CONSTITUTE
OF THIS ISSUE

* DETAILED REPORT ON OARP's FALL MEETING — 36 RESOLUTIONS ACTED UPON.
* GETTING OHIO ON TRACK
* TREMENDOUS CROWD ON HAND TO WELCOME AMTRAK TO SANDUSKY, JULY 29th.
* ORTA SCHEDULES PUBLIC MEETINGS THROUGHOUT OHIO ON HIGH-SPEED RAIL PLAN.
* FACILITIES IMPROVE FOR PASSENGERS AT CRESTLINE.
* LAKE SHORE LIMITED NOW COMPLETELY REFURBISHED; RELIABILITY MUCH BETTER.

NOTICE: We did not publish a SEPT.-OCT. issue due to our $$$$ situation. This issue follows the JULY-AUGUST issue, #31. -Ed.
A new Allegheny County, Pennsylvania, light rail system will come from its Baldwin Line at which a railroad station will be served. The new line will extend from downtown Pittsburgh to Mt. Lebanon, offering an alternative to the existing bus service. It is expected to be ready for service by 1982.

In other parts of the country, Amtrak is facing severe financial problems. The federal government is considering ways to save the railroad from bankruptcy. One proposal is to allow private companies to operate certain routes. Another idea is to increase fares and eliminate subsidies. It remains to be seen whether these proposals will be adopted.

In California, the San Francisco Bay Area Rapid Transit District (BART) has been struggling with financial difficulties. The district is seeking ways to reduce costs and increase ridership. One suggestion is to introduce a new fare structure that would encourage people to use public transportation more often.

Other rail advocates are focusing on the need for improved service in rural areas. In Kentucky, for example, a new Amtrak route is being planned to serve counties that are currently underserved. The route will connect Western Kentucky with the state's main cities, providing a much-needed link for travelers.

In conclusion, the future of rail service in the United States remains uncertain. While some regions are seeing new lines and improved service, others are struggling with financial problems and lack of support. It will be important for rail advocates to continue pushing for better service and more investment in the rail system.
one had to dream, to plan -- but then each had to convince others to. And all had to recognize that dreams are achieved only through hard work, and then often only partially. Ohio must have a modern, reliable, fast, comfortable and energy-efficient intercity transportation system.

Many of us share Wilkowski's dream of such a system. But we do not share his fantasies. We seek instead a building block approach toward that goal. We believe that we need to use the abundant railways Ohio already has and build from them a modern passenger system. We recognize the existence of a major rail test facility in Colorado -- owned by the U.S. Department of Transportation -- and question the wisdom of duplicating that facility with Ohio money which could be better spent on track improvements needed to promptly commence service. Many Ohio passenger rail service supporters are also aware that Amtrak operates trains which can sustain speeds in excess of 100 mph. We know that the primary reason few trains actually travel that fast is bad track. We know that this bad track also deters good rail freight service. We believe that the solution to both these problems is state aid in the form of loan guarantees for track reconstruction and electrification which will permit better, more energy-efficient rail service for all Ohio residents and businesses. It is too late to merely dream impossible dreams. We must work for possible and necessary improvements. However imperfect, we must work with what we have, from where we are, to achieve what we want.

(Howard is OARP's Akron-Canton area Regional Coordinator.)

ORTA SCHEDULES PUBLIC MEETINGS ON THE HIGH-SPEED PLAN:

Here is the schedule as we have it at press time. Watch your local papers for details, or contact ORTA at 30 E. Broad St., Columbus 43219, 614-466-5816.

Nov. 27 CANTON Dec. 4 AKRON
Nov. 28 PORTSMOUTH Dec. 4 LIMIA
Nov. 29 NEW PHILADELPHIA Dec. 6 YOUNGSTOWN
Jan. 7 SPRINGFIELD Not scheduled at pretime
Jan. 8 MARIETTA
Jan. 9 COLUMBUS CINCINNATI
Jan. 10 MANSFIELD CLEVELAND
Jan. 15 DAYTON

Most, if not all, of these public meetings are held in the early evening to make it possible for many to attend. We strongly urge all OARP members to attend the meetings in your locality. Watch local papers for details.

