

THE 6:53

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

ISSUE

30 MAY-JUN. 79

CONSIST OF THIS ISSUE

- ### LAKE SHORE AND BROADWAY LIMITEDS TO REMAIN ON EXISTING ROUTES THRU OHIO.
- ### ALAN BOYD RESPONDS TO OUR LAST ISSUE'S QUESTION-OF-THE-YEAR.
- ### AMTRAK WANTS TO AXE BAGGAGE SERVICE TO DAYTON... AGAIN!
- ### BRYAN, SANDUSKY, DENNISON, HAMILTON. WE'RE WAITING!
- ### AMENDED 403-b LEGISLATION IS GETTING FAVORABLE ATTENTION IN CONGRESS.
- ### OARP HOLDS ANNUAL MEETING AND ELECTION ON MAY 5th IN NEWARK, OHIO.
- ### SO YOU WANT TO TESTIFY BEFORE A CONGRESSIONAL COMMITTEE? STAY FLEXIBLE AND CARRY A COPYING MACHINE WITH YOU, AS ONE OARP MEMBER LEARNED!
- ### OARP TO WORK TO TRY TO GET THE NATIONAL LIMITED, THE CARDINAL AND THE SHENANDOAH "PUT BACK" IN THE NATIONAL AMTRAK SYSTEM.
- ### AMTRAK RIDERSHIP UP-UP-UP! BEST ADVICE IS TO MAKE RAIL TRAVEL PLANS AND RESERVATIONS AS SOON AS YOU CAN TO AVOID HASSLE.

ORTA'S EXECUTIVE DIRECTOR SAYS HE'LL QUIT \$31,500 POST IN JUNE

Nat Simons, Jr., who has served as Executive Director of the Ohio Rail Transportation Authority for 2½ years, has announced he will resign in June. Simons has cited political pressure as the main reason for making this move at this time. It is no secret that Simons does not see eye-to-eye with State Rep. Arthur Wilkowski (although both are Democrats), who with Senator Tony Calabrese are the prime legislative "movers" behind the Rail Authority. Simons, who most recently served with Ohio DOT, holds a Ph.D. in economics and has had a long career in public administration. Simons, as of this writing, had not yet announced his future plans.

The ORTA Board will probably act on Simons resignation at its June 19th regular meeting. There is no indication yet as to who might succeed Simons as executive director of the Rail Authority.

CONGRESS FAILS TO DEFEAT THE
U.S. DOT AMTRAK FINAL REPORT
BUT.....

In light of reduced personal mobility for Americans; there is a chance that most, if not all, of the Amtrak service cuts may be restored through the political process. Indications from NARP show continuing optimism and OARP will now work through Ohio's Congressional delegation to attempt to at least get the NATIONAL LIMITED, CARDINAL, and the SHENANDOAH put back in the national system. Admittedly, right now the whole situation is quite confusing; but the gasoline/oil availability/price problems, along with the fantastic ridership increases for Amtrak and other mass transit modes, could not have come at a better time. MORE RELATED DEVELOPMENTS INSIDE...

OARP DIRECTORY

corrected to May 20, 1979

BULL

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

SECRETARY
Lt. Michael C. Fugate
will be moving back to
Ohio in June; contact
thru OARP address above.

REGIONAL COORDINATORS are your local contact persons who represent OARP:

NORTHEASTERN OHIO REGION
CLEVELAND AREA

James Stevenson
192 Franklin Drive
Berea, OH 44017
216-234-5885

AKRON-CANTON AREA

J. Howard Harding
489 Overwood Road
Akron, OH 44313
216-867-5507

YOUNGSTOWN-WARREN AREA

G. Douglas Hudson
3981 Greenmont Dr., S.E.
Warren, OH 44484
216-856-2557

ASHTABULA-CONNEAUT AREA

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Ashtabula, OH 44004
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67 West 10th Avenue
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COLUMBUS &

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419-562-8751

SOUTHWESTERN OHIO REGION

CINCINNATI AREA

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3315 Jefferson - Apt. 22
Cincinnati, OH 45220
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CINCINNATI &

OHIO VALLEY AREA

Ronald D. Garner
1934 Kress Road
Mt. Orab, OH 45154
513-444-3098

WESTERN OHIO AREA

James W. Lewis
3134 E. Leffel Lane
Springfield, OH 45505
513-325-4727

LIMA AREA

John H. Keller
721 Woodward Avenue
Lima, OH 45805
419-224-9936

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

417 New Jersey Avenue, S.E., Washington, DC 20003 — 202-546-1550
John R. (Jack) Martin, President — Ross Capon, Executive Director

NARP REGIONAL DIRECTORS (Region Six) FROM OHIO:

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3307 Morrison Avenue
Cincinnati, OH 45220
513-861-8256

J. Howard Harding
489 Overwood Road
Akron, OH 44313
216-867-5507

Rev. Robert G. Wickens
637 North Abbe Road
Elyria, OH 44035
216-365-8231

EXTRA MOVEMENTS: At approximately 4:15pm on March 14th an OARP member spotted a westbound passenger extra, deadheading Amtrak equipment to Beech Grove Shops, crossing the Scioto River in Columbus. Motive power undetermined but the train had a CR caboose on the tail. +++ On March 21st, Amtrak F40 #271 and track inspection car #10000 covered the ex-PRR Alliance to Cleveland line and supposedly covered the ex-Erie Cleveland - Youngstown line the day before or the day after. The consist then was sent to Chicago on the Lake Shore. +++ Amtrak P30 #704 led a 14-car passenger extra (including an Amtrak work gondola, 2 sleepers, diner, and 10 coaches - all conventional) of deadhead equipment enroute to Beech Grove on May 6th. Your president got a photo of this train west of Xenia at 4:20pm. Dayton Amtrak agent John Edminson secured the car numbers as the extra passed through the Dayton depot.

AS WE GO TO PRESS, C
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NOTE TO MEMBERS & RE

Report when the dead

BULLETIN :

AS WE GO TO PRESS, OARP HAS LEARNED THAT SENATOR FRANK CHURCH (D-Idaho) HAS ANNOUNCED HE IS IN THE PROCESS OF PREPARING AN AMENDMENT TO THE SENATE AMTRAK AUTHORIZATION BILL, WHICH IS S. 712, FOR SUFFICIENT FUNDING TO PRESERVE THE PRESENT AMTRAK SYSTEM FOR AT LEAST TWO YEARS!

SENATOR CHURCH MUST BE COMMENDED FOR TAKING ACTION TO STOP THE AMTRAK CUTS IN THE FACE OF A WORSENING ENERGY SITUATION IN AMERICA. OARP UNDERSTANDS THAT ALREADY A GREAT AMOUNT OF SUPPORT FOR THE CHURCH AMENDMENT HAS BEEN GENERATED.

WE ARE STRONGLY URGING EVERY OARP MEMBER TO SEND A MAILGRAM OR LETTER RIGHT AWAY TO SENATORS GLENN AND METZENBAUM URGING THEM TO VOTE FOR THE AUTHORIZING LEGISLATION!

HERE ARE THE ADDRESSES:

SEN. JOHN GLENN	SEN. HOWARD M. METZENBAUM
204 RUSSELL SEN. OFC.	342 RUSSELL SEN. OFC. BLDG.
BUILDING	
WASHINGTON, DC 20510	WASHINGTON, DC 20510
Ph. 202-224-3353	Ph. 202-224-2315

PLEASE DO IT NOW !

Additional last minute developments . . .

The State of California has filed a suit in U.S. District Court against the U.S. DOT, Amtrak and the FRA in an effort to block the DOT plans to cut 4 3/8% of Amtrak's routes and services.

The grounds stated were the absence of an environmental impact statement which is required by federal law, also that the U.S. DOT's Amtrak Final Report violated requirements of the Amtrak Improvement Act of 1978. The lawsuit also seeks resolution of constitutional issues involving the "rights of travel of the citizens of California and other states".

OARP understands that the State of Texas is taking similar legal action.

And elsewhere . . .

Amtrak's Board of Directors has elected Harry T. Edwards, an attorney and law professor from Michigan, as chairman. Edwards replaces Dr. Donald Jacobs who is no longer a member of Amtrak's Board. Edwards has been on the Amtrak Board since 1977.

New York State Governor Hugh Carey has announced a \$797 million package for rail and mass transit; including funds for 100 new cars and 15 new diesel-railcars for commuter rail lines, New York City subway improvements, and track improvements to provide a high-speed passenger line between Buffalo, Rochester, Syracuse and Utica. Improved track east of Utica has already been undertaken.

NOTE TO MEMBERS & READERS: We intentionally held up this issue of "THE 6:53" so that we could see what happened to the U.S. DOT Report when the deadline came and went. Sorry for the delay. T.R.P.



