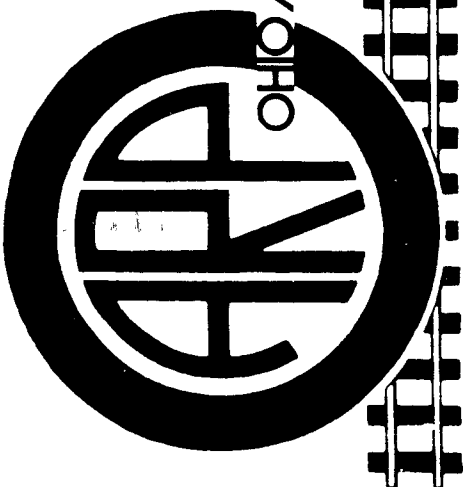


THE 6:53

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



SITUATION IN WASHINGTON
STILL VERY CRITICAL - - - -

- - - - - by OARP Pres. Tom Pulsifer

The Amtrak situation in Washington, despite record ridership systemwide, is still quite critical. The April 1979 Amtrak ridership figures show all long-distance routes posting ridership increases (some routes by 53 or 59%) and a systemwide 16.9% ridership increase. And remember it is the long-hauls that DOT Secretary Brock Adams wants to eliminate from the Amtrak network! It is reasonably certain that Congress is going to act to retain some, and possibly all, of the existing Amtrak trains and routes. Sentiment is turning against the 43% route cut as set forth by Brock Adams. But, in my opinion, the votes in Congress are going to be close. The White House has not budged as of this

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- * LATEST RIDERSHIP DATA FROM AMTRAK
- * SHENANDOAH INDEFINITELY ANNULLED WEST OF GRAFTON; BUS IS SUBSTITUTED
- * CERTAIN TRAINS ARE ON THE DOT "HIT LIST"
- * OARP WATCHING LOBBYING DISCLOSURE LEGISLATION
- * OARP, MEMBERS, IN THE NEWS
- * OUR JIM LEWIS IS DEAD AT 69 IN SPRINGFIELD

JUL. - AUG.
NO. 31 1979

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AMTRAK's TOLL-FREE NUMBER for INFORMATION & RESERVATIONS (from OHIO points) 800-621-0317
 (Cleveland only) 216-661-0105

Please be considerate. Make calls to others at reasonable hours. Thank you!

B

SITUATION IN WASHINGTON STILL VERY writing. Brock Adams has retreated ing in mid-June to a formula intro (D-New Jersey) to preserve a number trak trains based on certain cost However, from both the White House right "dirty tricks" have entered Ohio's own Amtrak runs is affected recently quoted in a front-page Ha icle about the National Limited be tration's "Hit List". It is quite stop at nothing to make sure the N Star, Floridian, North Coast Hiawa quin and Pacific International are believe that the two-car Shenandoa while the National Limited, with w ington works these days, friends: not to place extra cars on the hit why the Cardinal has been seen rec cars with plenty of room for passe runs with one sleeper, four Amcoac room only. Both the Montrealer an and which pass through the districts o and Georgians, appear to be saved extra equipment to handle the crow lowly National Limited will find ridership minimum of 150 for the e tra cars can be added. Ironically has recently been spotted on the N does not operate each day and may group tours are enroute. Brock Add so the train can't meet his criter greasy hands with glee! DOT has a trak to limit its car fleet to wha operate the reduced system effecti clearly force Amtrak to contract i wants to or not. And, so far, Amt just been content to go along with the White House into the picture: a newspaper ad stating that Amtrak efficient way to go." The ad appe on June 7th and was slated to appe the 8th. An unidentified White Ho trak's VP/Government Affairs, Clarc ad to be dropped immediately. Amt cel the ad from appearing in the 1 Baltimore Sun withdrew it. We kno where the White House has tried an transportation advertising in this reason for the White House action who had gone around saying that Am studies disagree, showing that mod in fact quite energy-efficient.

writing. Brock Adams has retreated only slightly, by agreeing in mid-June to a formula introduced by Rep. James Florio (D-New Jersey) to preserve a number of the to-be-killed Amtrak trains based on certain cost and ridership figures.

However, from both the White House and from the DOT, outright "dirty tricks" have entered the picture! And one of Ohio's own Amtrak runs is affected.

Yours truly was very recently quoted in a front-page Harrisburg (PA) Patriot article about the National Limited being on the Carter Administration's "Hit List". It is quite clear that the DOT will stop at nothing to make sure the National, Pioneer, Lone Star, Floridian, North Coast Hiawatha, Hilltopper, San Joaquin and Pacific International are discontinued. Can you believe that the two-car Shenandoah appears to be saved while the National Limited, with well over four times the ridership, is slated to get the axe? This is the way Washington works these days, friends!

DOT has ordered Amtrak not to place extra cars on the hit list trains. This is why the Cardinal has been seen recently with as many as 11 cars with plenty of room for passengers; while the National runs with one sleeper, four Amcoaches, sold out and standing room only. Both the Montrealer and the Crescent, two trains which pass through the districts of influential Congressmen and Georgians, appear to be saved and are getting plenty of extra equipment to handle the crowds of travelers. But the lowly National Limited will find it hard to meet the Adams ridership minimum of 150 for the entire route since no extra cars can be added. Ironically, an additional sleeper has recently been spotted on the National, however this car does not operate each day and may be used only when special group tours are enroute. Brock Adams has fixed the consist so the train can't meet his criteria while he rubs his greasy hands with glee!

DOT has also apparently ordered Amtrak to limit its car fleet to what would be required to operate the reduced system effective October 1st. This may clearly force Amtrak to contract its operations whether it wants to or not. And, so far, Amtrak boss Alan Boyd has just been content to go along with the DOT stupidity! Enter the White House into the picture! Early in June Amtrak ran a newspaper ad stating that Amtrak was "the most energy-efficient way to go." The ad appeared in the New York Times on June 7th and was slated to appear in 170 other papers on the 8th. An unidentified White House staffer contacted Amtrak's VP/Government Affairs, Clark Tyler, and ordered the ad to be dropped immediately. Amtrak hastily tried to cancel the ad from appearing in the 170 papers, but only the Baltimore Sun withdrew it. We know of no other instance where the White House has tried and succeeded in censoring transportation advertising in this manner. The apparent reason for the White House action was to protect Brock Adams who had gone around saying that Amtrak "wastes fuel". Many studies disagree, showing that modern passenger trains are in fact quite energy-efficient.

