

"Our new Amfleet train is so exciting. I also think it's great to have it so handy, to hop on and go to Kansas City -- which I did in 1972 and 1977 -- and to go to New York City -- my sons both use it often -- and to Pittsburgh, where I go every year. Keeping this train... is very important to a lot of people. The expense connected to keeping these... lines is more important than a lot of other federal expense."

MRS. IRIS V. McFADDEN, Dayton, O.

"The United States needs a modern rail passenger system with good roadbeds, up-to-date equipment, convenient and frequent schedules, and competitive fares. No transport system in this country pays its own way. Does a 43% cutback even give Amtrak a chance to serve the public interest?"

REV. JAMES H. BEATTY, Cleveland Hts., O.

"I am for mass transit. Why not just increase and use those funds both the mass local transit systems? Mass pricing we could get their cars and onto again. And the more get, the better serve."

JAMES BALLENTINE, Sp

"For the first time in 25 years, rail passengers to get new equipment for long-distance travel. At a crucial time, do we want to replace this equipment for? Historically, Amtrak was able to place new service the ridership."

W. NEFF, Piqua, O.

"Why does the government have a phobia concerning public service? If they cut billions of dollars to the transportation, why not the same for Amtrak with three healthy systems?"

KEVIN ROM, Cincinnati

"Every rise in gasoline prices further tend to make and induce them to travel, hopefully rail, the service able to our citizens."

BOB HOPPER, Cincinnati

"Many individuals prefer by rail due to the offered, e.g. ability during the journey to a lounge car or in the dining car, cannot partake of service board a plane or on."

WILLIAM GRANT, Columbia

"(We need a) plan to solid, well-balanced network; that providing that will be a respectable passengers; that mandating to those who control the system; and that showing, well-planned service emphasis on public not on political whimsy."

GARY AMATORE, Bucyrus

"I am for mass transit of all kinds. Why not just increase gasoline taxes and use those funds to subsidize both the mass local and mass rail transit systems? Maybe through pricing we could get people out of their cars and onto public transit again. And the more ridership you get, the better service you'll have."  
JAMES BALLENTINE, Springfield, O.

"For the first time in approximately 25 years, rail passengers are about to get new equipment designed for long-distance travel. Why, at this crucial time, do away with the very trains this equipment was designed for? Historically, whenever Amtrak was able to place new equipment into service the ridership has shown very strong growth."  
W. NEFF, Piqua, O.

"Why does the government have this phobia concerning passenger rail service? If they can give billions of dollars to the other two forms of transportation, why can't they do the same for Amtrak? What is wrong with three healthy transportation systems?"  
KEVIN ROM, Cincinnati, O.

"Every rise in gasoline cost will further tend to make people use less and induce them to other modes of travel, hopefully rails. If it is rails, the service better be available to our citizens."  
BOB HOPPER, Cincinnati, O.

"Many individuals prefer to travel by rail due to the many attractions offered, e.g. ability to move about during the journey from one's seat to a lounge car or enjoying a meal in the dining car, etc. One simply cannot partake of such amenities aboard a plane or on a bus."  
WILLIAM GRANT, Columbus, O.

"(We need a) plan that provides a solid, well-balanced rail passenger network; that provides adequate funding that will enable Amtrak to offer a respectable service to passengers; that mandates more authority to those who control the Amtrak system; and that shows an intelligent, well-planned system with emphasis on public service, not on political whims."  
GARY AMATORE, Bucyrus, O.

"I am dismayed and disgusted with the Final Route Plan for Amtrak. The Plan is much too drastic in its cutbacks and will save relatively little money, and will provide the public with significantly worse service."  
JIM STEVENSON, Berea, O.

"Every other country in the world is vastly improving its rail passenger network. We here in the United States are letting our rail passenger network go to pot."  
KARL GELFER, Columbus, O.

"I am very disturbed about the discontinuance of many trains which are very popular. Two of the trains through Ohio, the Lake Shore Limited and the Broadway Limited, are so busy they must turn away many passengers. Yet the DOT Report would reroute one of these trains out of Ohio and combine the other two routes through Ohio."  
R. GORDON BLACK, Mansfield, O.

"If anything, we would like to see greater (public transportation) options by a modest expansion of the Amtrak intercity network, certainly not a contraction, especially one that leaves Ohio in an extremely poor position."  
NORBERT BROCKMAN, Dayton, O.

"Those changes (in the Amtrak system) are NOT in the best interest of the traveling public."  
DOYLE DITMARS, Wooster, O.

"Amtrak has not been given a fair chance by the railroads which run the Amtrak trains. We would hope that some government agency could put pressure on the railroads to run Amtrak trains the way they should be run."  
JIM MANN, Huron, O.

"Amtrak usage has increased in Dayton despite the fact that Amtrak does NO advertising in Dayton."  
ALBERT WOLF, Dayton, O.

"USDOT has failed in its 10 year existence to develop a true national transportation policy based on a sane and balanced system with each mode complimenting than competing, and an eye towards energy conservation."  
AL MLADINEO, Chagrin Falls, O.