(AP photo)

AMERICANS ARE RIDING AMTRAK IN GREATER NUMBERS THAN EVER BEFORE. This photo shows part of a crowd of 1,316 boarding a San Diegan train at Los Angeles on May 19th. The train ran in two sections, with standees reported on both. Amtrak passenger loadings at Los Angeles in May are reportedly up 60 - 70% over counts made a year ago. And this is only one of six daily San Diegan trains!

Amtrak reports ridership up in all parts of the country, but up especially in California where it comes close to records established during World War II. As of mid-May, Amtrak reported advance bookings up sharply; with 50% of all coach seats sold out in the East, 66% in the Midwest, and 79% in the West for the remainder of May. The Chicago-Denver segment of the San Francisco Zephyr route was sold out two weeks in advance!

Reservations into August are running 50% heavier than last year. Some New York - Florida trains are already sold out, especially on weekends.

In Ohio, the Lake Shore Limited frequently runs sold out, or close to it, according to some of our members in northern Ohio.

The first 17 of the Superliner cars are in service and as these cars come out of the Pullman-Standard plant they go into service. Amtrak has also rounded up 80 conventional cars which have been sent to Beech Grove Shops in Indiana for rehabil-

itation. Nevertheless, Amtrak sources have advised OARP that the equipment shortage will be acute this summer. The system reportedly has but one spare conventional dining car! Amtrak says that on an average one passenger car comes out of service every day in need of major maintenance. Reduced consists are the rule. Trains like the Broadway which used to run with 16 - 18 cars are now seen with sometimes only 10 - 12 passenger cars.

During the week of May 6th, 1,365,592 calls were placed to Amtrak's "800" numbers, compared to 366,454 during the same period a year earlier. Monitoring devices showed 916,935 callers got busy signals. Peak day was May 8th when the "800" numbers got 178,000 calls of which only 54,000 could be handled. 124,000 calls were "lost".

OARP advises members that the best times to call the "800" numbers are early in the morning and late in the evening. Then you'll have more chance of getting through to the Amtrak reservation and information clerks.

It's going to be a BUSY summer!

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OBSERVATION CAR OPINIONS

from OARP President
Thomas R. Pulsifer

Are you as confused as I am?

Congress saw fit to pay homage to Brock Adams and let his infamous Amtrak Route Restructuring Report go into effect by not vetoing it by May 22nd or May 24th. The date depended on who you asked.

Now, apparently, action may yet come about in the U.S. Senate. Word has come rather optimistically from NARP that we ought not to worry. The last issue of NARP NEWS indirectly conveyed this image. It seems that probably most, if not all, of the Amtrak routes that are cut out in the U.S. DOT Report will be eventually restored through a "piecemeal" legislative process.

I hear that several key legislators are getting ready to act. I hope so. Personally, I find the political train system disgusting. But now we see that this is the way the game is going to be played, so we have little choice but to cooperate with it.

At least the Broadway and the Lake Shore are safe on their present routes across northern Ohio; and the latest word is that the Cardinal is to remain in the national system.

We must now badger our Congressional delegation to see that they put in a good word for the National Limited and the Shenandoah.

Every so often I envision an Amtrak system map with routes linking the hometowns of every Senator and Congressman with Washington, DC!

But the thing that bothers me most is that the people ARE speaking out for passenger trains -- as they have spoken out in the past and will do so in the future. Yet, very few in Washington seem to be listening. We can't afford to give up, and we won't. But I can also sympathize with those who have taken time and trouble to write, to call, to appear and testify at hearings; and then be figuratively slapped in the face.

Though it was hastily put together, the National Save Our Trains Day events in Washington on April 3rd marked a turning point in the current fight to preserve our nation's

passenger rail system. From the Arlo Guthrie concert at Union Station to the appearances and statements by several concerned Congressmen, National Save Our Trains Day openly rallied support to the cause.

There's no way OARP can afford at this time to have a lobbyist in Washington, either full-time or part-time. For this we depend on NARP. But NARP, as many of you know, is also limited in what it can do. We're up against some awesome power. Even the U.S. DOT has lobbyists! And you'd better believe the U.S. DOT lobby is influential. And loaded with the usual half-truths and misconceptions just like we've heard over and over from Brock Adams.

At least we are not alone. There are many other organizations who are also concerned about transportation. So we will keep plugging away as best we can.

I told someone shortly after our annual meeting that I thought the best thing that has come from having an Ohio Association of Railroad Passengers is that we've been able to bring people together to work together towards common goals. The core of OARP's membership is strong and healthy. We are growing steadily and gradually are seeing more and more actively involved members. Think where we'd all be if OARP had not come about.

I am also thankful that OARP has not been plagued with the undercutting divisiveness that has hurt several sister organizations. I am proud that we all have worked together very well in the past and I am confident that we of OARP will continue to do so. It is to our credit.

By the way, the heavy volume of OARP mail that has come in over the past several months is greatly appreciated; even though it is causing me a mammoth filing problem (I may yet have to ask for some help). The input has been valuable and without your input, of course, we can do little.

Let's all hang in there! The next few days, weeks and months will witness the fate or future of sensible rail passenger intercity transportation in America. We must keep up the pressure on Washington. America's future mobility is very clearly at stake.

CAPITAL DISTRICT BULLETIN BOARD

by Karl J. Gelfer, OARP's Columbus Area
Regional Coordinator

Here is the latest update on Ohio rail legislation: The 113th General Assembly is considering several pieces of legislation at the present time pertaining to the operations of railroads in Ohio as well as to the Ohio Rail Transportation Authority.

One of these pieces of legislation, H.B. 168, would create the Interstate High Speed Intercity Rail Passenger Network Compact between the states of Ohio, Indiana, Michigan, Pennsylvania, West Virginia and Kentucky. This bill was recently passed with healthy margins by both the Ohio House and Senate. Now it is on the desk of Governor Rhodes for his signature, but there is no indication if Rhodes will sign the bill into law.

Only one state, Michigan, has yet agreed to the Interstate Compact. It has been learned from a reliable Statehouse source that Rep. Arthur Wilkowski (D-Toledo), author of H.B. 168, was recently in the state of Michigan meeting with Governor Milliken on details of the Compact.

Another piece of rail legislation working its way through the legislative process is H.B. 121. This bill would put all members of the OR staff, with the exception of the Executive Director, under Ohio Civil Service statutes and would be subject to testing by the Department of Administrative Services in order to hold their positions. Rep. Wilkowski is also the author of this legislation. Wilkowski explained in a recent ORTA Board Meeting that he would like to see a "grandfather clause" added to the legislation to cover all of the present employees, but that any new employees would be subject to Civil Service. In other words, all present employees of the Rail Authority would automatically be placed under Civil Service protection.

Another bill that is drawing considerable attention is the "Caboose Bill". This has been introduced in the Senate as S.B. 77 by Senators Carney, Stano, Collins, Milleson, Lukens, Nabakowski and Meshel. In essence it states that if a train is operated with two cars or more, and operated more than a mile (outside yard limits), then it must have a caboos on the rear. The railroads are fighting this bill very hard. They claim they will have to purchase 113 to 120 additional cabooses if the bill becomes law. OARP has learned from reliable sources that both Conrail and the N&W have indicated they propose operating freight trains in Ohio without cabooses since Ohio does not have any "caboos law" per se. There are PUCO statutes that govern the requirements of when a caboos is required on a train. Opponents of the "Caboos Bill" say it is unnecessary and ridiculous and will further burden railroad companies financially.

Other Ohio legislation of interest includes H.B. 75 (S.B. 22, same) which classifies auto transporters as commercial cars and increases their length limit by 7 feet, H.B. 145 which makes taxing procedures for railroads under Ohio law conform with the Federal law, and H.B. 370 which exempts the Rail Authority from real and personal property taxes on rail freight property not used for profit.

"Michigan stands ready and willing to cooperate with Ohio in promoting high speed rail passenger service in the Midwest. I trust that this first step in interstate cooperation will produce an advanced transportation system for our country and help to alleviate to some degree our energy crisis."

--from an April 19, 1979 letter to Ohio Rep. Arthur Wilkowski from Michigan Governor William G. Milliken.

OARP COORDINATOR JIM LEWIS SERIOUSLY ILL IN SPRINGFIELD

Charter OARP member and Western Ohio regional coordinator Jim Lewis of Springfield is very seriously ill and has been hospitalized since April 25th when it was discovered he had a brain tumor. Jim has been a hard worker for OARP from the start and he has always been a strong supporter of improving passenger rail services. Cards may be sent to his home address as shown in the OARP directory.