(continued on next page)

SITUATION IN WASHINGTON STILL VERY CRITICAL (continued)

Now back to Capitol Hill where action is expected any day now. The key amendments to Amtrak legislation to watch are the Church amendment to S.712 in the U.S. Senate and the Gore-Fowler amendment in the U.S. House (H.R. 3996). Basically the amendments would freeze the existing Amtrak system for one additional year and place upon Amtrak (rather than on the DOT) the responsibility for selectively pruning and improving the basic network. My sources as of press time indicate that the outcome of votes on these amendments in Congress at this time are much too close to predict. It does seem, however, that the longer a vote is held off, even for a few days or so, the better the chances of success in saving the existing Amtrak system and services. Yet October first is still staring us in the face! That is the day the DOT mandated 43% cutbacks take effect. It is safe to say that we will know the outcome on the fate of the Amtrak system anytime now, and at the latest by the end of August. It is my continued optimistic hope that we will retain the entire existing system and then immediately begin a reasonable and sensible approach to improve the Amtrak system. The grassroots support for Amtrak has been quite remarkable and quite successful. It is very clear that the cutbacks of rail passenger services at this time with the present and future energy situation and uncertainties, any cutback is clearly ill-advised. I fail to understand why Carter and Adams won't admit they've made a mistake. I am gratified that more and more Congressmen from both sides are speaking out strongly for more and better trains, not less and worse as the Administration wants. As someone recently said; "It's not the passenger trains that have gone out of style; it's the thinking about them that has." We vividly see these days that we need our passenger trains, more than ever. Unfortunately, we still have forces in Washington who seem completely oblivious to the transportation needs of a modern America. And those needs include modern, energy-efficient passenger trains. Here's the present outlook on the future of Ohio's Amtrak trains as I see it at press time: the LAKE SHORE and BROADWAY will undoubtedly remain on their present routes. The CARDINAL seems safe, as does the SHENANDOAH, thanks to Harley Staggers prominence. The NATIONAL LIMITED's future is clouded. We need to work on this. Our good friends in Pennsylvania, the Keystone ARP, are working hard to save the NATIONAL. Pennsylvania legislators are also working hard to save this train. I recommend immediate contact with the Ohio Congressmen through whose districts the NATIONAL passes, with specific effort to get them to act and vote to save the NATIONAL. I have already passed some important evidence regarding the NATIONAL on to our Senators, Glenn and Metzenbaum. More "grassroots" pressure is needed to help retain our NATIONAL LIMITED. You can help in this respect, but time is of the essence. I believe it is essential that the NATIONAL LIMITED be taken off the hit list. We can counteract the forces that want the train off, but we can only do this if we ACT NOW!

OARP TAKES AMTRAK TO TASK OVER IMPLEMENTATION OF HAMILTON STOP

Your OARP president, a bit upset over the fact that Amtrak's Cardinal has been stopping on several occasions recently in Hamilton, Ohio, for "special groups" to board or disembark, has taken Amtrak to task over this situation. In a statement for Hamilton's Journal-News, Pulsifer stated, "Amtrak has shown publically they can stop for passengers in Hamilton. They've already done it. We've got people in this area clamoring for the train service. Amtrak's already designated Hamilton to be a stop, and it's even listed in their current schedules. I think it's time they initiated the daily service. If they can do it 'on occasion', then I see no reason why they can't do it daily. Amtrak owes us an answer."

Pulsifer's protest was directed to Amtrak President Alan Boyd and copies went to U.S. Congressman Tom Kindness, who also favors strongly the Hamilton Amtrak stop. Our efforts did receive considerable publicity in Hamilton's Journal-News, complete with a photo on one occasion of the Cardinal stopping at the old B&O depot to let off a group of Taft High School students returning from Chicago.

#####

AMTRAK RESPONDS TO OARP REGARDING HAMILTON, OHIO

This letter was written June 29th by Allan F. Edelston, Dir. of State and Local Services for Amtrak:

"Your letter of June 21, 1979, to Mr. Boyd has been referred to me for a reply.

"We are also in favor of establishing regular service at Hamilton, Ohio. However, implementation of this service is dependent on solving several problems.

"At present, The Cardinal is operated through Hamilton on B&O tracks, but by a C&O crew. The C&O has a "bridging" agreement which permits its crews to operate over this portion of the B&O as long as no work is performed at any intermediate points. In order to make Hamilton a regular stop, the C&O and B&O would have to reach an agreement to operate this train with B&O crews at some times and C&O crews at others. This type of agreement is arranged on an annual basis. For example, these railroads may agree to operate this route segment for two months out of the year with B&O crews and ten months out of the year with C&O crews. (These figures are hypothetical.) In itself, this type of agreement is not impossible to arrange and both railroads have indicated a willingness to negotiate an acceptable solution.

"In the United States Department of Transportation's Final Report to Congress on the Amtrak Route System, The Cardinal was recommended for discontinuance effective October 1, 1979. The U.S. Congress is now considering legislation that will determine Amtrak's route structure and funding level.

"Later this summer, we hope to know on which routes Congress will direct us to operate. Until that time, we cannot justify spending funds for capital improvements (such as for a new facility at Hamilton) on routes (continued on next page)

Amtrak Res' ds... (continued)

which are currently scheduled for discontinuance. Also, the rail unions are unwilling to discuss establishing an appropriate annual agreement for a route segment which may not be operative after October 1. If Congress should direct us to continue operation of The Cardinal after October 1, we would then be able to progress establishment of regular service at Hamilton.

"In the meantime, The Chessie System grants us an exemption to make special stops at Hamilton for specific group moves. However, we are not permitted to institute regular service without the required C&O/B&O agreement.

"I hope this has served to explain our current position. Please let me know if I can offer any other assistance."

SANDUSKY MAP IS READY

OARP has prepared a single sheet flyer with a How-To-Find-The-Station map for Amtrak's new stop in Sandusky, Ohio. When we revise and reprint our Rail Travel Guide Map folders this fall the Sandusky map will be included. If you would like one of the Sandusky map flyers, write us. It will help us if you'd enclose a business letter size SASE with your request.