## PASSENGER MANIFEST

# REFERENCE MARKS

FIRST SUPERLINERS  
IN REVENUE SERVICE

Amtrak's first Superliner coaches were passenger service a regularly-scheduled Milwaukee train.

double-decked Superliner coaches signed for long-distance the first coaches by the manufacturer during March routes originating trips will be used on-board service personnel of various eventually will be equipment on long-distance

When the entire Superliner plant of Pullman-Standard plant of Pullman-Standard steel cars which consist of two levels, including sleeping cars built in States in a general

Superliner-equipped train will be the As more train sets they will replace ed equipment on other Coast routes, as well to Seattle and the Orleans routes. The

sleeping cars of the fleet will each consist of rooms (which can accommodate a child, with economy rooms, an room for five and capped persons which two.

The Superliner 102 coaches, 48 coaches, 39 dining cars and (observation) cars cars are equipped with controls for music conditioning. OAR Amtrak concerning round that part of order might be scuttled is not true; Amtrak will reduce or scuttle Superliner order.

ON YOUR NEXT TRIP  
BE IT FOR BUSINESS  
TAKE IT EASY -- TAKE

USEFUL STATISTICAL INFORMATION ----- courtesy of Amtrak Public Affairs Dept.

| Route                   | AMTRAK RIDERSHIP BY ROUTE   |           |          | FISCAL YEAR TO DATE |         |          |
|-------------------------|-----------------------------|-----------|----------|---------------------|---------|----------|
|                         | DECEMBER 1977 vs. DEC. 1978 |           |          | FY 1978 FY 1979     |         |          |
|                         | Dec. 1977                   | Dec. 1978 | % change | FY 1978             | FY 1979 | % change |
| Wash-Cinti via Cumbrlnd | 3,764                       | 5,122     | 36.1     | 13,241              | 14,874  | 12.3     |
| Chicago-NY/Washington   | 19,948                      | 22,410    | 12.3     | 53,562              | 54,012  | .8       |
| Chi-Wash via Cincinnati | 16,445                      | 10,949    | (a)      | 42,679              | 28,036  | (a)      |
| Chicago-New York/Boston | 24,611                      | 27,645    | 12.3     | 67,039              | 74,214  | 10.7     |
| Kansas City-NY/Wash     | 18,075                      | 20,497    | 13.4     | 47,520              | 49,365  | 3.9      |
| Boston-Tri State (b)    | --                          | 4,688     | (b)      | --                  | 12,038  | (b)      |

(a) - (33.4)% for December, (34.3)% for FYD. Chi-Cin-Wash route included the Mountaineer/Hilltopper until January 1978.

(b) - 100.0% for Dec., 100.0% for FYD. Boston-Tri-State route excludes local Bos-Wash riders.

| AMTRAK ON-TIME PERFORMANCE BY RAILROAD - DECEMBER              | RAILROAD & Routes included |  | % OT December 1978 | % OT December 1977 | change |
|--|----------------------------|--|--------------------|--------------------|--------|
| CHESSIE SYSTEM/Cardinal & Shenandoah                           |                            |  | 77.8               | 72.8               | +      |
| CONRAIL/Lake Shore Limited, Broadway Limited, National Limited |                            |  | 52.9               | 54.3               | -      |
| NORFOLK & WESTERN/Hilltopper                                   |                            |  | 74.2               | 87.1               | -      |

| Route                                  | SUMMARY OF SCHEDULE PERFORMANCE BY ROUTE - Dec. 1978 |             |               | % O.T. |        |  |
|--|--|-------------|---------------|--------|--------|--|
|  | Tot.Trns. Scheduled                                  | Trains Late | % O.T. DEC 78 | NOV 78 | DEC 77 |  |
| Boston - Tri-State Station             | 62   | 10          | 83.9          | 81.7   | --     |  |
| Washington-Chicago via Cincinnati      | 62   | 17          | 72.6          | 73.3   | 48.4   |  |
| New York - Kansas City                 | 62   | 30          | 51.6          | 55.0   | 33.9   |  |
| Washington - Cincinnati via Cumberland | 62   | 33          | 46.8          | 83.3   | 79.0   |  |
| Boston - Chicago                       | 62   | 39          | 37.1          | 53.3   | 22.6   |  |
| New York - Chicago via Buffalo         | 62   | 44          | 29.0          | 55.0   | 17.7   |  |
| New York - Chicago via Pittsburgh      | 68   | 55          | 19.1          | 13.3   | 14.3   |  |
| Washington - Chicago via Pittsburgh    | 68   | 56          | 17.6          | 13.3   | 14.3   |  |

AMTRAK RIDERSHIP FOR CY1977 (CY1978 figures not provided to us)  
Total on/off trains at these stations:

|               |            |                      |        |   |
|---------------|------------|----------------------|--------|---|
| CLEVELAND     | 50,277     | PARKERSBURG, WV      | 9,062  | (a) Maysville stop began, June 1977.  |
| ELYRIA        | 9,006      | HUNTINGTON, WV       | 10,868 | (b) Both stations combined.   |
| TOLEDO        | 26,521     | CATLETTSBURG, KY     | 18,763 | (c) Columbus ridership was 74.6% over previous year's figure of 41,720.   |
| CANTON        | 9,787      | SOUTH PORTSMOUTH, KY | 2,359  | (d) Dayton ridership was 91.8% over previous year's figure of 7,499. Continued growth into 1979 despite Conrail's removal of auto parking space for passengers. |
| CRESTLINE     | 7,478      | MAYSVILLE, KY (a)    | 2,545  | (e) Cincinnati's ridership is 21.4% over 1976 figure of 41,720.   |
| LIMA          | 10,891     | RICHMOND, IN (b)     | 10,163 | (*) The Shenandoah did not operate at all during February 1977, adversely affecting ridership at Athens, Chillicothe and Cincinnati.                            |
| COLUMBUS      | 17,828 (c) |                      |        |   |
| DAYTON        | 14,706 (d) |                      |        |   |
| ATHENS *      | 6,042      |                      |        |   |
| CHILlicothe * | 5,139      |                      |        |   |
| CINCINNATI *  | 51,543 (e) |                      |        |   |

(e) Cincinnati's ridership is 21.4% over 1976 figure of 41,720.