PASSENGER

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NARP GETS A NEW PRESIDENT

During NARP's semi-annual meeting the last week of the year, a new president was elected. The new president is Orren Beaty who has served as NARP's new president for some time. Mar

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PASSENGER MANIFEST

While Amtrak-ing through the West a few months ago, Greg Thorson of Willoughby was able to attend a meeting of the Rail Passenger Association of the Southwest in Lordsburg, NM. ++++ Bob Williams, a teacher in Cincinnati, is arranging a trip from Cincinnati to Washington and back for 208 school students early in June on Amtrak's Cardinal. ++++ Our Lima Coordinator, John Keller, assisted in the preparation of a local TV program on Amtrak and has provided pro-rail information to the City administration, the Allen County Board of County Commissioners, and to the Allen County Regional Planning Commission. ++++ Oxford member Cathy Zimmer has been involved with local attempts to preserve and re-use the Oxford depot and is drumming up local interest in a possible Amtrak stop at Oxford, site of Miami University. ++++ Charles Welsh and Bob Goldstein continue to have their letters published in the Cincinnati papers. ++++ Several OARP members are involved with the recent reorganization of the Dayton Railroad Historical Society. John Edminson is the president, Dorrance Taylor is the vice-president, and Ralph "Al" Pierce is the secretary. ++++ Our man in Ashtabula, Bill Hutchison, was the subject of a feature article in the Ashtabula Star-Beacon on March 7th. Bill also reports he has written two guest editorials for that paper and also appeared on a WFUN radio show, all to promote Amtrak and area citizens to speak out for better trains. Bill is also monitoring the activities of a new group in the Erie, PA, area known as FAST (Future Alternatives in Surface Transportation) which is very actively working for better rail passenger services for Erie. ++++ A guest editorial by Paul Woodring and Howard Harding was in the Akron Beacon-Journal on April 2nd. On April 5th, Howard and Bill Glasser appeared on Gene Dillon's radio talk show in Canton. The April edition of Sierra Club News reaching about 2500 Ohioans contained a front-page article on the Amtrak situation prepared by Howard Harding. Harding expected to meet with NARP's new president Jack Martin while on a late May vacation trip through Atlanta, GA. ++++ Bob Batz, columnist for the Dayton Daily News, and his son, Bob Batz, Jr., organized another "Save Our Trains" letter-writing campaign during March and April, handled through the newspaper. ++++ Al Mladineo, Jim Stevenson, Bill Snorteland and others in the greater Cleveland area have done quite a bit to arouse citizen interest in the Amtrak situation through personal contacts with area press and media. ++++ Letters by Doug Hudson have appeared in the Warren Tribune-Chronicle. Hudson, who is our Youngstown-Warren area coordinator, was subject of a feature article in the Youngstown Vindicator on April 1st.

Ed. Note: The "Passenger Manifest" section of "THE 6:53" is intended to recognize, as space permits, our members who are doers as well as to provide ideas and possible inspiration to others who might "get involved" in the fight for better passenger trains.

NARP GETS A NEW PRESIDENT, ASSISTANT

During NARP's semi-annual directors' meeting the last weekend in April, a new president was elected to succeed Orren Beaty who asked to step down. NARP's new president is Jack Martin, who has served as a NARP director for some time. Martin, an active passenger rail activist, is an executive with the Coca-Cola Company.

Replacing Tom Crikelair as assistant director of NARP is Barry Williams from Brentwood, MO. Williams served until recently as research assistant on the National Transportation Policy Study Commission. Ross Capon continues as executive director.

PETITIONS -- WE GOT A LOT OF SIGNATURES! AND WE'RE STILL COUNTING 'EM

Thanks to the petition forms prepared and distributed by Howard Harding, plus the petition forms that were sent to every NARP member, we did succeed in getting quite a lot of signatures from various Congressional districts throughout Ohio. OARP has photocopied each petition sheet and we're still in the process of assembling these so we don't yet have any sort of total figure on the number of people who took a stand for passenger trains.

Our THANKS to ALL who helped get the petition forms circulated and signed. UTU members circulated petitions daily on board Amtrak trains with good results.

DOES AMTRAK REALLY SERVE OHIO?????

OARP member and travel agent Jim Weyrick of Akron alerted us that of the 210 names of cities used on the graphic design on Amtrak's new Form 91 tickets, NOT ONE CITY IS FROM OHIO! Indeed, the list of cities supposedly served by Amtrak includes one "ringer", Grand Junction, Colorado, served by the Rio Grande, but not by Amtrak. Was this graphic made up by some jet-set advertising agency artist... or by someone in the U.S. DOT? One wonders.

AMTRAK RECENTLY NOTIFIED THE AMERICAN ASSN. OF PRIVATE R.R. CAR OWNERS THAT THEY WANT TO LEASE PRIVATELY OWNED SERVICEABLE SLEEPERS & DINERS!

IMPROVING TRACKS ON AMTRAK ROUTES

Better tracks mean better service and a better ride on Amtrak's trains. Here are locations where extensive trackwork will be, is being, or has been done this year:

BROADWAY LIMITED ROUTE (Conrail) between Bucyrus and Upper Sandusky, O. Lima, O. and vicinity (9 miles) Warsaw, Ind. and vicinity (12 miles)

NATIONAL LIMITED ROUTE (Conrail) Greencastle, Ind. and vic. (30 miles) Newark to Newcomerstown, O. (50 miles) sections near E. St. Louis, Greenville, and Effingham, Ill.

NATIONAL LIMITED ROUTE (Chessie/CR joint) East Columbus to Newark, O.

Work areas listed involve installation of continuous welded rail in addition to resurfacing.

AMTRAK BALKS AT WAS DETROIT-BUFFALO RE

The Amtrak Board, meeting, reviewed routes recommended

OARP has learned s regarding the prop the Lake Shore Lim and the Broadway L land.

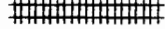
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connection must be to the B&O at Pitt expected to cost a There are ten loca tracks will have t are too close toge passenger equipmen From Alliance to C is double track, a nals, with long st slow orders. The 30 mph. The line gested and will re ling and this will implement. After is done, the New Y schedule will be o longer than on the Limited route!

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ON THE OHIO DIVISION

A lengthy and positive editorial regarding Amtrak was noted in the Uhrichsville/Dennison Chronicle April 3.



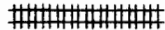
DID YOU KNOW... that Amtrak's current Nationwide Timetable lists Ohio's steam-tourist Cuyahoga Valley Line schedules as a rail connection between Cleveland and Akron? It's there, on page 33!



Dave Burchfield and his 113 Talawanda High School Band (Oxford, O.) members, plus 14 adults, recently made a successful round-trip to Washington, DC, and back to Cincinnati on Amtrak. The train trip was well written up in area newspapers.



The old Chessie depot in Oxford, Ohio, built in 1895, has its future in doubt. Chessie wants to raze the station and build a smaller maintenance/storage building but forces in the city want the structure saved and used for other purposes.



The City of Canton is assisting negotiations between Greyhound and Amtrak in attempts to move the Greyhound service to Amtrak's new "Train Station". Greyhound must soon vacate its present station at 811 2nd St. NW.



Dayton area AAA auto clubs and their World-Wide Travel Agencies are prominently advertising several escorted tours on Amtrak including 1-day trips to Indianapolis.

The Cincinnati Enquirer, often negative towards rail matters, printed a strongly positive editorial (3-28-79) on Ohio's proposed high-speed passenger rail service plan.



The redevelopment of Cincinnati's Union Terminal is underway. Numerous restaurants and stores have already agreed to move into the shopping/entertainment complex once extensive renovations are done. Latest to sign is a disco operated by "2001 Clubs of America, Inc." Opening is set for early fall of this year.



RAILROADIANA DAY AT CEDAR POINT (Sandusky) is Saturday, June 16th, and is sponsored by our good friends in the Akron RR Club.



Small Amtrak ads coinciding with the end-of-April timetable changes appeared in newspapers in all Ohio cities with Amtrak stations.

AMTRAK BALKS AT WASHINGTON-CLEVELAND,
DETROIT-BUFFALO RESTRUCTURED ROUTES

The Amtrak Board, at its April 25th meeting, reviewed the restructured routes recommended by the U.S. DOT.

OARP has learned some of the comments regarding the proposed rerouting of the Lake Shore Limited through Canada and the Broadway Limited via Cleveland.

On the Washington-Cleveland route there are numerous areas where super-elevation has been taken out of the curves and signals for grade crossings have been set back to reflect freight train speeds. The Pittsburgh to Cumberland section (B&O) averages 1.7% grades, with many 7-9 degree curves. There have been 27 derailments in the last 6 months. A track connection must be built from Conrail to the B&O at Pittsburgh and this is expected to cost around \$1.5 million. There are ten locations where the tracks will have to be relaid as they are too close together to allow for passenger equipment (sideswipe). From Alliance to Cleveland the track is double track, automatic block signals, with long stretches of 10 mph slow orders. The rest of the line is 30 mph. The line is extremely congested and will require CTC signaling and this will take two years to implement. After the necessary work is done, the New York to Chicago schedule will be one hour, 25 minutes longer than on the present Broadway Limited route!