JOIN & SUPPORT OARP

OARP ACTIVELY FOLLOWING LOBBYING DISCLOSURE LEGISLATION

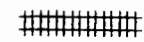
The Public Disclosure of Lobbying Act of 1979 (HR 4395) was to be taken up by the House Judiciary Committee July 10th. In behalf of OARP your president has expressed concerns to Committee Chairman Peter W. Rodino, Jr. that legislation could easily discourage the expression of political opinion by imposing heavy paperwork and financial burdens upon small public interest groups and their members, and by giving citizens the feeling they are under surveillance for exercising their Constitutional rights of free speech and association, privacy and the right to petition their government. Our good friends in Sierra Club are spearheading the drive to watch all developments in this area of lobbying disclosure on Capitol Hill. OARP members may wish to contact three Congressmen from Ohio who serve on the House Committee on the Judiciary: JOHN M. ASHBROOK (1436 Longworth H.O.B., Wash. 20515); THOMAS N. KINDNESS (1124 Longworth); and JOHN F. SEIBERLING (1225 Longworth).

REPORT FINDS RAILS GETTING LOWEST AMOUNTS OF FEDERAL DOLLARS

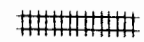
OARP has received a copy of a report issued in May by the U.S. Conference of Mayors. This document, titled FEDERAL AID TO TRANSPORTATION, shows that since WWII, highways have received \$102.8 billion in federal aid; air traffic \$30.6 billion; domestic waterways/barges \$13.3 billion; ocean shipping \$7.4 billion; local mass transit \$13.3 billion; and railroads just \$5.9 billion. The study also shows the biggest discrepancy between federal funds and the share paid by customers has occurred in the air system where federal obligations have exceeded revenues by nearly \$19 billion.

BUSINESS CAR BRIEFINGS

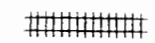
After some discussion among several OARP officers and regional coordinators, and interested members, we decided to scuttle any plans for a Summer Meeting. We have been asked to hold an OARP meeting in the Cleveland area. Now we are thinking in terms of having our Fall Meeting in the greater Cleveland area and will plan to charter a BUS from "downstate" to encourage attendance and promote usage of mass transit. Wish we could charter a TRAIN! Someday soon we will!



We have an opportunity to switch our mailing lists over to a computerized label system, thanks to one of our members in Columbus. At this time we are studying the situation. A switch will mean an added cost of about 8¢ per member per year and OARP picking up the costs of labels for the "free distribution" list. The switch will relieve your OARP president of a good deal of "busywork", so he is obviously in favor of a switchover! Computerization will also assist in our membership recordkeeping so we are involving Gary Amatore in discussions on this matter. We will try to do whatever is the most economical and most efficient for the organization as a whole.



Our new secretary, Lt. Mike Fugate, has secured a job with the Air Force at Wright-Patterson and will be back in Ohio to stay by the end of July. Until he acquires a permanent address, Mike should be contacted c/o Box 653 in Xenia 45385. We're glad to have Mike back full-time in Ohio and wish him our best in his new responsibilities for Uncle Sam. Our membership chairman, Gary Amatore, has moved to suburban Columbus and a new job. Please note his new address and phone number in our OARP Directory elsewhere in this issue.



Your OARP president appeared on WNRR's "Talkback" program on June 27th in Bellevue, Ohio. In the evening that same day he presented our OARP slide show and spoke before the Mad River & NKP Railroad Society at their museum in Bellevue. He presented our slide show and talked with the Xenia Sertoma Club on July 18th. At this writing we are scheduled for OARP to participate in public displays at Sandusky on July 28th and at Springfield's Upper Valley Mall, September 14-16. Regional coordinators will be lining up area "active" members to help staff these displays. We will not participate in this year's Ohio State Fair, but we DO encourage you to go and see the ORTA exhibit (with model high-speed train) in the Masheter Building (the round building near the grandstand) and if you do be sure to speak to the ORTA personnel on duty and let them know you're an OARP member and supporter of passenger rail! This year's ORTA exhibit is being built by the Center of Science and Industry (COSI) in Columbus.

Service will be retained on 16 light density rail

NEWS FROM ORTA

lines in Ohio as a result of a \$2.15 million grant from the Federal Railroad Administration (FRA). The federal funds made available to Ohio will be matched by local private funds to help almost 70 firms protect the jobs of more than 4,000 Ohioans who earn approximately \$42 million annually. The grant will not only provide continued rail service to shippers on the 16 lines, but will allow ORTA to facilitate improvements on two of the lines in Stark and Union Counties.

#####

A delegation from Ohio met with Michigan legislators and transportation officials on June 8th in Lansing. The meeting was held to discuss Michigan's interstate rail passenger compact bill introduced by Sen. David Plawecki (D-Detroit), moderator of the session. Heading Ohio's delegation were Rep. Leonard Camera (D-Lorain) and Sen. Ronald Nabakowski (D-Lorain), members of the Ohio House-Senate Committee overseeing ORTA's development of a high-speed intercity rail passenger network in Ohio. Ohio was first to pass the rail compact bill (HB 168) which permits participation in a compact among seven Midwestern states to study and develop a high speed intercity rail passenger network.

#####

Another delegation from Ohio met with Pennsylvania legislators and transportation officials in Harrisburg, June 22. Rep. Corwin Nixon (R-Lebanon) and Sen. Ronald Nabakowski (D-Lorain) addressed the Pennsylvania legislators urging introduction and swift passage of the interstate rail compact bill. Pennsylvania State Sen. James Romanelli (D-Pittsburgh) chaired the meeting in Harrisburg.

#####

The Board of ORTA voted June 19th to appoint Mark J. Randall, P.E., interim executive director of the Rail Authority effective July 1st. Randall, 27, has been chief of planning at ORTA since January 1977. Prior to 1977 he was with the Ohio Dept. of Transportation. Randall received his B.S. in Civil Engineering from the Univ. of Illinois in 1973. He succeeds Nat Simons, Jr., who resigned the ORTA directorship to take a research post at Ohio State.

NARP

Capitol Hill. Just as we must have a strong state ARP, so must we have a strong ARP in our Nation's Capitol. Write NARP directly for a copy of their membership brochure. Be sure to join and support NARP as well as your own OARP.

Many OARP members are also members of the NATIONAL ASSOCIATION of RAILROAD PASSENGERS, 417 New Jersey Avenue, S.E., Washington, DC 20003. NARP is our voice on

Amtrak has reached an agreement with the General Services Administration that requires government employees to use trains for trips between New York, Washington and intermediate cities unless the use of another mode can be justified. This agreement, which took effect July 1st, includes a 20% railfare discount for federal employees.