(\*) The Shenandoah did not operate at all during February 1977, adversely affecting ridership at Athens, Chillicothe and Cincinnati.

FIRST SUPERLINERS ARE  
IN REVENUE SERVICE!

# NEWS FROM AMTRAK

Amtrak's first Superliner coaches were introduced into passenger service February 26th on a regularly-scheduled Chicago to Milwaukee train. Although the new double-decked Superliners are designed for long-distance service, the first coaches being delivered by the manufacturer will be operated during March on short distance routes originating in Chicago. The trips will be used to train Amtrak on-board service crews and the personnel of various railroads who eventually will be operating the equipment on long-distance trains.

When the entire Superliner order has been completed by the Hammond, Ind. plant of Pullman-Standard, Amtrak will have 284 of the stainless steel cars which carry passengers on two levels, including the first sleeping cars built in the United States in a generation. The first Superliner-equipped long-distance train will be the Empire Builder. As more train sets are delivered, they will replace other steam-heated equipment on other Chicago - West Coast routes, as well as Los Angeles to Seattle and the Chicago - New Orleans routes.

The 70 bi-level sleeping cars of the Superliner fleet will each contain deluxe bedrooms (which can sleep two adults and a child, with private restroom); economy rooms, an economy family room for five and a room for handicapped persons which can accommodate two. The Superliner order includes 102 coaches, 48 coach-baggage cars, 39 dining cars and 25 cafe-lounge (observation) cars. The sleeping cars are equipped with individual controls for music, heat and air-conditioning. OARP checked with Amtrak concerning a rumor going around that part of the Superliner order might be scuttled. The rumor is not true; Amtrak has no plan to reduce or scuttle the original Superliner order.

## AMTRAK FARES INCREASED BY 6% AVERAGE

Amtrak announced a 6% increase in most regular rail fares and accommodation charges which went into effect on March 6th. New York - Washington fares rose 10% at the same time. Higher fares for the New York - Washington segment reflect actual market conditions in the Northeast Corridor where Amtrak service is more frequent, where newer equipment is used, and generally is in a better position to compete with auto, air and bus alternatives, Amtrak officials said. The total fare package is intended to keep pace with inflation as well as to increase the share of Amtrak's costs actually borne by its riders while remaining within the Presidents' price guidelines, they added.

There are some exceptions to the increase:

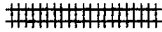
- \* The price of Amtrak's USA Rail Pass will not be increased at this time.
- \* Excursion fares and other special fare plans, such as the Family Plan and multi ride tickets, will be adjusted to maintain their present relationship to the one-way fares.
- \* No fare increase for stations between New York City and Princeton Junction, NJ, and for the Vancouver-Seattle route.
- \* No increase in the first-class sleeper charge when traveling on the New York/Boston - Chicago route via Cleveland and the New York/Washington - Chicago route via Pittsburgh.
- \* No increase in rail fares to and between points west of Cumberland, MD, on the Washington - Cincinnati route. However, fares for travel to and from the end-point cities of Washington and Cincinnati will increase six percent to match the fare increase on the Cardinal route from Washington to Chicago via Cincinnati. The fare will increase 6% for all points between Washington and Martinsburg, WV.
- \* No increase for passengers traveling locally between Los Angeles and San Diego. However, rail fares will be increased from \$8.80 to \$9.25 for travel between the Los Angeles and San Diego end-points.
- \* No increase in accommodation charges for the National Limited, the Cardinal and the Panama Limited; also no increase in New York - Florida Slumbercoach charges on the Champion and Silver Meteor.

(continued)

ON YOUR NEXT TRIP OUT OF TOWN,  
BE IT FOR BUSINESS OR FOR PLEASURE,  
TAKE IT EASY -- TAKE AN AMTRAK TRAIN!

Amtrak Fares... (continued)

- \* No increase in rail fares or accommodation charges on the Washington-New Orleans "Crescent" route. However, fares will be increased 2% for passengers boarding at points north of Washington bound for any point south of Washington.
- \* No increase in the custom class seat charge for the Chicago-Port Huron, MI, route.
- \* Custom class seat charge will be raised from \$3 to \$4 for the New York-Buffalo service and the Adirondack route between Montreal and New York City via Albany.



AMTRAK INTRODUCES BRUSHLESS CAR WASH

Amtrak has revolutionized the "car wash" by creating a rail car washer that operates without brushes and recycles the water it uses! Located in Amtrak's new maintenance building in Rensselaer, NY, the car washer will be ready for full operation starting this spring. It will service Turboliners, Amfleet and the rest of Amtrak's passenger cars.

Herb Gall, Amtrak's Asst. Chief Engineer - Design & Construction, headed the in-house task force which developed this brushless car washer using only detergent and water pressure for cleaning power. "The fact is you can remove paint from metal with high-pressure water," said Gall.