On the Detroit to Buffalo route the line is in excellent shape, being double tracked, automatic block signalled, with 70 mph speed. It has only one through freight per day. Conrail wants to downgrade the line by going to single track, 30 mph operation, and taking out the signals from St. Thomas to Windsor. CR wants to charge Amtrak for maintaining the line to its present standard on a fully allocated, not avoidable, cost basis. CR can charge Amtrak on this basis because the line is not in the United States. CR's application to downgrade the line is currently before the Canadian Transport Commission. East of St. Thomas, freights of the Chessie System also use this line by a trackage rights agreement.

AMTRAK PRESIDENT ALAN BOYD RESPONDS TO
OARP PRESIDENT PULSIFER'S OPEN LETTER
CARRIED IN THE LAST ISSUE OF "THE 6:53"

The "centerfold" of this issue carries Mr. Boyd's response verbatim. We got quite a bit of publicity in the media on this; including nationwide coverage in the UTU NEWS. Most coverage, however, mentioned only Pulsifer's connection with ORTA and left out mention of OARP. It was as OARP president that the letter was written in the first place.

HERE WE GO AGAIN....

AMTRAK REOPENS THE DAYTON CHECKED BAG-
GAGE SERVICE CASE BEFORE THE I.C.C.

Just as we prepared to go to press with this issue, OARP's president, as an official "party of record", received the notice from Amtrak's Assistant General Counsel to reopen the proceeding in F.D. 28815 concerning the provision of checked baggage service at Dayton, Ohio.

We will continue to fight this and will attempt to cooperate with others involved in helping to achieve a positive solution so that this service to passengers and to Express shippers may continue to and from the Dayton, Ohio, station.

SUBSCRIBE TO PASSENGER TRAIN JOURNAL...

Due to our bi-monthly publishing schedule and due to the limited running time on their special promotional campaign, OARP was unable to participate via "THE 6:53" in Passenger Train Journal's recent plan which resulted in PTJ donating a sum of money to specified ARP's and to NARP for each NEW subscription to PTJ received by May 31st. We did distribute the special subscription forms at our May 5th Annual Meeting.

Regardless of the special promotion, we DO recommend PTJ to you as a comprehensive slick-paper publication devoted to passenger railroading -- past, present and future. The quality of PTJ really improves with each issue! It costs \$19 for a 12 month subscription. That's 12 quality issues! WRITE TO: PASSENGER TRAIN JOURNAL, P.O. BOX 397, PARK FOREST, IL 60466. You may pay by check, or by Mastercharge or VISA (include the credit card number and expiration date).

You'll not be disappointed with PTJ!

April 9, 1979



Mr. Thomas R. Pulsifer
President
Ohio Association of Railroad Passengers
Post Office Box 653
Xenia, Ohio 45385

Dear Mr. Pulsifer:

Your letter of March 16, 1979, raises questions concerning the recommendations of the Secretary of Transportation for restructuring the Amtrak system, and the degree to which Amtrak is endorsing those recommendations.

Actually, you and I seek the same goal. We would like to have reliable, frequent, responsive rail passenger service on a nationwide basis, as an alternative to the energy inefficient, environmentally unsound, dedication to the private automobile as the principal method of public transportation. The only difference is in how we should work toward that goal.

Let's face it. For the past few years we have been operating a service that is something less in quality than the American public has a right to expect. We have tried to make do with old equipment for too long a time. We have stretched our personnel resources to the point where passenger service is marginal. Allocation of funds has not kept pace with inflation, or with system expansion. As a result, we have secured a lot of first time riders, but only the most dedicated believers in rail passenger service have returned for a second trip, or remained with us for the long term. Ridership increases and resulting revenues have not materialized to the degree necessary to enable us to reduce subsidy requirements.

Thus we find ourselves in a year when the Administration and the Congress, testing the public pulse, feel it is time to cut costs, not increase them. In such an environment we can hardly hope to secure the capital funds necessary for new equipment, or to repair the roadbeds so we can operate decent schedules, and arrive on time. Even to operate the current level, with the same old equipment, would cost much more than last year, and we would still offer inferior service.

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So what is the answer? Do we stand and fight for the opportunity to provide a substantial level of service? Do we fight what we know is a losing battle for a major infusion of funds to correct the deficiencies, or do we accept a reduced system, capable of improved operation, within the level of funds we can reasonably expect?

I did not make my decisions in the dark. I sought the advice and counsel of key members of the Congress and the Administration. I tested the political pulse. I have been assured that this is not the year to seek the funds to acquire sufficient assets to correct current deficiencies. I have been advised that an alternative system now, with the capability to offer attractive, not repelling service, which can be expanded in future years, when funds are less restrictive, is not only the best course of action, but it is the only course this Congress is likely to approve.

All of this was made known to the Board of Directors, who establish Amtrak policy. They agreed completely that we should pull back now, and seek progress slowly, but more responsibly, in later years.

To this degree, yes, I accepted the recommendations for a reduced system, but with many reservations. It is quite probable that all of these have not been made known to you. In communicating these reservations to the Congress, and to the Secretary, I sought to make it clear that we must have a system, well founded on major policy decisions regarding the extent and quality of service to be provided; the manner in which commuter responsibilities are to be met; the responsibilities we have toward the States to participate with them in joint ventures; the requirement to establish a "track and equipment" bank, to insure that track and facilities not included in the basic system are maintained at a level of utility to permit us to resume service when funds and equipment are available; the requirement for a multi-year level of funding to permit adequate advance planning. These and other major policy elements were outlined in detail. These factors and their impact on our total rail program supersede lines on a map. If these decisions are faced in a responsible manner, and assets are made available, laws written, provisions made to support us, the lines will fall into place and only then can we go forward toward the type system we should have, not a continuation of the bad service offered by the railroads when Amtrak was established.

Mr. Thomas R. Pulsifer
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Mr. Thomas R. Pulsifer
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Page 3

Take a look at the positions expressed by the Board of Directors in our Mission Statement, developed just prior to the completion of the DOT study, and somewhat in anticipation of the type recommendations it would contain. Examine the letter I sent Brock Adams shortly after receipt of his proposals. Evaluate the Legislative Report I submitted, and the packet and perspective paper I furnished each member of the Congress to assist them in developing their own conclusions. I believe you will agree that I have been most active in projecting the basic needs of Amtrak both to the Secretary and to the Congress.

We are still engaged in answering questions from members of Congress, governors, state and local elected officials, and public interest groups, furnishing each and all with data to support a number of alternatives. These views ultimately reach the committees of Congress which are now formulating their own recommendations to the House and Senate on the DOT route structure. We are playing an active role in the process which, I believe, will prove to be far more effective than openly attacking a plan which was arrived at within established parameters drawn by the Administration. This procedure should result in reasoned choices becoming apparent to all concerned, so that the Congress will have a factual, not an emotional, basis upon which to rest their final conclusions.

In summary, I sincerely believe, as I have stated publicly, that we should have a system we can operate within the resources provided. It is quite different to sit in my present chair, bearing the responsibility for the management of this system, as opposed to an abstract evaluation of what one would like to see in the system. Budget decisions, matching ever decreasing funding levels to ever increasing costs, challenge the capabilities of even the best managers. Daily shifting of rolling stock, to meet the demands of a system which should be serviced by a much larger number of modern passenger cars and locomotives, is a task not apparent to those not directly engaged with the day to day operation requirements of this corporation.

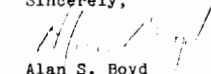
Mr. Thomas R. Pulsifer
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Page 4

There are hard choices to be made, concerning advance planning. The law requires we be prepared to implement the proposed route system beginning on October 1, 1979 and that implementation be completed one year from the date of approval. If we wait until October 1, or even until we get final action by the Congress, and go into the next fiscal year operating part of the present system and part of the new one, the resources provided in the fiscal year 1980 budget will prove far short of what is required. There must be advance planning. No manager worth his salt, faced with the responsibility, could do otherwise.

So, we will go forward, in the absence of some indication from the Congress that they will direct otherwise, on the premise that we will implement at least a modified version of the recommendations of the Secretary. The Congress must, within their wisdom, make the choices which represent the best interests of all the people. The DOT evaluation, which has its drawbacks, can provide the springboard to activate the policy makers into making decisions concerning the future of rail passenger transportation in the United States which could result in long term benefits to the nation.

From it may emerge a system with all the support mechanisms necessary to make it viable. Then we will have something we can both be proud of. I thank you for your interest and trust we will have your continued support.