#####

Amtrak increased most regular fares and accomodation charges by 7% on July 15th. The only exceptions to the increase are some commuter tickets. Slumbercoach fares on the New York-Chicago and Washington-Cincinnati routes increased by more than 7%. Additional revenues generated by the increase will help offset the need for additional Federal subsidies to Amtrak and to keep pace with inflation. For example, Amtrak's fuel costs have increased by more than 58% in the last six months alone.

#####

Starting June 15th, attendants who accompany handicapped travelers are now eligible for fare discounts on all Amtrak trains. There is no special discount for handicapped travelers themselves, although they are eligible for excursion fares or other discounts which are applicable at the time of travel. The new policy allows the attendant to travel at 50% of the regular one-way fare while accompanying a handicapped traveler who is unable to travel alone.

NEWS FROM AMTRAK

A rolling monument to one of America's industrial titans celebrated its 50th anniversary Sunday, June 10th. The "monument" is the Empire Builder, Amtrak's prime Chicago-Seattle train, named in honor of James Jerome Hill, founder of the Great Northern Railroad. One June 10th, champagne and special birthday cake were served in the dining cars of the Empire Builders departing Seattle and Chicago to commemorate the train's half-century of service and the man--and the legend--for whom it was named.

#####

A new generation of computer processors has been authorized for Amtrak by its board of directors, approving an \$8.3 million program to replace the corporation's current computer equipment with two new IBM 3033s, capable of processing four times as much information in a given time as the older IBM 370/158s that Amtrak had been using. The \$8.3 million includes four years' lease costs.

#####

Rail travelers in Amtrak's Northeast Corridor can now call a new toll-free number (800-424-5300) to hear a recorded general estimate of how Amtrak expects its NEC trains to be running. Extensive trackwork is under way in the NEC this summer as part of the federally-funded NEC Improvement Project.

Amtrak's NATIONAL LIMITED derailed the evening of June 13th on the Co. Moga Creek Bridge, about one mile east of Lancaster, PA, while moving at close to 75 mph. All seven cars derailed but remained upright and in line with the track structure. Only eight were injured, none seriously. Initial blame was placed on a broken axle on the F40 diesel engine. A "make-up" train of four Amcoaches left Harrisburg at 4:00a the following morning, stopping in Columbus shortly after 2:00pm and in Dayton at 4:00pm. As the derailment tore down overhead catenary, other Amtrak trains were rerouted over the freight-only A&S Branch east of Harrisburg until the damage was repaired.

#####

Unofficial figures show that 2,200 passengers boarded or derailed the Broadway Limited at Canton, Ohio, during May.

Cincinnati's Amtrak station broke an all-time record in June with a 71% increase in revenue through over \$100,000 of sales.

For the first time ever, a conductor reported to OARP that 6 passengers had to be turned away at Dayton on July 7th as the westbound National was jammed to capacity with 284 on board with 24 in the sleeper. With the heavy ridership on #30 and #31 the Amdinette frequently runs out of food halfway through the New York - Kansas City run.

Unconfirmed (as of mid-July) reports indicate Amtrak timetables will be reissued July 29th, with a major schedule change in line for the eastbound Broadway Limited. #40 is expected to leave Chicago at 7:30pm, instead of 4:00pm. A seventh San Diegan train is expected to be added July 29th. Train times for Sandusky, Ohio, will be listed. It's now official; westbound 9:33am and eastbound 10:25pm.

#####

We've received word that Ed Edel, Amtrak's VP/Public Affairs, is leaving to become PR chief for Seaboard Coast Line Industries, parent company for the SCL Railroad.

Amtrak's inspection car 10,000 has been recently active in the State of Indiana. At the request of several Indiana Congressmen, inspection runs have been made on several lines including: Cincinnati to Indianapolis via the B&O thru Hamilton and Rushville; Indianapolis to Chicago via the former Monon line (now L&N); and Chicago to Terre Haute via the former C&EI mainline thru Danville. The Cincinnati-Indianapolis trip occurred June 20th and was seen by several OARP members. Rumors are flying about rerouting the Cardinal and the Floridian, but at this time nothing is definite at all. At first, Amtrak officials even denied the inspection runs were made!

An excellent article on Amtrak and train travel appeared in the June-July issue of Modern Maturity, the AARP publication.

A grassroots movement is underway to persuade Jimmy Carter to fire Transportation Secretary Brock Adams and also fire Amtrak President Alan Boyd at the same time.

One-sided cooperation: Amtrak clerks at Philadelphia's 30th St. Station may give out SEPTA/Conrail commuter info., but CR clerks are reprimanded if they give any Amtrak info. out.



Via Amtrak! Proving that Amtrak occasionally does stop in Hamilton, a group of Taft High School students are shown disembarking a coach at the Chessie System depot at Fifth and Henry Sts. Tuesday. The students were returning from a canoe trip in Minnesota. Another group is scheduled to depart for a similar trip Saturday, also by way of Amtrak. Journal-News photo by John Janco.

June 27, 1979

(courtesy of the Hamilton (O.) Journal-News)

F OARP COORDINATOR MEETS WITH NARP's EXECUTIVE DIRECTOR by Karl J. Gelfer
Under grey skies and cool temperatures, I met with Ross Capon, Executive Director of the National Association of Railroad Passengers at the Amtrak Station in Columbus on Sunday, June 24, 1979. Capon was passing through Ohio on Amtrak's National Limited, train #31. He got off and spent the time with me during the National's servicing stop at Columbus which lasted about 25 minutes. The train arrived five minutes early that day! During Capon's brief stopover he had some comments to make for OARP. He said that the National Limited can't win Brock Adams' sweepstakes as far as ticket sales are concerned because of the limited capacity of the train. On June 23rd, leaving New York and Washington, the National contained two 60-seat Amcoaches from New York and one 84-seat Amcoach from Washington. It had one sleeping car with three roomettes utilized by the Amdinette crew. Capon stated the train could be sold out, and still not make the 150-passenger arbitrary cutoff figure supplied by Brock Adams. Capon was also concerned about the poor press attitude here in Columbus, and in particular the attitude of one of the ranking Republican representatives from the Columbus area -- one Sam Devine.