The challenge was to achieve acceptable cleaning without adverse side effects. Of special concern were the polycarbonate windows (Lexan). They are impact resistant to protect passengers but are also easily scratched, reducing visibility. The brushless car wash eliminates any surface scratching or nicking common with car brush washers because nothing mechanical touches the car. The Rensselaer washer uses 300 gallons of water and 60 gallons of cleaner per minute, all of which will be recycled.

Designed entirely by Amtrak engineers, the new brushless car washer has been patented. Other washers are to be built at Chicago's 12th Street Yard and at Washington's Ivy City facility this summer.

AMTRAK RIDERSHIP SCORES ANOTHER RISE

Amtrak traffic increased for the 3rd consecutive month with patronage rising 7.5% in December 1978 over the same month a year earlier. Virtually all Amtrak routes shared in the gain.

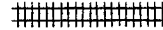
The most sizable increase in volume was registered on long-distance trains. The biggest percentage gains were attained on short-distance routes, especially in the Chicago, Seattle, Los Angeles and Washington areas.

New York-Florida services led the long-distance routes with its 38.4% increase. Chicago-Florida was up 22.4%; Chicago-Los Angeles up 20.5%; and Chicago-Laredo via Little Rock up 17.9%.

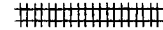
The best short-distance increase was between Seattle and Portland, up 68.8%, while Los Angeles-San Diego riders broke all previous December records with a 40.8% jump in patronage.

Other short-distance increases were: Washington-Cincinnati via Cumberland, up 36.1%; Chicago-Milwaukee, up 32.6%; and Seattle-Vancouver, up 31%.

Amtrak's patronage increased 6% in the first quarter of this fiscal year which began October 1, 1978.



Amtrak has released its 1978 Annual Report, including a photo on page 11 of the Canton, OH, station dedication in which several OARP members are seen! Amtrak's Annual Report notes that Amtrak's costs increased, but only by 5.7% as compared with 10.9% experienced by the rail industry as a whole. Also, expressed in 1972 constant dollars, Amtrak expenses decreased, indicating that Amtrak's improved efficiencies have been obscured by the effect of inflation.



Amtrak will continue work to keep its Michigan track in top condition as a result of a \$555,000 project approved by Amtrak's Board. Amtrak owns the 83 mile stretch between Kalamazoo and Niles. Approximately 30,000 cross-ties will be installed and 47 miles of 1-bed resurfaced in a continued effort to keep track speed at 79 mph.

# NEWS FROM AMTRAK

APPOINTMENTS ARE MADE FOR JOINT HIGH-SPEED RAIL

Vernal G. Riffe, Jr. and Senate President James B. Buckley announced the 1979-80 schedule for the Joint High-Speed Rail Act.

HOUSE MEMBERS:

- Arthur Wilkowski,
- Leonard Camera
- Thomas Carney
- James Zehner
- Corwin Nixon
- William Donham

SENATE MEMBERS:

- Anthony Calabrese
- William Bowen
- Richard Finak
- Ronald Nabakowski
- Harry Meshel
- John Gaeth

## CAPITAL BULLETIN

INTERSTATE RAIL CO.

Am. H.B. 168, to amend the Revised Code to provide for High Speed Inter-city Compact and to appoint as a member of the Board a 78 to 17 vote in the 13th. Under this plan cooperatively with the on the development of train routes on both interstate basis.

ORTA's BOARD, on Monday Pulsifer to register retention of all c



THOSE TWO EXCELLENCE and available for AUSTIN CHAMBER OF AUSTIN, TX 78767. LONG DISTANCE TRAIN "WHY DOES THE GENERAL MISMANAGEMENT" (\$1

OARP members have by passing them a

APPOINTMENTS ARE MADE TO OHIO HOUSE/SENATE  
JOINT HIGH-SPEED RAIL PASSENGER COMMITTEE

Vernal G. Riffe, Jr., Speaker of the House and Senate President Oliver Ocasek recently announced the legislative appointments to the Joint High Speed Rail Committee:

HOUSE MEMBERS:

Arthur Wilkowski, Co-Chm. D-46 Toledo  
Leonard Camera D-53 Lorain  
Thomas Carney D-71 Youngstown  
James Zehner D-63 Yellow Springs  
Corwin Nixon R-73 Lebanon  
William Donham R-57 Middletown

SENATE MEMBERS:

Anthony Calabrese, Co-Chm. D-22 Cleveland  
William Bowen D-9 Cincinnati  
Richard Finan R-7 Cincinnati  
Ronald Nabakowski D-13 Lorain  
Harry Meshel D-33 Youngstown  
n Gaeth R-1 Defiance

AMTRAK CUTS PROTESTED IN SENATE

A joint resolution (S.J.R. 4) requesting that Congress continue all existing Amtrak routes in Ohio was introduced in the Ohio Senate by Sen. Calabrese of Cleveland and passed with one hearing, March 14.

STATE GIVES GO AHEAD TO PHASE II

On Monday, February 26th, the Ohio State Controlling Board gave its permission to ORTA to sign a \$382,188 contract with Dalton-Dalton-Newport of Cleveland for the Phase II study on the proposed High-Speed Intercity Rail Passenger Service Plan. The study was approved with little discussion and no hassle by the Controlling Board. Agreements are expected to be finalized shortly and the Phase II Report should be finished in about 12 months' time.

VOTE FOR TRAINS ON 1980 BALLOT?