Sincerely,


Alan S. Boyd
President

Attachments

REFERENCE MARKS

INFORMATION TO HELP YOU MAKE YOUR AMTRAK TRAVEL PLANS

OARP ADVISES VERY STRONGLY THAT YOU MAKE YOUR SUMMER RAIL TRAVEL PLANS AND RESERVATIONS AS FAR IN ADVANCE AS POSSIBLE TO AVOID DISAPPOINTMENT. FROM PRESENT INDICATIONS SLEEPING CAR SPACE ON MANY AMTRAK TRAINS MAY BE SOLD OUT WEEKS OR MONTHS IN ADVANCE, ESPECIALLY FOR WEEKEND AND HOLIDAY PERIOD TRAVEL. OUR BEST ADVICE WE CAN GIVE IS "RESERVE EARLY"!

CANTON, OH (216-452-3444)
846 Market Ave. South
open 10:30p-7:30a daily,
7:30a-4:30p Mo-Tu-We

CINCINNATI, OH (513-921-4172)
1901 West River Road
open 6:00a-12:00m daily

CLEVELAND, OH (216-696-5115)
200 East Memorial Shoreway
open 6:30a-12:00m daily

COLUMBUS, OH (614-224-0440)
225 East Swan Street
open 10:30p-3:00p daily

DAYTON, OH (513-228-3070)
130 West Sixth Street
open 7:30a-12:00m daily

ELYRIA, OH (216-323-1300)
E. Bridge at E. River Street
open 7:30a-10:30a and
9:00p-12:00m daily

ERIE, PA (814-452-2177)
14th at Peach Street
open 9:30a-6:00p and
11:30p-7:00a daily

FORT WAYNE, IN (219-422-5834)
231 West Baker
open 6:00a-8:00p daily

HUNTINGTON, WV (304-523-7721)
10th Street at 7th Avenue
open 9:15p-6:15a daily

INDIANAPOLIS, IN (317-269-6728)
39 Jackson Place
open 6:00a-12:00m daily

LIMA, OH (419-225-3383)
424 North Central Street
open 7:00a-3:00p daily,
3:00p-10:30p We-Th-Fr,
7:30p-9:30p Sa-Su-Mo-Tu

LOUISVILLE, KY (502-367-2231)
7727 National Turnpike
open 7:00a-11:30p daily

PARKERSBURG, WV (304-428-5355)
406 Sixth Street at Green St.
open 11:00p-7:00a daily

PITTSBURGH, PA (412-471-8752)
Liberty and Grant Streets
open 24 hours daily

TOLEDO, OH (419-246-0159)
415 Emerald Street
open 8:00a-11:00p daily

TRI-STATE STATION at
CATLETTSBURG, KY (606-739-6265)
Winchester Ave. at 10th Street
open 9:00p-8:00a daily

OR CALL AMTRAK TOLL-FREE:

from OHIO points 800-621-0317
from INDIANA points 800-621-0353
from KENTUCKY points 800-874-2775
from WEST VIRGINIA points 800-523-5720
from PENNSYLVANIA points 800-562-5380
from MICHIGAN points 800-621-0353
TELETYPEWRITER SERVICE FOR THE DEAF:
from PENNSYLVANIA points 800-562-6960
from ALL OTHER states 800-523-6590 or 91

OR CALL ANY AMTRAK AUTHORIZED TRAVEL AGENCY:

just look in your local phone book's yellow pages to see if there is an Amtrak authorized travel agent in your locality to assist you.

NOTE: The information contained in this section is, to the best of our knowledge, up-to-date and accurate. The information is subject to change without notice, however, and OARP cannot accept liability for inconvenience, expense or damage resulting from informational errors. You can help us help others by bringing any errors to our immediate attention. Thank you!

BAGGAGE & EXPRESS

Amtrak was asked, but because of the passenger car shortage could not comply with a request to run "shuttle trains" out to the Indianapolis "500" on Memorial Day weekend.

OARP plans once again to have an exhibit at Springfield's Transportation Show, Sept. 14-16, at the Upper Valley Mall. Previous exhibits have been well-attended.

OARP is concerned with pending lobbying disclosure legislation which could cause huge problems for small, low-budget organizations such as OARP. Letters of concern have gone from OARP to Sen. Glenn and Cong. Kindness from Ohio who are on committees involved.

DOES CONGRESS REAL

One really wonders... ential witnesses a... own Bill Snortelan... ed. Bill offered... his own expense an... J. Florio's Subcom... and Commerce heari...

OARP's president T... quest for Snortela... ary letter to Flor... Cliff Elkins, form... National Conferenc... ficials, now worki...

Then, nothing. No... no instructions. ... leave Ohio for an... the last week in M... prehensive and a... determine whet...; so Bill left... assuming he was no... of invited witness...

Then on Friday, Mar... wife received a le... stating that Bill w... before the Subcomm... specific time was... have 75 copies of... to the Rayburn Hous... 9:30am on Monday, ... could not meet that... must notify the Sub... advance (which we... Saturday)! Snortel... by phone in New Yor... late to make ANY ar... with the Subcommitt...

Your president talk... and we agreed that... business" was the w... treat concerned cit... made personal sacri... first place, then "... Bill did not appear... of OARP before the...

We are sorry, but w... antly that better c... vance planning need... who wish to appear... hearings. After al... professional lobbyi... to be in Washing... at a moment's notic...

JOIN AND SUPPORT TH

DOES CONGRESS REALLY WANT TO HEAR FROM US?

One really wonders; especially if all potential witnesses are treated the way our own Bill Snorteland reported he was treated. Bill offered to go to Washington at his own expense and appear before Cong. J. J. Florio's Subcommittee on Transportation and Commerce hearings April 3rd and 4th.

OARP's president Tom Pulsifer made the request for Snorteland to appear in a February letter to Florio's new staff director, Cliff Elkins, formerly the head of the National Conference of State Railway Officials, now working for Florio.

Then, nothing. No reply, no confirmation, no instructions. Snorteland, who had to leave Ohio for an East Coast business trip the last week in March, was getting a bit apprehensive and also irritated. We could determine whether he was to appear or not; so Bill left for his business trip assuming he was not included on the list of invited witnesses.

Then on Friday, March 30th, Snorteland's wife received a letter from Cong. Florio stating that Bill was invited to appear before the Subcommittee on April 4th (no specific time was given) AND he was to have 75 copies of his testimony delivered to the Rayburn House Office Building by 9:30am on Monday, April 2nd, AND if he could not meet that requirement then he must notify the Subcommittee 96 hours in advance (which we calculate as 9:30am on Saturday)! Snorteland's wife reached him by phone in New York late Friday, too late to make ANY arrangements to comply with the Subcommittee requests.

Your president talked with Bill by phone and we agreed that if this "last minute business" was the way they were going to treat concerned citizens who would have made personal sacrifices to appear in the first place, then "to hell with 'em". So Bill did not appear as a representative of OARP before the Subcommittee.

We are sorry, but we believe more importantly that better consideration in advance planning needs to be given persons who wish to appear before Congressional hearings. After all, none of us are paid professional lobbyists whose business it is to be in Washington ready to testify at a moment's notice.

JOIN AND SUPPORT THE WORK OF OARP & NARP!

WAS SENATOR GLENN LISTENING?????

On April 18th Warner Cable QUBE TV viewers in Columbus responded to two questions involving Amtrak that were posed by Ohio Sen. John Glenn. Viewers with a QUBE console respond to questions by pushing buttons so their responses are recorded. QUBE engineers reported between 203 and 361 viewers participated during the half-hour question session. The two Amtrak-oriented questions, and response percentages, were:

- 1) Would you be willing to take a train on your vacation this year to conserve gasoline? Yes 46%. No 54%.
- 2) Where should the federal budget be cut? Amtrak 13%. Revenue Sharing 13%. Defense 20%. Public Housing 21%. Social Programs 33%.

LIGHT RAIL - RAPID TRANSIT

The U.S. DOT has granted the Cleveland RTA some \$22.1 million for new administrative offices in downtown Cleveland and to fund work on the Shaker Division for the new cars which have been ordered. Included are funds for new shops and yards on land across the transit line from the Kingsbury Shops.

Nine PCC cars, originally built for Cleveland in 1946 and sold to Toronto in 1952, have been purchased back by the Cleveland RTA and are being used on the Shaker Division.

#####

Cincinnati City Council member Thomas Brush is leading planning efforts to seek UMTA funding to acquire the C&O's Cheviot Hill trackage for part of a rapid transit route linking downtown with Western Hills Plaza and Bridgetown. Route would also utilize the never-used subway tunnels existing under Central Parkway and into the downtown area. The C&O trackage is now abandoned and is up for sale.