OARP has learned that the "progressive" Missouri Pacific has really been putting the screws to Amtrak's National Limited and Inter-American this summer, causing lengthy delays to each train almost daily. Freight train interference and trackwork are the alleged culprits. We are watching this situation.



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IF WE CAN BE OF ANY FURTHER ASSISTANCE IN THIS DRIVE, PLEASE DO NOT HESITATE TO CALL US, COLLECT, AT (312)481-7030.

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PASSENGER TRAIN JOURNAL

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Billing Required (For organizations, submit purchase order or other necessary paperwork with this sheet.)
VISA
Master Charge

Card Number Expiration Date

Name and Address: (If gift, show recipient's name and address here:)

Name
Address
City State Zip

Signature:

SEND TO: PASSENGER TRAIN JOURNAL PO BOX 397 PARK FOREST, ILLINOIS 60466

Donations will be made to the organization named on this sheet, and to the National Association of Railroad Passengers after 7/31/79.

Thank you!

MORE RIDERSHIP STATISTICS FOR YOUR INFORMATION courtesy of Amtrak

NRPC
Revenue Accounting
Selected Ridership Data
May 1978 vs 1979

Train	Ridership		Passenger Miles		Average Trip Length		Passenger Mile/Train Mile	
	5/14-20/78	5/13-19/79	5/14-20/78	5/13-19/79	1978	1979	1978	1979
Pioneer	3,629	3,654	818,526	1,218,682	225.6	333.5	47.8	80.5
Lone Star	6,259	6,313	1,697,255	2,126,001	271.2	335.8	24.2	108.5
Inter-American	3,261	4,430	766,032	1,108,682	234.9	250.3	6.6	100.9
Floridan	2,559	2,880	1,323,715	1,898,739	517.3	659.3	27.5	72.0
Montrealer	6,713	7,234	1,424,885	1,433,396	212.3	198.1	(6.7)	152.6
Champion	3,503	4,077	2,074,187	2,776,929	592.1	681.1	15.0	155.4
Silver Meteor	4,897	5,443	3,120,924	3,466,959	637.3	637.0	-	181.0
Shenandoah(1)	1,364	1,094	315,694	208,747	231.4	190.8	(17.5)	27.3
Cardinal	2,332	3,055	796,903	1,115,267	341.7	365.1	6.8	88.7
Southern Crescent (2)	3,157	5,849	1,310,032	3,079,922	415.0	526.6	26.9	159.6
National Limited	4,042	4,524	1,569,477	1,778,524	388.3	353.1	1.2	79.2
North Coast Hiawatha	2,272	2,272	1,555,678	1,725,450	572.6	759.4	32.6	128.7
TOTAL	44,433	50,824	16,773,308	21,937,228	377.5	414.6	+14.3	

(1) Due to Chessie Track work in 1979 Amtrak is busing through passengers from Grafton, WV to Cincinnati, Ohio thereby disrupting our long-distance ridership.
(2) Major change in frequency and in 1979 includes New York to Washington through passengers.

ANC
6/18/79

On June 27th Amtrak announced that effective July 29th it would begin Lake Shore Limited service at Sandusky, Ohio. The westbound Lake Shore will stop at 9:33am, the eastbound Lake Shore at 10:25pm daily. Work began June first on the renovation of the North Depot Street (ex NYCRR) station which has been the property of Amtrak for several years. Knupke Constructors, Inc. of Sandusky is performing the station upgrading. Total cost for the project is said to be \$40,000, according to John Jacobsen, Amtrak's special representative for public affairs. The Sandusky station will be unattended with no ticket agent nor checked baggage service. The City of Sandusky is planning several special events on the weekend of the startup of the new Amtrak stop. The first train, the morning of July 29th, will be appropriately welcomed with festivities at the Amtrak station which is just off S.R. 4 south of downtown Sandusky. On Saturday the 28th, area organizations have been invited to participate in railroad-oriented displays at Sandusky Mall. OARP will also participate. Our member John Kempton of Sandusky has offered to coordinate our participation as Sandusky celebrates the implementation of Amtrak service there. Several OARP members have already planned to attend the first-day events and a few are planning to ride the first Lake Shore Limited to stop at Sandusky.

PASSENGER MANIFEST

We are continually appreciative of the copies of correspondence received relative to the Amtrak situation, and we take opportunity again to thank all the members and friends of OARP who have taken the time to DO something to help save and hopefully improve our trains. Jim Stevenson was interviewed on WERE in Cleveland on May 20th regarding Amtrak. "Amtrak Al" Mladineo was also interviewed by WERE. Howard Harding spoke before the Institute for Civic Education's Current Issues Forum at the University of Akron in May and also had a letter published in the Akron Beacon-Journal on June 18th. George F. Rooney, Jr., had a letter published in the Cincinnati Enquirer regarding "Balanced Subsidies" for transportation. Tom Pulsifer and John Edminson were interviewed on a half-hour program on Amtrak in Dayton prepared by WKEF-TV22. A letter by Tom Pulsifer was printed in the Columbus Citizen-Journal June 21st.

PASSENGER MANIFEST is a regular feature of "THE 6:53" and through it we attempt to give recognition to those members of OARP who are DOERS. If we've overlooked something YOU'VE done for the cause, maybe it's because we didn't know about it. Don't be modest. Your Association truly appreciates the efforts of those who are spreading the word to others.

AMTRAK'S SHENANDOAH IS TEMPORARILY A BUS BETWEEN CINCINNATI AND GRAFTON, WV, DUE TO SLOW TRACK ON CHESSIE'S MAIN LINE

Amtrak began substituting bus service for train service between Cincinnati and Grafton, WV, on Monday, May 21st, due to lowered track speeds that have caused unacceptable delays to trains. A recent track inspection by the Chessie System of their track between Grafton and Parkersburg led to the move by Chessie inspectors to add several dozen slow orders to the line. The effect of the slow orders, which require that Amtrak's Shenandoah operate over portions of the line at 10 mph speeds, was to add over four hours delay to the train schedule between Grafton and Parkersburg. The substitute bus service between Cincinnati and Grafton will operate until sufficient trackwork has been completed to allow a reasonable running time for the train. The buses will serve the intermediate stops of Chillicothe, Athens, Parkersburg and Clarksburg, connecting with the train at Grafton. The Chessie System has assured Amtrak they are expediting trackwork in the affected area to allow a return to normal operating speeds as soon as possible. An Amtrak source told OARP that the substitute bus service was to be in effect until the end of July at the earliest. A Chessie source told OARP that there had been seven freight derailments in ten days in the general area of the track problems and that Chessie was rerouting some of its through freight traffic through Columbus and Wheeling to avoid the problem-plagued West Virginia mainline.