Rep. Art Wilkowski (D-Toledo) has indicated that he hopes to get the Ohio Legislature to place the high speed intercity passenger service issue on the November 1980 ballot. ORTA's Phase II study would be completed early in 1980 and there would be, by fall, a clear direction in which to move on the rail passenger program.

"ON TRACK FAST" IS INCORPORATED

Several businessmen in Ohio have recently incorporated a new organization called ON TRACK FAST to secure statewide industry and business involvement in support of the high-speed intercity passenger rail proposal for Ohio.

# CAPITAL DISTRICT BULLETIN BOARD

INTERSTATE RAIL COMPACT BILL IS APPROVED

Am. H.B. 168, to enact section 4981.26 of the Revised Code to create the Interstate High Speed Intercity Rail Passenger Network Compact and to approve Ohio's participation as a member of the compact, was passed by a 78 to 17 vote in the Ohio House on March 13th. Under this Compact, Ohio would work cooperatively with all neighboring states on the development on high speed passenger train routes on both an intrastate and an interstate basis.

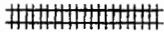
ORTA's BOARD, on March 14th, passed unanimously a resolution introduced by Tom Pulsifer to register disapproval of the U.S. DOT's Amtrak Report and to urge the retention of all current Amtrak routes and services in and through Ohio.



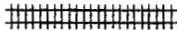
THOSE TWO EXCELLENT AND TIMELY REPORTS by Dr. E. P. Hamilton III, Ph.D. which we had available for sale at the Toledo Meeting can be purchased by writing to the AUSTIN CHAMBER OF COMMERCE, c/o JOHN GRAY, TRANSPORTATION MANAGER, P.O. BOX 1967, AUSTIN, TX 78767. The reports are titled, "THE GREAT COVERUP--WHY DO AMTRAK'S LONG DISTANCE TRAINS PAY FOR NORTHEAST CORRIDOR TRACK MAINTENANCE"(\$3.00), and "WHY DOES THE GENERAL ACCOUNTING OFFICE IGNORE THE TREMENDOUS EXPENSE OF AMTRAK MISMANAGEMENT"(\$1.50). Prices include postage and handling. We know that some OARP members have already made excellent use of these well-documented studies, by passing them along to our elected officials so as to open their eyes to truth.

# WAITING ROOM WHISPERS

Overheard by an OARP member on the Lake Shore Limited sitting in Collinwood Yard (Cleveland) waiting for a new crew and addition of an engine unit; "If you'd taken this long to put a helper on with the (New York) Central, you'd all be fired!" barked the conductor over the radio. This prompted our member to remark that the slothful nonchalance of Conrail's handling of Amtrak trains is both maddening and scandalous. Is there no way to penalize Conrail for astonishingly sloppy railroading?



DID YOU KNOW... that the USDOT Report bases its recommended one remaining East Coast-Florida train cost projections on an 18 car consist of Amfleet! Although USDOT bases this on a five-year period, Amtrak loses its leased "Jersey Arrows" in three years and then most of the long-haul Amfleet cars must go back into the North East Corridor pool. No funding is included for new cars. What happens to the Florida train? It's anybody's guess.



## ENERGY & TRANSPORTATION FACTS YOU CAN USE -----

- \* Transportation consumes 30% of all energy consumed in this country and 96% of the movement of people and goods runs on liquid petroleum fuel. (from U.S. DOT "National Transportation, Trends and Choices", January 1977, pg. 33)
- \* The automobile consumes 53% of all petroleum used in transportation. (ibid., pgs. 33-34)
- \* A modern intercity passenger bus can produce 250 mpg with 44 passengers on board, according to the American Bus Association. (A.B.A., speech at Mankato Univ., Minnesota, Nov. 17, 1977)
- \* According to the Boeing Commercial Airplane Co., a 747-200B can carry 385 mixed-class passengers at the rate of 62.1 passenger miles per gallon; and the 727-200 can carry 134 passengers at 36.2 mpg. (Boeing, 1974)
- \* A conventional Amfleet train of 6 coaches, 2 cafe cars and one locomotive carrying 600 passengers will produce 400 pmg and a similar Amfleet train of 15 coaches, 3 cafe cars and 2 locomotives will raise that to 500 pmg. Based on friction and aerodynamic drag considerations, rail always has an advantage over bus. For the same speed, weight and volume, rail potentially requires less work than bus to go the same distance. (Mitre Corp. letter to the U.S. DOT, December 1973)

UNFOUNDED RUMORS! -- OARP has done a little investigating and we can report the following rumors are NOT true:

- \* An east coast entrepreneur was reportedly packaging shredded copies of the USDOT Report into small jars and selling these to Amtrak passengers as a "Crock O' Brock".
- \* A railway construction firm supposedly found that 20 copies of the USDOT Report, stacked neatly, stuck together and laminated into building blocks, would be useful as "Brock's Bricks" in shoring up highway bridges over the Northeast Corridor tracks.

Your tongue-in-cheek president/editor offers the above for a little laugh in these troubled times. But it also reminds us all that IT PAYS TO CHECK IT OUT. Many rumors and stories have been flying around these days in connection with Amtrak and the USDOT Report. Your president had to make a couple of long-distance calls over one story passed on to him that would have been a veritable "goldmine" of useful information, had it been true. Luckily, the time was taken to check it out, and determined that somewhere in the translations, some of the facts got screwed around and misinterpreted. So, even though it takes a little time and effort -- check things out to make sure of the authenticity before you go spreading the word.