CALL AMTRAK TOLL-FREE FROM ANYPLACE IN OHIO: 800-621-0317
from CLEVELAND only: (216)861-0105

PHOTOS: 9:10am, October 1, 1979! Trainman Sylvester Stanley waves "Good-bye" as the last National Limited pulls out of Dayton, on time, and into the morning fog. (Courtesy Dayton Daily News)

On July 21st both Cardinals (#50-#51) were detoured between Hamilton and Muncie over the N&W thru Richmond and New Castle due to a major B&O freight wreck at Oxford, OH. ++

On August 28th a woman enroute from Jefferson City to New York on the National Limited gave birth to a baby girl as the train moved east of Kenia. A nurse happened to be on board and assisted. At Columbus mother and daughter were rushed to Grant Hospital and were reported in fine condition! +++ Marty Garelick, then Amtrak VP/Operations, helped work the baggage at Dayton on the westbound National Limited on August 21st. The train was 4 hours late. The agent had his hands full with a truckload of food for the Amdinette which had run out of food due to the crowds traveling on #31 that day. +++ Ohio's newest state park is a 44.3 mile segment of the Little Miami RR (ex-PRR) and rail is now all pulled up from Roxanna down to Terrace Park. +++ State Sen. Chuck Curran (D-Dayton) has criticized Greyhound for the crappy service they are providing between Dayton and Columbus.
Amcoaches!

was

We were 4th highest among the participating ARPs!

NEC train he rode out of Boston

One

OARP donation from PTJ to our

$10,000 resulted in a

room only; that the crowds of people at some stations

generated seven new subscriptions which

OARP JOURNAL TRAIN REMEMBER the

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On

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ORTA •••

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SPRAGUE

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South Bend round trip in November and is planning future trips. All trip arrangements were made either directly with Amtrak or through authorized travel agencies... Quite a few OARP members were in attendance when Tom PULSIFER spoke at the TransOhio/Railroads Seminar on Oct. 6 in Kenton. Amtrak and ORTA were also represented. The day concluded with a tour of the International Car Co. caboose/freight car plant SE of town. Callers were not iden­
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King show on the Mutual network on July 25th when Amtrak

and OARP were featured. There were several calls in from Ohio cities... Our good friend, STEVE AYAKIAN, who is

Sen. Glenn's Press Secretary, was spotlighted in a Plain

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"Alumni", ROGER ELLIOTT CARTER is one of the founders of

the new Oklahoma Passenger Rail Association.

Passenger Manifest

Among our OARP members making the news... JOHN S. PHILLIPSON of Cuyahoga Falls and BOB VAN WORMER of Kent with letters in the Aug. 23rd Akron Beacon-Journal... The Aug. 21st Wooster Daily Record carried a letter from DOYLE DITNARS citing inform­

ation provided by OARP's "6157"... Letters from JAN E. YATES and MIKE PUCK
columbus were published in the Columbus Dispatch on August 14. Our man in the Youngstown-Warren area, DOUG HUDSON, has had two letters regarding Amtrak and track conditions published recently

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OARP President Makes Northeast Corridor Inspection Trip as a Guest of Amtrak -- Rides "Car 10000" and the Cab of a GG-1

Your OARP President Tom Pulifer, in his capacity as vice­

chairman of the Ohio Rail Transportation Authority, made an official NECIP trip over the Northeast Corridor as a guest of Amtrak, Aug. 21-22-23. The purpose of this trip was to learn more about and discuss the Northeast Corridor Improvement Project (NECIP) with officials of Amtrak, the FRA, and DeLeuw, Cather/Parsons, prime consultants. Some of Tom's experiences on that 2½ day trip have made him the envy of many. On August 21st he was a guest on Amtrak's Business Car/Track Inspection Car #10000, riding from Washing­

ton to Boston on the tail end of the Minute Man, train #170. He was accompanied by Robert F. Lawson, Vice President/Chief Engineer for Amtrak and Mayor Perry Sullivan, Deputy Chief Engineer/Northeast Corridor for Amtrak. At Boston, an Amtrak switcher uncoupled the "private varnish" from train #170, ran it through the car washer at South Bay, and spotted it back in South Station for an overnight stay. Tom was occupant of bedroom B, Master bedroom A was occupied by Mr. JERSEY'S Board of Directors and chairman of Amtrak's Board Committee on NECIP. All meals were served on board Car #10000 in finest railroad tradition by the two full-time attendants, Mr. "Bob" and Mr. H. Wisdom. On the second day of the NECIP trip inspection was made of the highly sophisticated Track Laying System (TLS) which was working between Kingston and Westerly, RI. In one smooth slow-pass, the TLS cuts old spike heads, removes old wooden ties, levels the ballast, installs new ties and relays the continuous welded rail. Sometimes more than a mile a day is made! The TLS must really be seen in action to be truly appreciated, according to Tom. He also reports the ride over the rebuilt track is very smooth, comfortably quiet, and fast. Later that day Tom was scheduled to ride train #75 from Kingston, RI, to