OARP FILES PROTEST WITH ICC AGAINST CUTTING BAGGAGE AT DAYTON

Your OARP president filed a protest with the Interstate Commerce Commission against Amtrak's reopened petition to eliminate checked baggage and parcel express services at Dayton by eliminating the train baggageman on trains #30 and #31. We attacked "facts" stated in two notarized statements by Amtrak officials in the petition. Robert E. Gall, Director of Marketing Research for Amtrak stated that Amtrak did not have precise data on ridership and checked baggage handling subsequent to October 1978. OARP maintains that, at the time of the filing of the petition, Gall (and others) could have had precise data at least through March of 1979! Robert Herman, Vice-President of Operations for Amtrak stated that the train baggageman is required solely for the provision of checked baggage service to Dayton. OARP charged that this statement was misleading and incorrect. As this is the only portion of the National Limited's route where there is an on-board baggageman; he must take quite a bit of time and straighten up and sort out the contents of the car. A most necessary task. We also took a dim view of any attempts to cut SERVICES to passengers and parcel express shippers, especially in light of recent increases in usage of the checked baggage and parcel express service to and from Dayton. At this writing we have had no response from the ICC. The baggageman is still on the train and the service continues as usual.

Pro-Amtrak, pro-passenger rail resolutions that have recently been brought to OARP's attention have been passed by the Cincinnati City Council, the Columbus City Council, and the Mid-Ohio Regional Planning Commission.

#####

Dayton is now the only Ohio city lacking any directional signs to the Amtrak station. OARP member Al Wolf, who is also a member of the Montgomery-Greene TCC Citizens Advisory Committee, has promised to get involved in this matter. And, at long last, snack food and canned beverage vending machines have been installed in the Dayton Amtrak station. Now if we can only get a better situation for long-term parking...

#####

Three abandoned rail lines in Ohio are being evaluated by the Japanese rail research and development firm (JARTS) for a high-speed rail test track facility. The current evaluation is being done for the Joint House/Senate Special Committee on High-Speed Rail and for ORTA. Lines which have already been visited are the former E-L mainline between Marion and Kenton and the former PRR line between Warren and Ashtabula. An abandoned line in Lorain County is also under study.

#####

Patty Stewart, lead agent at Lima's Amtrak station, reported in the Lima News that ridership at Lima is sharply up. 1,100 boarded or departed Lima in May 1979 compared to 900 in May 1978--a 22% increase. Figures for April 1979 show 1,040 against 775 in April 1978--a 34% jump. While no specific data was cited, Amtrak agent Karen Grabowski told the Lorain Journal that Elyria ridership is also up, at about 30 persons a day using the train.

ON THE OHIO DIVISION

According to our people who keep watch on the unusual, Crestline, Ohio, saw the passage of SIX Amtrak trains on July 8th! In addition to the regular Broadway Limited, both #30 and #31 (National Limited) were detoured via Crestline between Pittsburgh and Columbus. And, thanks to a major CR freight derailment in downtown Vermilion, the Lake Shore Limiteds were sent on a detour route through Crestline.

A FEW WORDS FROM GREYHOUND: Greyhound indicates a general 20-25% increase in ridership with about a 10% increase on short haul schedules. They have about 4800 buses on the road now and could use 4800 more to handle the crowds. 250 buses went from the Cleveland area to the West Coast to help during the fuel crisis, but now they're needed in Ohio and on the East Coast. Like Amtrak, Greyhound is also rehabilitating a lot of older equipment, keeping it in service to handle the increased ridership.

REFERENCE MARKS

INFORMATION
for your
REFERENCE
and your USE!

SUMMARY OF AMTRAK RIDERSHIP & SALES STATISTICS FOR MAY 1979

- 1) Total TICKETS SOLD by the Automatic Ticket Machines in May 1979 was 1,105,913. The number for May 1978 was 922,655. This is a 19.86% increase.
- 2) Increase in DOLLAR VALUE OF SALES from new reservations was 72.5% over May of 1978. May 1978--\$19,128,342. May 1979--33,000,000 est. This figure represents sales by Central Reservations Offices (CRO) only.
- 3) CALL VOLUME to Amtrak's five CROs broke all records in May of 1979. For example:

	MAY 79	MAY 78
Total attempts	6.8 million	1.7 million
Busy signal	4.8 million	92,000
Reached CRO	1.9 million	1.6 million
Handled by agent	1.5 million	1.5 million
- 4) Chicago's Union Station, a KEY HUB FOR RAIL TRAVEL showed an increase for Memorial Day Weekend only of 40.6% above last year's Memorial Day Weekend.
- 5) The six daily trains (12 total) in the SAN DIEGO - LOS ANGELES CORRIDOR carried 148,324 passengers or 4,784 a day. The unofficial previous record was about 125,000 carried during a single month by the Santa Fe Railroad during World War II.
- 6) Amtrak had to TURN AWAY 756,246 persons seeking tickets in May 1979.
- 7) On Memorial Day Weekend 1979, STANDEES were reported on 39 Amtrak trains, mostly short distance routes. The largest group of standees, 280 passengers, were found on the 8:30a departure from Los Angeles to San Diego on May 27th in spite of a consist of 12 cars instead of the usual 5.
- 8) On May 25th Amtrak's ARTS system contained the names of 200,000 individuals requesting future space on Amtrak trains. The highest level reached during May 1978 was 106,000 indicating advance reservations are running over 90% above last year.

RIDERSHIP/OHIO's AMTRAK ROUTES:	Fiscal Year to date						
	MAR 78	MAR 79	%chg.	FY 1978	FY 1979	%chg.	Note
Lake Shore Ltd.	20,612	19,286	(6.4)	119,592	124,533	4.1	
Broadway Ltd.	15,533	14,622	(5.9)	92,134	93,670	1.7	
National Ltd.	15,215	13,449	(11.6)	84,474	88,934	5.3	
Shenandoah	5,236	5,447	4.0	26,572	30,895	16.3	
Cardinal	8,992	8,504	(5.4)	66,867	49,895	(25.4)	a
Hilltopper	4,672	3,972	(15.0)	10,372	23,059	122.3	b

a - Cardinal route included Mountaineer ridership until 1/78.
b - Hilltopper route excludes local Boston-Washington riders.