## RAIL USERS' CONFER

The Illinois Rail tion is holding it conference on Marc the Holiday Inn/Ea field, IL. To the this will be the f conference in any users -- shippers

Interested OARP me vited to attend. is expected to be other conferences. There is some degr in establishing a iation of rail use

Those interested i should call or wri e Headquarters ton Road, Champ (217) 351-4141

## RAILROAD COLLECTIC

A collection of 30 ing with railroad tics, operations a been presented to Miami University i by Marilyn Sedam a widow and son of t Sedam, a former me faculty. The Seda accepted by Dr. Ph Miami's President ald Oehlerts, dire at Miami Universit

## FOUR NEW OHIO STAT

Implementation of at HAMILTON, OH (C DENNISON, OH (N SANDUSKY, OH (I BRYAN, OH (I now depends on the U.S. DOT's Amtrak ing Congressional approval. OARP le Amtrak public a is our understa Congress acts to o U.S. DOT recommend there is a very go service will begin stations sometime



RAIL USERS' CONFERENCE SCHEDULED

The Illinois Rail Users Association is holding its first annual conference on March 28 & 29 at the Holiday Inn/East in Springfield, IL. To their knowledge, this will be the first statewide conference in any state for rail users -- shippers and consignees.

Interested OARP members are invited to attend. This conference is expected to be a model for other conferences in other states. There is some degree of interest in establishing a national association of rail users.

Those interested in attending should call or write IRUA Conference Headquarters at 702 Bloomington Road, Champaign, IL 61820, (217) 351-4141

RAILROAD COLLECTION GIVEN TO MIAMI

A collection of 308 volumes dealing with railroad history, statistics, operations and equipment has been presented to the library of Miami University in Oxford, Ohio, by Marilyn Sedam and Scott Sedam, widow and son of the late Malcolm Sedam, a former member of Miami's faculty. The Sedam collection was accepted by Dr. Philip Shriver, Miami's President and by Dr. Donald Oehlerts, director of libraries at Miami University.

FOUR NEW OHIO STATIONS ARE ON HOLD

Implementation of Amtrak service at

- HAMILTON, OH (Cardinal)
- DENNISON, OH (National Ltd.)
- SANDUSKY, OH (Lake Shore Ltd.)
- BRYAN, OH (Lake Shore Ltd.)

now depends on the outcome of the U.S. DOT's Amtrak Report now waiting Congressional approval or disapproval. OARP learned this from Amtrak public affairs spokesman.

It is our understanding that if Congress acts to disapprove the U.S. DOT recommendations, then there is a very good chance that service will begin at these four stations sometime this summer.

CLEVELAND TO NEW YORK RIDE INVOLVES THREE TRAINS AND A BUS FOR STALWART OARP MEMBER

— by Rev. Michael B. Smith, Wadsworth, O.

"This trip was my very first experience with disaster after three years of riding Amtrak. #48, the eastbound Lake Shore, arrived in Cleveland on February 5th approximately 3 hours and 15 minutes off the advertised. It froze up before arriving at South Bend. The entire consist was without heat of any kind or running water of any description upon arrival at Cleveland. "We sat in Collinwood Yard about two hours before limping on to Erie, PA. Reports from the coaches indicated that, in efforts to stay warm, coach passengers raided unused sleeper accommodations for blankets. Some sleeper attendants took these away from the frigid coach passengers. I thought this was uncalled for. Under the circumstances, the coach passengers should have been allowed to keep the blankets. "Upon arrival at Erie at 7:50am (I got several hours sleep under five blankets in my frigid roomette), Conductor Nelson took a poll of the passengers: 1) to be lodged overnight in the Holiday Inn, 2) to be bussed to their destination, or 3) stay with the frigid train. No one chose to be bussed. But a few minutes before 9:00am, #48 was annulled and everybody had to get off. Greyhounds came from Cleveland and Buffalo to bus #48's orphans. We waited 3 1/2 hours in the Erie depot for the busses.

"The #48 stalwarts were bussed to Buffalo, NY, where #64, the Niagara Rainbow, was held for our arrival. All passengers were accommodated in Amfleet coaches with scrip for a free meal thereon. We made rapid headway through two blizzards and arrived in Albany a little after 8:00pm. "At Albany all passengers detrained from Amfleet equipment to board a neighboring Turboliner. By this time we were an hour and some minutes off #64's advertised. Arrival in Grand Central Terminal was at 11:47pm. "Except for the incidents over the blankets, the overall courtesy of the Amtrak personnel was super, all the way. This was amazing, really, considering the overall situation. New or more reliable passenger equipment would have solved much of the problem. I am communicating this need to both Senators and to my Congressman, also to the ICC, to Amtrak and to Brock Adams. I'm still loyal and looking forward to winning the battle against DOT and OMB!"

JOIN & SUPPORT OARP..... AND ALSO NARP!

PRIVATE CAR EXCURSIONS OUT OF CINCINNATI OPEN TO OARP MEMBERS

OARP members Tom McOwen and Bill Sprague of the Railway Exposition Company, Inc. are announcing three 1979 excursions aboard the ex-KCS Pullman sleeping car STUART KNOTT. All three excursions originate and terminate in Cincinnati.

JUNE 30 - JULY 2 CHICAGO \$95

Leaves Cincinnati Saturday morning for a daylight trip to Chicago. Spend Saturday evening, all day Sunday, and Monday morning in the Windy City. Return Monday evening.