30th Street Station at Philadelphia. Because he happened to be at the right place at the right time with the right people, he was able to make that entire trip in engine cab! With Amtrak's Boston Division Road Foreman of Engines he rode #4900 #205 as far as New Haven. Then came the ultimate thrill -- a ride in the cab of #4925 all the way from New Haven, through New York City, to Philadelphia! On the morning of August 23rd, Tom met in Philadelphia with Larry R. Dreihaup of the FRA/NECIP and Robert A. Kendall of

DeLeuw, Cather/Parsons before he returned to Ohio on the National Limited. Being one not to pass up opportunities, Tom spent several days prior to his official NECIP trip in the Northeast riding trains of Amtrak along Boston & Main Line, Conrail (including the "Wall Street" from Newark to Phila­

delphia), SRTA, the Philadelphia and Boston subways, and the Norristown High-Speed Line in Pennsylvania. He reported most all the trains were comfortably full to standing room only; that the crowds of people at some stations were unbelievably large! One NEC train he rode out of Boston was SRO by the time it left Route 128, with 10 Amcoaches!
OARP

FALL MEETING IN CLEVELAND A SUCCESS

58 OARP members and guests gathered at the Travelodge on West 150th St. on Saturday, November 10th for the Fall 1979 Meeting of OARP. The location, adjacent to both a suburban Greyhound station and an RTA rail rapid transit station, enabled quite a few to easily use mass transit to get to our meeting. Carpools were formed from "downstate".

Our meeting and displays were in the North Harbor Room. Luncheon was served in the Mid Harbor Room. The menu included Chopped Sirloin or Boston Scrod plus tossed salad, homemade soup, oven-browned potatoes, corn or green beans, beverage, rolls, and delicious chocolate ice cream. All agreed the meal was excellent. Prior to the serving of the meal, we all stood for a moment of silent prayer in memory of our own Jim Lewis who passed away in June. Following the luncheon we offered a round of thanks to Jim Stevenson and to Mark Adamck for handling our mailing arrangements with the Travelodge. We had invited Congressman Don Pease (D-Oberlin) to be our guest speaker, but his office sent us a message of regret a few weeks prior to our meeting. Due to the heavy agenda for our meeting, we did not attempt to secure another speaker. One of our members, John McCann, former Amtrak agent at Columbus, spoke to us on the difficulties he and other Amtrak employees are having as a result of losing their jobs due to the service cutbacks on October first. And John Edmison, former Amtrak agent at Dayton, spoke briefly in praise of all that OARP had done to try to save the National Limited and to support the Amtrak employees who lost their jobs in Ohio. Many commented that this OARP Meeting was, despite the unusually heavy amount of business dealt with, a successful one and one in which the momentum was developed to carry out the theme, "Moving Forward Together Into The Eighties". Our thanks to all who attended and participated!

OARP TREASURER'S REPORT

Balance as of 5-4-79 $70.99
Deposits $1,407.45
Donations $390.00
Disbursements $1,721.40
Printing $646.07
Postage $194.95
P.O. Box Rent $205.50
Telephone Calls $241.50
Office Supplies $213.92
Spring Meeting $205.50
Fall Meeting Deposit $62.00
Winters Bank Svc. Chg. $6.49
Balance as of 11-7-79 $570.99

SAVE THE DATE!

The Region VI NARP membership meeting (Ohio, Michigan, and Indiana) is set for SATURDAY, MARCH 22 in TOLEDO, OHIO.

The new president of NARP, Mr. Jack Martin of Atlanta, GA, has been invited to be the speaker.

DETAILS FORTHCOMING!

OARP PRESIDENT MAKES NEW APPOINTMENTS

At the Nov. 10th Cleveland Meeting, OARP president Tom Pulsifer made the following appointments:

1) JOE BROWNS as regional coordinator for ELGYRIA/LORAIN.
2) JOHN KEMPTON as regional coordinator for SANDUSKY.
3) MIKE FUGATE, our secretary, will serve additionally as assistant editor of "the 6:53".
4) GARY AMATORE as chairman of a new OARP INFORMATION SERVICES division, set up to handle OARP publications and information resources such as the popular rail trip reports.
5) JOHN KEMPTON as our new chairman of MEMBERSHIP SERVICES, including the clerical record-keeping duties and establishing a time/talent resources file.