Amtrak has abolished the special \$5 bicycle-handling charge. Instead, Amtrak now considers bicycles shipped in proper cartons as one of three allowed pieces of free checked luggage. Amtrak's revised policy allows passengers to supply their own cartons or may purchase a reusable carton from Amtrak for \$4. Amtrak now requires that all bicycles handled in checked baggage or express service be in a proper carton. Bicycle cartons are available at all Amtrak stations that handle checked baggage.

#####

Starting May 26th, U.S.A. RAIL PASSES will cost \$289 (14 day), \$379 (21 day) and \$459 (30 day). Family Plan U.S.A. RAIL PASSES will be; Head of Family/full fare, Spouse and Children 12 thru 21/half fare, Children 2 thru 11/\$50 regardless of length of time on the pass selected.

#####

New Amtrak timetables were issued on April 29th. The Crescent runs daily now south of Atlanta and a stop at Manassas, VA, has been added. The Inter-American will begin daily operation on June 15th, but sleeper service will remain tri-weekly due to a shortage of electrified sleeping cars. Two daily trains are now operating on express schedules between Albany and New York. The Lone Star and the eastbound Southwest Limited will have schedules lengthened by one-half hour due to slower track speeds on parts of the Santa Fe Railway. Trackwork between Detroit and Jackson will also lengthen schedules of Chicago-Detroit trains. Trackwork on Amtrak's own Northeast Corridor will affect many of the Amtrak trains using that Corridor. And as we reported in the last issue of "THE 6:53", the Cardinal now stops at Alderson, WV (unmanned stop), and the stop at South Portsmouth, KY, has been suspended indefinitely due to the closed highway bridge over the Ohio.

#####

Amtrak and the Cambria County Transit Authority have agreed on a jointly funded project to rehabilitate the Amtrak station at Johnstown, PA, which is served by both the Broadway and the National Limiteds. Work is expected to be completed next winter.

Amtrak increased its Rail Express rates by 10% effective April 29th, in an effort to boost revenues while continuing to offer complete shipping services to customers.

#####

Amtrak placed all available equipment on the tracks for Easter weekend. 15 extra trains operated Friday, April 13th and on Sunday, April 15th. Despite the addition of extra trains and extra cars to regular trains, there were reports of standing room only on many trains in the Northeast and Empire Corridors, with passengers being left standing on platforms at some stations as trains were filled to capacity.

#####

Amtrak has been making test runs in Chicago area of a new turbo engine that yields a 25% reduction in fuel consumption. In the tests, one Turmo-XII engine was able to replace two standard Turmo-III engines and use more readily available Diesel-2 fuel instead of the Jet-A, kerosene or paraffin-free petroleum which the Turmo-III requires. In a one-hour test period the Turmo-XII used 68 gallons of fuel. Two Turmo-III engines used up 108 gallons of fuel. Amtrak has not yet made a commitment to purchase Turmo-XII engines for the entire Turboliner fleet.

#####

Starting in May, Amtrak passengers in the Northeast Corridor could now dial a special toll-free number to obtain weekly travel forecasts regarding the effects of track reconstruction work on train performance. The recorded message will be changed often enough to reflect shifts in trackwork locations and to report unusual circumstances.

The Northeast Corridor Improvement Project (NECIP) entered its third and most productive construction season April 2, with track construction starting at 11 different locations in six states.

#####

Amtrak's Board has approved the commitment of an additional \$9 million to amend the company's agreement to purchase AEM-7 electric locomotives from the Electro-Motive Division of GM. The new units will serve as the backbone for the Boston-Washington loco fleet.

Amtrak's Board has to repair and improve PA, Amtrak station expected to be completed 1980. Work has al

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Amtrak's Philadelp line will be upgrade lion track improve will ultimately al speeds of 79 mph.

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The drawbridge at on Amtrak's busy D will be completely trak and the proje \$775,000. Service ted during the to be completed

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Mopeds, in cartons between Amtrak Rai capable of handlin Stations in Ohio t moped shipments ar Cleveland.

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Amtrak has re-esta Coach Excursion RT rates for the summ Contact Amtrak for

SANDUSKY, BR

Some time ago Amtr of Amtrak rail pas of service as well the current timeta to be announced".

"problems". Labor Sandusky depot sit be closest to gett at Sandusky ever s certainly isn't pr

More recently the Report". Well, qu possible to deal w (rth - Dennison) v te seems to get

Amtrak get moving, People are getting for Amtrak; not jus ready to help. If cannot effectively one party is conter

Amtrak's Board has approved \$214,000 to repair and improve the Harrisburg, PA, Amtrak station. The project is expected to be completed in March of 1980. Work has already begun.

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Amtrak's Philadelphia-Harrisburg main line will be upgraded with a \$2.1 million track improvement program that will ultimately allow passenger train speeds of 79 mph.

#####

The drawbridge at Michigan City, IN, on Amtrak's busy Detroit-Chicago line will be completely renovated by Amtrak and the project will cost about \$775,000. Service will not be interrupted during the renovation. Work to be completed in Spring 1980.

#####

Mopeds, in cartons, may now be shipped between Amtrak Rail Express stations capable of handling 100 lb. pieces. Stations in Ohio that can handle the moped shipments are Cincinnati and Cleveland.

#####

Amtrak has re-established its RW40 Coach Excursion RT fares at higher rates for the summer (eff. May 29th). Contact Amtrak for details.

AMTRAK RIDERSHIP IS UP, UP, UP

Amtrak's ridership scored an 8.6% jump in January over the same month a year earlier! In February, ridership went up by 4.5% systemwide, despite record snowfalls in the east and midwest that hampered train operations. February was the fifth consecutive month of traffic gains with the biggest increases being registered on long-distance routes!

Here are statistics for routes serving Ohio and Ohioans:

JANUARY 1979 vs. JANUARY 1978

	Jan 78	Jan 79	% change
LAKE SHORE LTD.	18,400	17,931	- 2.5%
BROADWAY LTD.	13,078	14,074	+ 7.6%
NATIONAL LTD.	12,186	15,670	+ 28.6%
SHENANDOAH	4,046	5,413	+ 33.8%
CARDINAL	9,563	7,645	- 20.1%
HILLTOPPER	2,632	3,545	+ 34.7%

FEBRUARY 1979 vs. FEBRUARY 1978

	Feb 78	Feb 79	% change
LAKE SHORE LTD.	13,541	13,102	- 3.2%
BROADWAY LTD.	9,961	10,962	+ 10%
NATIONAL LTD.	9,553	10,450	+ 9.4%
SHENANDOAH	4,049	5,161	+ 27.5%
CARDINAL	5,633	5,710	+ 1.4%
HILLTOPPER	3,068	3,504	+ 14.2%

The Hilltopper figures exclude local Boston-Washington territory riders.

#####

SANDUSKY, BRYAN, DENNISON, HAMILTON ? ? ? ? ? ? ? ? (by TRP)

Some time ago Amtrak determined that these four Ohio communities were deserving of Amtrak rail passenger service. So far, so good. We think they're deserving of service as well! And Amtrak has gone so far as to publish these stations in the current timetables. With a cryptic footnote: "Service to commence on a date to be announced". But yet no service? Just excuses! First came admission of "problems". Labor negotiations at Hamilton. New platform at Dennison. The Sandusky depot sits on a through siding, not on the main tracks. Bryan seems to be closest to getting any service. And, ironically, Amtrak has owned the depot at Sandusky ever since the start-up of the Lake Shore Limited; but the station certainly isn't producing any revenue for Amtrak if the train doesn't stop!

More recently the excuse offered was "we'll wait and see what happens to the DOT Report". Well, quite frankly, we don't see that any of the "problems" are impossible to deal with. Three of the four stations (and very possibly the fourth - Dennison) will have Amtrak service after October first as route after it seems to get put back into the basic nationwide system. We'd like to see Amtrak get moving, aggressively, to get service started up at these Ohio stops. People are getting tired of excuses. All four stops should be earning revenue for Amtrak; not just taking up space in the timetables. As always, OARP stands ready to help. If there are problems, let's solve them - not sit on them. We cannot effectively pull together to bring about improved rail service access if one party is content to do nothing. Let's get rolling!

STATE BOARD APPROVES \$577,812 FOR INTERCITY RAIL PLANNING

The State Controlling Board approved by a 6-to-1 vote on May 7th the expenditure of \$577,812 for more advanced work on the proposed high speed intercity passenger rail system for Ohio. The ORTA request is for a 12 month contract with the consulting firm of Dalton-Dalton-Newport.

The planning package will include preliminary engineering, route location, and alternative methods of financing the high-speed rail project.

ORTA BOARD MEMBER IN ENGLAND

Ted Kauer, Secretary of ORTA's Board, recently was in England (April 16-21) meeting with officials of the British Railways and riding several of the high speed passenger services there. In a report at the April 27th Board Meeting, Kauer noted that although the British rail system is old, it is steadily being improved. Most high speed passenger trains run presently at up to 100mph over improved existing routes. Most freight trains run at night over the same lines.