JULY 2 - 6 WASHINGTON, DC \$145

In Washington over the Fourth of July! Departs Cincinnati Monday evening. Spend Tuesday, Wednesday and Thursday in Washington. Return to Cincinnati Friday morning.

JULY 11 - 22 GRAND U.S. TOUR approx. \$630

Over 6,000 miles! Leaves Cincinnati Wednesday morning for Chicago. Thursday evening departure on the Santa Fe. Two days sightseeing in the Grand Canyon Saturday and Sunday. Arrive in L.A. Monday. Monday and Tuesday in L.A., possible side trip on the Coast Starlight. Tuesday evening departure for New Orleans aboard the Sunset Limited. Thursday night, New Orleans and Bourbon Street. Friday morning depart for Washington, DC on the Southern Crescent. All day Saturday in D.C. before heading home to Cincinnati with Sunday morning arrival.

For INFORMATION call Tom McOwen at 513-231-0895 or Bill Sprague at 513-241-5302. For RESERVATIONS send your \$25 deposit (\$50 for the Grand Tour) to the Railway Exposition Company, Suite 1100, 5th & Race Tower, Cincinnati, OH 45202.

This is the second summer of excursions sponsored by the Railway Exposition Company, a non-profit organization dedicated to the preservation and operation of historic railway equipment. All trips include first-class rail fare (which, incidentally, reflects nicely on Amtrak's Cincinnati revenue report!), your own private accommodations on board the STUART KNOTT during the entire trip, plus the personal attention of our veteran porter. STUART KNOTT is handled in regular Amtrak trains on these excursion trips.

"SYMPATHY" EXTENDED TO SISTER ORGANIZATION --

We extend our sympathy to the 20th Century Railroad Club of Chicago whose entire mailing of the December issue of THE FAST MAIL was "lost" by the U.S. Postal Service's Morgan Park P.O. Sta. in Chicago! THE FAST MAIL is sent at the first class 1 piece rate, same as we do presently with "the 6:53".

The 20th Century R.R. Club had planned to reprint its December issue at its own expense if the "lost mailing" did not show up in a few months' time period.

JOIN OARP - HELP WORK FOR BETTER PASSENGER TRAINS

OARP / MARP / NARP HO

Fortune was with us was no blizzard nor ing held at the Com held separate stati ion VI NARP meeting

OARP's President To short press confere was covered by two Toledo Blade. Tom ment on the Amtrak- answered questions

Our morning OARP me almost entirely to the USDOT Report ar tively fight it. M positive suggestion

The westbound Lake c into Toledo st carrying five hard mer and his daughte Clint Ensworth and had intended to be had adjourned short rived at the Commo others who had come went back east on

RESULTS OF THE NARP

Your new slate of H is as follows:

- JOHN DE LORA
DEAN DENLINGER
J. HOWARD HARDING
NANCY VETERE Gross
ROBERT G. WICKENS

POPULAR DOOR PRIZES

Several donated ite were awarded as fo

- 1979 AMTRAK CALENI
Karl G
AMTRAK TRAVEL BAGS
Greg J
Roland
Willar
Doug
CONRAIL "IDEA EXP
DIESEL LOCOMOTIVE
Jack
Bill Fue

"A NIGHT ON THE SUPER CHIEF" -- MAY 12-13, 1979 -- Through special arrangements with Amtrak, the 20th Century

Railroad Club is recreating a six-car version of the legendary SUPER CHIEF for 88 lucky passengers on an 18 1/2 hour round-trip between Chicago and Kansas City. Strictly first-class! Roomette and bedroom accommodations. Lounge car including gala cocktail party. Dining car serving seven-course champagne dinner prepared from authentic Fred Harvey recipes! All personnel will be Super Chief veterans. Breakfast on return trip. Per passenger: \$200 per roomette (\$50 deposit) or \$400 per bedroom (\$100 deposit). Meals, beverages and gratuities on an individual settlement basis.

Write for complete information and reservation form to:

JIM BURD, TICKET MANAGER
20th CENTURY R.R. CLUB
OARP-653
8 - 167th PLACE
CALUMET CITY, IL 60409

Enclose a stamped, self-addressed business-letter size envelope with your request.

HOORAY! -- We vote meeting 1980 we'd hold the ing in mid to late vantage of better

Fortune was with us on Saturday the 10th of February -- it was cold but there was no blizzard nor ice storm, and 70 persons attended our annual "joint" meeting held at the Commodore Perry Motor Inn in downtown Toledo. OARP and MARP held separate state meetings in the morning. All joined together for the Region VI NARP meeting in the afternoon.

OARP's President Tom Pulsifer held a short press conference at 10:30am. It was covered by two TV stations and the Toledo Blade. Tom delivered a statement on the Amtrak-USDOT situation and answered questions from the reporters.

Our morning OARP meeting was devoted almost entirely to open discussion of the USDOT Report and plans to constructively fight it. Many interesting and positive suggestions were given.

The westbound Lake Shore on Saturday came into Toledo shortly after 4:00pm, carrying five hardy souls (Bob VanWormer and his daughter, Paul Krosen, Clint Ensworth and Roger E. Carter) who had intended to be at our meetings. We had adjourned shortly before they arrived at the Commodore Perry. Several others who had come to Toledo by bus went back east on the train that night.