There's an item of \$400,000 in the FY1980 FRA Administrative Budget for "Technology Transfer", research of railroading technology in foreign countries. That's nice money!

QUIZ - NO. 2

One year ago we ran a QUIZ which was subsequently reported in Passenger Train Journal. Several of our OARP members have requested an

encore; so your tongue-in-cheek editor has come up with yet another QUIZ of astonishing trivia to give you a little fun in these trying times. Yes, all items are the truth.

- 1) A recent visitor to Brock Adams' office reported the Secretary of Transportation serves coffee to his guests in
 - a) plain styrofoam cups.
 - b) Amtrak coffee mugs.
 - c) small peanut butter jars.
 - d) Mickey Mouse mugs.
- 2) Prominently posted over Brock Adams' desk is
 - a) a photo of crowds boarding Amtrak's San Diegan.
 - b) a photo of a traffic jam on an urban freeway.
 - c) a heart-shaped collage of oil wells, gas pumps and big automobiles.
 - d) a poster of a terrified kitten clutching a pole and the exhortation, "Hang in there, baby".
- 3) On May 24, 1979, in the Senate (according to Congressional Record, S6641), Senator Long said, "This means that the Federal Government is paying for two-thirds the cost of an Amtrak ticket. On some routes, the subsidy per passenger is over \$100. Studies have shown that we could buy these people first-class airline tickets, buy them a meal, and still save the Federal Government money." To which Senator Bentsen immediately replied,
 - a) "Hogwash!"
 - b) "That can't be true."
 - c) "Throw in a train set along with it."
 - d) "I'm hungry. Get me some bean soup."
- 4) The president of OARP recently rode the National Limited. Upon being seated in the Amdinette the waiter
 - a) asked if he knew how to operate a microwave oven.
 - b) handed him a xeroxed copy of the menu.
 - c) greeted him courteously.
 - d) got lost.
- 5) Early in 1979 Amtrak acquired forklifts for its stations at Cleveland, Columbus, Indianapolis, Buffalo and Miami. The cost to Amtrak to have these five forklifts refurbished at a contract service garage near Xenia, Ohio, then delivered, was reported to be
 - a) \$8,700 + motor freight charges.
 - b) \$4,350 + motor freight charges.
 - c) \$2,175 + free delivery.
 - d) nothing.
- 6) Amtrak acquired these five forklifts for the express purpose of
 - a) handling containerized mail.
 - b) having agents do wheelies up and down platforms to entertain passengers when trains are late.
 - c) charging their cost against station revenues.
 - d) helping overweight passengers off Amdinette cars.

QUIZ #2 (continued)

- 7) Since the National Limited handles no containerized mail, the forklift at Columbus
 - a) has sat idle since the day it was delivered in mid-March 1979.
 - b) is used regularly to haul the baggage carts.
 - c) was commandeered by Conrail and painted blue.
 - d) was commandeered by Chessie and used to stockpile kitty litter.
- 8) Amtrak's Vice President/Marketing, Al Michaud, recently left the employ of Amtrak to become
 - a) Conrail's Vice President/Marketing.
 - b) a salesman for mustache wax.
 - c) a broker of used railroad cars.
 - d) Director of Marketing for McDonald's.
- 9) According to current Amtrak tariffs, for \$51.00 you can buy a one way Amtrak coach ticket from New York, NY, to
 - a) Indianapolis, IN.
 - b) Toledo, OH.
 - c) Piqua, OH.
 - d) Lima, OH.
- 10) A current Amtrak advertising campaign, including posters and flyers, says, "Don't Let _____ Upset Your Summer Vacation... Take Amtrak for Relief!".
 - a) James Schlesinger
 - b) Gas Pains
 - c) Brock Adams
 - d) A Headache

ANSWERS at bottom of the page

OARP MEMBERS ARE TRAVELING AND THE REPORTS ARE COMING IN in record numbers. Members are asked to send us a report on each train trip they make. We have a one page form you can fill out for that purpose. It helps us keep tabs on what's happening on our trains. Then we can use this information to help support the cause for better service; and to give praise where praise is due. You can send us a business letter size SASE for four OARP RAIL TRIP REPORT FORMS. Some of our members have written very lengthy and detailed accounts of their trips, and while we do appreciate having these for our files, it would be impossible for us to publish these in the newsletter. We do, however, make light of things in these accounts which we feel should be brought to everyone's attention. Such as... Karl Gelfer noted quite a few members of the Illinois General Assembly "commuting" on Amtrak between Chicago, Joliet and Springfield (the state capitol) during a recent week of train-riding in the Midwest. Chuck Young, riding a USA Rail Pass throughout the eastern U.S. found that on-time performance, on-board services, and accommodations in general were improved over past trips he made.

ANSWERS to QUIZ #2: 1) d, 2) d, 3) c, 4) b, 5) a, 6) a, 7) a, 8) a, 9) c, 10) b.

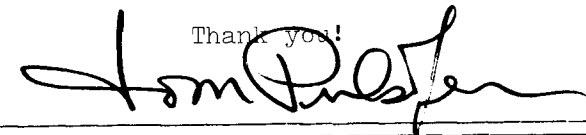
OARP PRESIDENT URGES SUPPORT OF MOVE TO SEEK BROCK ADAMS' RESIGNATION

Dear Members and friends of OARP,

I am personally urging you to actively support a growing grassroots movement to ask President Carter for the resignation of DOT Secretary Brock Adams. I now strongly believe this would be in the best interests of all rail passenger transportation supporters. Mr. Adams has clearly been a gross disappointment to the development of sensible transportation policies. He has publically called Amtrak trains wasters of fuel at a time when most reputable studies, including studies made by the DOT itself, show that modern passenger trains are among the most fuel-efficient means of transport. Adams stated in late June of this year on a "Today" show that there are lots of Amtrak trains running without people riding them. How he can sit and say this kind of garbage while all over the country the trains are filled, the advance reservations are running very high, and people are actually being turned away at the rail station platforms! It is clear to me, and it should be clear to you, that this kind of person cannot be in charge of our Nation's transportation policies. I am recommending that you take a few moments and write a very brief letter to President Carter and, as a concerned individual, request that Brock Adams be removed from office. You can easily cite the discrepancy between the present energy crisis and the 43% cutting of the Amtrak system as reason enough to get the man out of his post. You can send a copy of your letter to your Congressman. Here is the address to use:

President Jimmy Carter
 The White House
 Washington, DC 20500

Time, again, is of the essence. I urge you to write right now. The White House has heard plenty from the power forces. Now the White House must hear from the grassroots, from the little people who have so far been ignored in determining a reasonable, equitable and sensible national passenger transportation policy.