PUSH FOR CLEVELAND RAPID RAIL EXTENSION TO MENTOR IS HEARD

The April 27th meeting of the ORTA Board was addressed by an OSU graduate student interested in promoting extension of the Cleveland RTA rapid transit eastward from Windermere on to Euclid, Mentor and possibly to Painesville. Such a service would provide excellent feeder service to ORTA's proposed intercity rail passenger service on routes out of Cleveland. The proponent of this is Gary L. Peters of Russell, Ohio.

Technical Services of Tokyo, Japan, to conduct a \$30,000 study exploring the feasibility of constructing a high speed rail test track in Ohio. It was the opinion of the Committee that testing of rail vehicles representing advanced high speed rail technology be evaluated and demonstrated for Ohio citizens before a final decision to construct the entire network is made. Co-chairmen of the Committee are Sen. Anthony Calabrese and Rep. Art Wilkowski. Both have indicated in interviews that having a test track would be a big plus for Ohio.

NEWS FROM ORTA

ORTA CHIEF ATTACKS PLANNED AMTRAK SERVICE CUTS

ORTA's Executive Director, Nat Simons, Jr., in an April 4th appearance before the House Subcommittee on Transportation and Commerce, urged Congress to reject the U.S. DOT proposal to cut the Amtrak network. He also asked Congress to support a proposal to improve funding for regional rail passenger service. Simons called the DOT plan "unresponsive to the nation's transportation needs. The Ohio Rail Transportation Authority recognizes that the present Amtrak system is inefficient and that changes must be made. However the changes recommended in the final plan are not the answers to Amtrak's problems." Simons called for further study and promotion of regional rail transportation plans involving states.

OHIO'S DON PEASE (D-Oberlin) HAS INTRODUCED AMENDED AMTRAK 403-b LEGISLATION IN CONGRESS

Our own Congressman Pease, very likely favorably influenced by the success of Amtrak's Lake Shore Limited serving his district, has introduced legislation (H.R. 3064) which will increase federal funding of regional rail passenger transportation from the present 50% up to 80%. Under his plan, the states would pay the remaining 20%, not 50% as at present. Pease's legislation would also require Amtrak's corporate statutes to be changed to "not-for-profit", thereby making it possible for states such as Ohio to participate in the "403-b" train service without violating the Ohio Constitutional prohibition of the State lending aid or credit to "for-profit" railroads or corporations. Co-sponsors of Don Pease's legislation include Congressmen Luken and Kindness of Ohio, plus Edgar (PA), Long and Barnes (MD), Rahall (WV), LaFalce (NY), Studds (MA), and Jenrette (SC).

HIGH SPEED RAIL TEST TRACK FOR OHIO IS POSSIBLE

The Joint House/Senate Committee on Oversight relative to ORTA's High Speed Rail Proposal has adopted a resolution retaining Japan R...

OARP ORGANIZATIONAL NEWS, INFORMATION & CONCERNS.....

Uncle Sam says, "Ke format and thou sha surcharge!" So, st July/August issue o will once again alt 5 1/2" x 8 1/2" format. N Service "Standard S are expected to go July. According to template, our prese bit oversize and th jected to a postal long as we continue newsletter by first a result of the new will be able to inc for pages of news, of all pages w reduced. We do not reduce print size d from what it is at

We have recently ha instance of a first from your OARP pres member in another s teriously opened, p ted, then official Postal Service. We about this, but we immediate notificat tance in which you treated in this mar

Regional Coordinato Post Office (Mt. O ped rural routes a numbers so please r address in our OAR

The U.S.P.S. again butchering departm obliterated the ma OARP Slide Show ca case (for which we our slides were ter the Cincinnati I get it back, s and the U.S.P.S. d postage and insur Cincinnati R.R. Cl see our presentati We have had previou mail being butcher P.O. A word to th

BUSINESS CAR BRIEFINGS

Uncle Sam says, "Keep thy present format and thou shalt pay a postage surcharge!" So, starting with the July/August issue of "THE 6:53", we will once again alter our size to a 5½" x 8½" format. New U.S. Postal Service "Standard Sizes" rulings are expected to go into effect in July. According to their official template, our present format is a bit oversize and thus we are subjected to a postal surcharge as long as we continue to mail our newsletter by first-class mail. As a result of the new size change we will be able to include an added page or pages of news, however, the number of all pages will be somewhat reduced. We do not plan to photo-reduce print size down any more from what it is at this time.

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We have recently had one reported instance of a first class letter from your OARP president to an OARP member in another state being mysteriously opened, presumably inspected, then officially resealed by the Postal Service. We are not paranoid about this, but we would appreciate immediate notification of any instance in which you find OARP mail treated in this manner.

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Regional Coordinator Ron Garner's Post Office (Mt. Orab, OH) has dropped rural routes and adopted house numbers so please note his change of address in our OARP DIRECTORY.

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The U.S.P.S. again! This time the butchering department completely obliterated the mailing label on our OARP Slide Show carousel mailing case (for which we paid \$20.00) and our slides were temporarily "lost" at the Cincinnati Post Office. We got it back, safe and sound, and the U.S.P.S. did refund our postage and insurance charges. The Cincinnati R.R. Club did not get to see our presentation, unfortunately. We have had previous problems with mail being butchered at Cincinnati's P.O. A word to the wise...

OARP shared exhibit space with ORTA at the ENERGY FAIR '79 at Dayton's Convention Center, April 12-15. Neither OARP nor ORTA could rally enough personnel to have a manned exhibit (Easter weekend) but the several thousand who did visit the ENERGY FAIR '79 picked up our brochure, Amtrak materials, and our "SAVE OHIO'S AMTRAK TRAINS" flyers.

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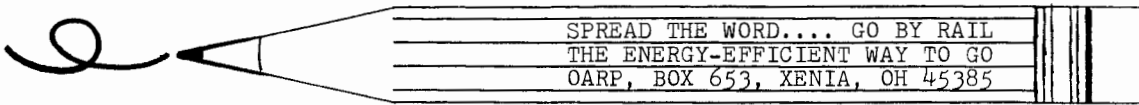
Your president has redesignated two of our regional coordinators' areas to more accurately reflect existing situations. Now that Dave Lebold is working in Columbus but frequently gets to his hometown of Lancaster and to Chillicothe with his Man-To-Man program, his territory will now be designated as COLUMBUS & SOUTHERN OHIO in that he has also been a valuable contact person for the Capital City in addition to Karl Gelfer. Ron Garner works in Cincinnati and has valuable contacts thereabouts so we'll now list his territory as CINCINNATI & OHIO VALLEY and he can provide an assist to Bob Goldstein as our Queen City area contact person. OARP's regional coordinators are active members who have agreed to be a contact person/listening post for their area and who have been appointed as such by your OARP president.

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So you think it's time to renew your OARP membership? Glad you've got us on your mind! But... please wait until you receive your yellow membership renewal card in the mail. These forms were designed to help us all expedite the "busywork" involved with this most necessary task. Revised yellow cards are now in use (we've used up the old stock). And remember that it may take up to 4-6 weeks for your check and membership to get completely processed. We're all volunteers, you know, and we try hard to do our best for you... and for the good of OARP!

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We're always looking for new slides for our slide show. We'll make duplicates from your original slide(s) and return the originals to you. Several members are now represented as contributors to our slide show. How about you?



OARP

FROM THE COMPANY STOREROOM

NEWARK MEETING HANDOUTS AVAILABLE BY MAIL

Those who couldn't attend our Annual Meeting may write OARP for copies of the following materials (send us a business-letter size SASE to expedite requests):

- 1) PRR 1950 PITTSBURGH-ST. LOUIS and PITTSBURGH-CINCINNATI TIMETABLE REPRINT (You mean they really ran all those passenger trains back then?) with OARP promotional message on the back. Includes consists.
- 2) AMTRAK APRIL 3, 1979 PRESS RELEASE detailing 8.6% ridership increases, includes route-by-route stats and "on time data". Our thanks to Joe Vranich for providing us with a quantity of these for our meeting.

Station Maps

OARP's RAIL TRAVEL GUIDES to OHIO and NEIGHBORING STATES contain our most useful maps to help people find the Amtrak stations. #1 covers stations on the Lake Shore, Broadway and National Limited routes. #2 covers the Shenandoah and Cardinal routes, plus Louisville, KY. Send a business-letter size SASE for either or both. We plan to reprint and revise our RTG's when Amtrak's future plans are definite.