RESULTS OF THE NARP REGIONAL ELECTION:

Your new slate of Region VI Directors is as follows:

- JOHN DE LORA Detroit, MI
- DEAN DENLINGER Cincinnati, OH
- J. HOWARD HARDING Akron, OH
- NANCY VETERE Grosse Pointe Woods, MI
- ROBERT G. WICKENS Elyria, OH

POPULAR DOOR PRIZES AWARDED:

Several donated items for door prizes were awarded as follows:

- 1979 AMTRAK CALENDAR
  - Karl Gelfer, Columbus, OH
- AMTRAK TRAVEL BAGS
  - Greg Jandura, Buffalo, NY
  - Roland Jordan, Clyde, OH
  - Willard Edson, Toledo, OH
  - Doug Hudson, Warren, OH
- CONRAIL "IDEA EXPRESS" CARDBOARD DIESEL LOCOMOTIVE CUTOUT
  - Jack Kraft, Columbus, OH
  - Bill Fuehring, Bellevue, OH

TWO GUESTS FROM AMTRAK ADDRESS MEETING

We knew in advance that H. Rex Holland was to be the guest speaker for the afternoon NARP meeting. Rex is Director of On-Board Services for Amtrak. Rex brought with him Amtrak's Manager of On-Board Services, Bruce Heard.

We were impressed with Rex Holland's friendly and honest, yet no-nonsense approach in sharing with us various successes as well as shortcomings of the on-board services realm. Members of the audience asked many questions and all were well-handled by both Mr. Holland and by Mr. Heard.

Bruce Heard brought with him copies of official blueprints for the rebuilt HEP-equipped conventional cars for the Lake Shore and Broadway Limiteds. At the close of the meeting, NARP Director John DeLora auctioned these off to raise money for NARP. A little over \$25.00 was thus raised and was sent to NARP in Washington.

Our two guests came to Toledo by rail. Amtrak Sales Manager Fred Frayer and OARP President Tom Pulsifer tossed a coin to see who would go to the Amtrak station to pick up the gentlemen. Tom lost and braved the -4<sup>o</sup> windy chill to meet the Lake Shore which came in almost four hours late (1:10am) after leaving Chicago 2½ hours late. We learned the next morning that when the train reached Cleveland, half frozen up, that it was annulled and the passengers were bussed on eastward.

Rex Holland stressed to us that he likes to hear from Amtrak passengers, both about good on-board service experiences and not-so-good experiences. You can write him at his Washington office:

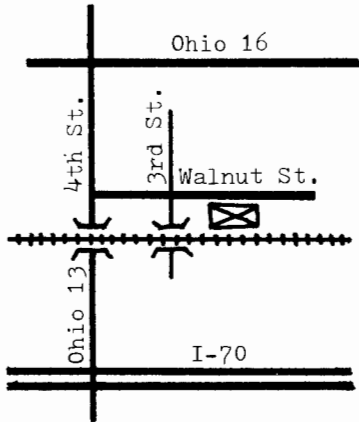
H. REX HOLLAND, DIRECTOR  
 ON-BOARD SERVICES  
 AMTRAK  
 400 N. CAPITOL STREET, N.W.  
 WASHINGTON, DC 20001

HOORAY! -- We voted at the Toledo NARP meeting that starting in 1980 we'd hold the annual joint meeting in mid to late March and take advantage of better weather conditions.

REMINDER! -- OARP depends on YOU for news clips and information. Our continuing THANKS for materials sent in!

# OARP

PENNSYLVANIA STATION is easy to reach. It is at the south edge of downtown NEWARK, just off Ohio 13 (4th St.) Free parking adjacent to PENNSYLVANIA STATION.



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



ANNUAL MEETING & ELECTION will be held

SATURDAY — MAY 5th — at 2:00pm — at the  
PENNSYLVANIA STATION RESTAURANT in NEWARK, OHIO

The old PRR passenger depot has been lovingly restored into a fine restaurant; and the food is very good. So is the view of passing Conrail and Chessie trains!

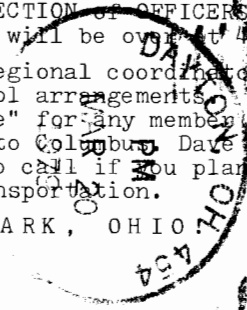
WE MUST HAVE ADVANCE RESERVATIONS! Deadline for reservations will be MAY 2nd. No refunds after this date either. Send your check (\$6 per person) to OARP, Box 653, Xenia, OH 45385. **PLAN NOW TO ATTEND THIS MEETING!**

Your \$6.00 per person includes luncheon featuring Barbecued Ribs, which is one of Pennsylvania Station's specialties. Luncheon will include dessert and beverage. Tax and gratuity is also included. A very small part of the \$6 will help OARP defray a few expenses in connection with this meeting.

OUR MEETING WILL BEGIN AT 2:00pm with Luncheon, after which we will hold our annual ELECTION OF OFFICERS, a business meeting. The meeting will be over at 4:00.

CARPPOOL IT! OARP officers and regional coordinators can assist in coordinating carpool arrangements. We can also arrange "shuttle service" for any member who plans to take Amtrak or the bus to Columbus. Dave Lebold (614-261-1549) is the one to call if you plan to arrive in Columbus by public transportation.

SEE YOU MAY 5th IN NEWARK, OHIO



FIRST CLASS MAIL

WILLIAM P. HUTCHISON JR.  
5351 SOUTH RIDGE WEST  
ASHLAND, OH 44804