Thank you!


PLANNING TO TRAVEL AMTRAK THIS SUMMER? THEN PLAN AHEAD!

OARP strongly advises you to make your travel plans and reservations early. Space is hard to get on the Lake Shore and Broadway less than a week ahead. First-class space is much harder to get, and that includes the National and the Cardinal as well. The National tends to be sold out around the weekends; sometimes you can get coach seats at the last minute during the week. The Cardinal seems to have no SRO condition at present. Shenandoah still a bus west of Grafton.

Amtrak Ridership by Route / April 1978 vs. April 1979:

	Apr. 78	Apr. 79	%chg.	Hilltopper figs.
Lake Shore Limited	21,500	29,203	35.8%	do not include
Broadway Limited	16,006	21,731	35.8%	local Bos-Wash
National Limited	14,246	17,188	20.7%	Corridor rider-
Shenandoah	4,561	5,883	29.0%	ship.
Cardinal	9,688	14,856	53.3%	
Hilltopper	4,321	5,554	28.5%	

STATE OF CONNECTICUT PURCHASES NEW CARS FOR AMTRAK SERVICES

History was made on July 6th when Amtrak and the State of Connecticut signed an agreement in Hartford's Union Station that will make Connecticut the first state to purchase new equipment for use by Amtrak. Under the agreement, Connecticut will purchase 13 self-propelled SPV-2000 rail cars from the Budd Company of Philadelphia for \$12.9 million, and will lease 12 of the cars to Amtrak for use on the New Haven-Hartford-Springfield line. The new cars will result in an increase in the number of daily round trips on that line from 9 to 14, including more frequent service during peak hours. The equipment will be operated and maintained by Amtrak under a lease agreement with the state, and the new services will be provided by Amtrak without any operating subsidy from the state.

RIO GRANDE ZEPHYR SAVED

The ICC has ruled that the Rio Grande Zephyr (Denver-Salt Lake City) must continue running over its entire route at least until May 30, 1980. The D&RGW wanted to axe the run west of Grand Junction, CO.

AMTRAK RESCINDS CAR SALE

Amtrak recently withdrew its offer to sell by bid surplus conventional equipment. It returned all bids and deposit checks to the bidders. Depending on the source, Amtrak apparently has 300-500 cars which, with some repair work, could be put back into revenue service again.

BEECH GROVE SHOPS, the Amtrak heavy car repair shops near Indianapolis, has been working at full capacity recently. Beech Grove has been able to put five cars a week back on the road in revenue service. Newly rebuilt and refurbished HEP (head end power) equipped conventional cars have been showing up this summer on the Cardinal. These cars will go in service on the Lake Shore and Broadway Limiteds when full sets of the equipment are available. A rumor has been circulating recently that an HEP diner will go into service on the National Limited, replacing the beleaguered Amdinettes.

OARP has learned from a usually reliable source that Alan Boyd recently ordered top Amtrak execs to visit Congressmen urging defeats of the Church and Gore-Fowler amendments!

JAMES W. LEWIS . . . 1909-1979

It is with sorrow and with a sincere sense of loss to OARP that we must report that our Jim Lewis passed away early in the afternoon of June 17th in Springfield's Mercy Medical Center. Jim had been hospitalized since late April and was undergoing treatment for a malignant brain tumor. Jim was a hard worker for OARP. He was a staunch supporter of rail transportation and served us well as our regional coordinator for Western Ohio. Jim was with us from the very first meeting of OARP's organizational committee back in the summer of 1973. Jim took a very active role and interest in various transportation matters in his hometown of Springfield. It is to Jim's credit that much groundwork has been done to get rail passenger service back into Springfield. Jim's talents will be greatly missed by OARP.

James W. Lewis was born in Springfield in 1909. He was a member of Anthony Lodge 455, F. & A. M., the High 12 Club, Shawnee Chapter 237 R. A. M., Lambda Chi Alpha Fraternity, the National Retired Teachers Association, Clark Co. Republican Men's Club, the Ohio Historical Society, NARP and OARP.

Jim graduated from Wittenberg University in 1931, later received his masters degree in education, and taught most of his life at Springfield's South High School. During WWII he served as a warrant officer. Survivors include his wife, Louise Bell Lewis, and a sister, Marian Renick of Columbus.

Services were held at 10:30a on June 20th at the Woods-Allgier Funeral Home in Springfield with Pastor R.R. Garrett of Trinity Lutheran Church officiating. Burial was in Springfield's Ferncliff Cemetery.

A small floral arrangement was sent by your president in the name of OARP and a small delegation attended the calling hours on Tuesday, June 19th.

GREATER CINCINNATI AREA OARP MEMBERS are cordially invited to an informal meeting to discuss area Amtrak service and concerns with members of other rail-oriented organizations. The meeting will be held in the Cinti. Railroad Club room at Cincinnati Union Terminal, Wednesday August 1st, 7:30pm. Use the front doors.

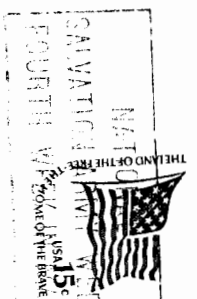
Contact person on this meeting is Mike Weber at 851-7959. Call him during evening hours please.

The meeting is open to anyone interested in passenger rail concerns for the Cincinnati area.

RAILROADIANA AVAILABLE! - A friend of OARP, Mrs. Verna Gardner of Columbus, is anxious to dispose of her late husband's extensive collection of 30,000 locomotive photos and old rail magazines. Interested parties may write her c/o The Americana, 380 South 5th Street, Columbus, OH 43215. This collection includes a complete set of photos of all Southern Pacific steam motive power.

"THE 6:53" the official bi-monthly (Jan-Mar-May-Jul-Aug-Sep-Nov) publication of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS. OARP is a not-for-profit organization of some 450+ concerned citizens working on a volunteer basis to promote rail travel 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. Annual dues are \$5 (min.) for new members and \$10 (min.) for membership renewals. Join us today in the fight for better trains!

THE 6:53
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