Amtrak timetable

We can send you an Amtrak Form 7 timetable and that's the EAST-MIDWEST folder and it contains ALL AMTRAK SERVICES serving OHIO. Send us a business-letter size SASE and start planning your rail trip.

Back issues of "THE 6:53"

Except for issues 1, 2, 3, 4, 5, 6, 7, 14, 17, 22, 23 and 24, which are completely out of stock, while supplies last (some issues are very low) we'll send out back issues if you'll send us a 15¢ postage stamp for each issue you want. Someday these copies of "THE 6:53" will be collectors items. First come -- first served.

JOIN & SUPPORT THE WORK OF BOTH OARP & NARP!

THEY ARRIVED TWO DAYS AFTER OUR NEWARK MEETING! But now we can make available to you NEW OARP PENS, thanks to a member who wishes to remain anonymous. The pens are blue with gold lettering, write in black ink, and have an ink eraser on the end. They are made by National Pen and measure 6½".

Tell you what! You send OARP an extra donation of \$5 and, as long as the supply lasts, we'll send you a dozen pens. Our Treasurer can give the extra boost and you can give the pens out to friends and get 'em to write to their Congressman!

If you'd just like a couple of the pens, we'll settle for a \$1 donation and we'll send two pens.

Brochures

We have in stock a LARGE QUANTITY of our OARP brochure. You want one, we'll send one. You want 500 and we'll send 500. But we'd appreciate your kicking in a bit for postage if you want a large number of these sent to you. We also have a pretty good supply of NARP BROCHURES if you'd like some to pass out to friends.

Coffee Mugs

Still have quite a few left, and we'll continue the SPECIAL OFFER for awhile to help move 'em out: \$3/1, \$5/2, \$7.50/3, \$10/4, \$12.50/5, \$15/6, \$20/8 and so on. It costs us close to \$1 just to mail one mug! Pick mugs up in Xenia or at an OARP meeting and they're just \$2 each (donation).

Trip Reports

Get ready to report on your 1979 Summer train rides. Help us document needs for improvements by filling out an OARP RAIL TRIP REPORT FORM. Send us a business-letter size SASE for four forms.

ured barbecued beef passing Conrail and PRR passenger depot to extend our since: fine food and servi-

THREE INCUMBENTS RE OARP HAS A NEW SECR

Tom Pulsifer is sti President. Rodg Si still Vice-President. Dave Marshall is st Treasurer. But we new Secretary, Lt. C. Fugate, formerly t and presently l e, Arizona, but be moving back to t area early this sum

Joe Brove, for pers reasons, did not wi serve again as our and we take this op to thank Joe for hi years of service in fice. Joe assures he will still remai tive and loyal memb OARP.

Two members were no for Secretary, nece a secret ballot. C Glasser of Canton r 16 votes and Mike F ceived 19 votes. M now with the U.S. A and will be station Wright-Patterson AF While in Arizona he a member of RPAS, t Passenger Associati Southwest and as hi permitted has been with that group.

OARP TREASURY STAT Balance as of 10-

Deposits from 10- ru 5-3-79 sbursements Balance as of 5-4

IF YOU WERE NOT WI MAY 5th, THEN YOU GOOD OARP MEETING!

OARP

ANNUAL MEETING AND ELECTIONS HELD MAY 5th IN NEWARK

Forty OARP members and guests came to Pennsylvania Station Restaurant in Newark, Ohio, on Saturday, May 5th, for our Annual Meeting. It was a beautiful day and a good time was had by all. Our luncheon feat-

ured barbecued beef ribs, and huge, fresh cream puffs for dessert! Several passing Conrail and Chessie freight trains added to the atmosphere of the old PRR passenger depot which is now the Pennsylvania Station Restaurant. We wish to extend our sincere thanks to Mr. Paul McWilliams and his staff for the very fine food and service and for allowing us to hold our meeting there.

THREE INCUMBENTS RE-ELECTED; OARP HAS A NEW SECRETARY —

Tom Pulsifer is still OARP's President. Rodg Sillars is still Vice-President. And Dave Marshall is still our Treasurer. But we have a new Secretary, Lt. Michael C. Fugate, formerly of Dayton and presently living in Phoenix, Arizona, but who will be moving back to the Dayton area early this summer.

Joe Brove, for personal reasons, did not wish to serve again as our Secretary and we take this opportunity to thank Joe for his three years of service in this office. Joe assures us that he will still remain an active and loyal member of OARP.

Two members were nominated for Secretary, necessitating a secret ballot. Carolyn Glasser of Canton received 16 votes and Mike Fugate received 19 votes. Mike is now with the U.S. Air Force and will be stationed at the Wright-Patterson AFB in Ohio. While in Arizona he has been a member of RPAS, the Rail Passenger Association of the Southwest and as his time permitted has been active with that group.

OARP TREASURY STATEMENT:

Balance as of 10-11-78 was	\$70.09
Deposits from 10-16-78	
April 5-3-79	\$2,874.25
Reimbursements	\$2,373.35
Balance as of 5-4-79 was	\$570.99

IF YOU WERE NOT WITH US ON MAY 5th, THEN YOU MISSED A GOOD OARP MEETING!

FIFTEEN "DOOR PRIZES" AWARDED AT NEWARK MEETING

Choice surplus and donated items were awarded to fifteen lucky OARP members and guests whose names were drawn from an envelope:

- Conrail 1979 Calendar Karl Gelfer
- Conrail 1978 Annual Report Eric Conrad
- Rand McNally R.R. Atlas Mike Fugate
- Conrail System Map J. Howard Harding
- The Infamous USDOT Report Joe Brove and Raymond Crawford
- Amtrak's "Background" Report Paul Laurel Mark Adamcik and Leona Mann
- Amtrak's 1978 Annual Report Malinda Wolf Gary Amatore and Tom Nastoff
- Sample copies of PTJ Doug Sillars and Paul Woodring
- Copy of last Southern Railway timetable and copy of first edition, Amtrak's "Crescent" public timetable ... Ralph "Al" Pierce

AMTRAK IS PRIME TOPIC OF DISCUSSION AT MEETING

Very obviously, Amtrak's situation in Congress was on everyone's mind. Howard Harding gave us an excellent report on the NARP Director's meeting which was held in Washington, DC, the previous weekend. He related the extensive involvement efforts on the part of several key NARP directors to help convince Congress of the need for more and better rail passenger services. Howard urged us all to send Mailgrams as a last-minute appeal to our Congressmen and Senators to take action against the U.S. DOT recommendations for Amtrak.

GUEST AT MEETING HAS PUBLISHED A BOOK!

One of our guests at our Annual Meeting was a gentleman from Warren, Ohio, who has written and had published a book about his recent experiences traveling across Russia on the Trans-Siberian Railway. He is Ray Crawford and he was a guest of our Youngstown-Warren Area Coordinator, Doug Hudson. Ray had a few copies of his book for sale at our meeting.

ODDS AND ENDS

No definite plans were made for a summer 1979 meeting. There has been a request from some of our greater Cleveland area members that we plan a membership meeting there sometime. The gasoline situation will have to be watched when we plan OARP meetings from now on.

DOCUMENTS SHOW THAT U.S. DOT PLANS TO KILL AMTRAK EQUIPMENT PROGRAMS

In our continuing war against the forces who intend to do away with the most energy-efficient form of mass transportation in America, OARP has secured copies of letters and documents showing that the U.S. DOT has planned to curtail Amtrak's Superliner order from 284 cars to 197; deferring to 1983 Amtrak's 1981 plan to purchase new single-level passenger cars for eastern and east-midwest routes; and deferring placement of an order for high-speed locomotives from fiscal 1980 to 1981.

To Amtrak's credit, however, we can report that the rail passenger corporation has been quietly but strongly fighting these latest U.S. DOT tactics. It is now no secret that our U.S. Secretary of Transportation, Brock Adams, on the one hand tells us we're having a transportation crisis, then on the other deliberately sabotages Amtrak. Is this the "honest government" Jimmy Carter promised us all?

"THE 6:53" is the official bi-monthly publication of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 450 concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to help WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES in and through Ohio. The work of OARP is supported solely through membership dues and by extra donations of time, talents, and dollars by our members. Anyone interested in supporting our purposes may become an OARP member. Annual dues are just \$5.00 (min.) for NEW members and \$10.00 (min.) for all membership RENEWALS.

Many OARP members also belong to NARP, the National Assn. of R.R. Passengers, serving as the organized voice of railroad passengers in our Nation's Capitol. We suggest you contact NARP directly (see Directory page) for membership information. OARP has no full-time office staff. All work is handled on a volunteer basis. Kindly allow 4-6 weeks for the processing of memberships. If you can be active in the ongoing work of OARP, be sure to let us know. Write OARP for a copy of our membership/promotional brochure. And won't you join us TODAY in the fight for better passenger trains!

THE 6:53
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