"Growing Pains" with a present count of over 500 OARP members (yes!) and the accompanying increase in the amount of clerical and record-keeping work involved led Gary Amatore to ask to be relieved of his duties in charge of OARP MEMBERSHIP SERVICES. With his new job as assistant manager of a large K-Mart in Westerville, he just found he couldn't give the adequate time needed to OARP work on a regular basis. John Kempton of Sandusky offered to take over the membership duties and thus he is our new chairman of Membership Services. Already progress has been made on the tremendous backlog of getting dues renewal notices into the mail, as well as in getting new members' cards sent out. Please bear with us, and with John, as we get the situation under control and caught up to date. Gary Amatore has offered to handle the tabulation and processing of our OARP Rail Trip Reports and will head up OARP's new INFORMATION SERVICES division. We take this opportunity to get the word out for his continuing active involvement with the necessary work of OARP!

DOOR PRIZE AWARDED

As is now customary with our OARP meetings, several donated items were given away as door prizes, as follows:

Reproduction of the Bob Lorenz painting of the NKP terminal at Bellevue to PHIL FASTERAK, Amtrak posters to HOWARD HARDING, DOUG SILLARS and JOHN EDMISON, Amtrak cloth patches to DAVE MARSHALL and AL WOLP.

Amtrak Northeast Corridor General Orders dated 11-3-79 to MALINDA WOLF and JAMES R. GRAY.

MBTA (Boston) Special notice on Amtrak cancellation of service due to Rock Concert to ROBERT DICK.

Amtrak special timetable for 1979 Army-Navy Game special trains to RS ROBERTS.

OARP Voided ticket forms to the Columbus Union Depot Company to CLINT ENSWORTH and BILLO FUESLING.

The frisbees were donated by Fred Fray and Tom McGinley of Amtrak Regional/ District Sales. All other items donated by various OARP members.

MAKE IT A POINT TO BRING OARP A NEW MEMBER THIS YEAR!
Our Fall Meeting Agenda included some three dozen resolutions for action on various concerns. Here's the rundown:

1) To support consideration of a 12-hour "flip-flop" of the schedule of Amtrak's CARDINAL. Passed unanimously.
Comment: This would create a day-time run through West Virginia and an overnight run between Cincinnati and Chicago, making all connections there. Concern expressed over making some Florida and NEC connections at Washington.

2) To urge Amtrak to implement CARDINAL service at Hamilton as soon as possible. Passed unanimously.
Comment: This just shows we are keeping up the pressure to get this stop implemented, now that the CARDINAL will be around for awhile.

3) To urge Amtrak to "railbank" the former National Limited route between Dayton - Richmond - Indianapolis for future passenger service use. Passed unanimously.
Comment: Amtrak must take the action on this by the 1st of December. OARP has already asked Senators Glenn and Metzenbaum, plus Congressmen Kindness and Hall for support. Connolly took the Dodson to Glen segment of this mainline out of service on October 25th (just as we had predicted they would) and we understand that unless Amtrak takes action to retain and maintain the route, OR will start ripping up track (heavy rail will be used elsewhere on the OR system) after the 1st of December.

4) To urge Amtrak to restore the connection between the eastbound CARDINAL and the eastbound SHENANDOAH at Cincinnati as soon as possible and oppose any further attempts to discourage ridership on these trains. Passed unanimously.
Comment: Amtrak has pulled a CLASSIC move straight out of the 50's and 60's era. The eastbound SHENANDOAH leaves Cincinnati now at 6:00pm, just 31 minutes before the eastbound CARDINAL is scheduled to arrive from Chicago! A helluva way to run a railroad! But this must be current Amtrak mentality! Otherwise why would they have pulled such a boner? One can make the connection westbound but not eastbound. No way, Amtrak!

5) To "watchdog" and oppose any attempts to downgrade service and discourage ridership on the BROADWAY Limited, such as the recent change in schedule of the eastbound train. Passed unanimously.
Comment: The inside word seems to be that since Connolly succeeded in killing the National Limited, the BROADWAY is next for the hit list. The recent schedule change provides local Pennsylvania service at half-way decent hours, but worse for all Ohio stations. And Amtrak wanted longer turn-around time in Chicago for servicing the SHENANDOAH's cars, especially if the train arrives late from the east, as it seems to do with annoying regularity.

6) To urge a fresh start on a new Midwest - Florida Amtrak service with sections from both Chicago and Detroit - Cincinnati, both serving Atlanta - Savannah and both coasts of Florida. Passed unanimously.
Comment: Through this we will join forces with others such as the Kentucky ARP and the Southeast Transportation Coalition to learn from the mistakes of the past and get the job done right, right from the start.

7) To continue work to restore Amtrak service to Columbus and Dayton, and include Springfield and possibly Middle­town, as soon as possible. Passed unanimously.
Comment: There are possibilities: such as getting a Philadelphia-Pittsburgh day train extended on to Columbus and Cincinnati; or extending the new Chicago-Indianapolis train on to Dayton and Columbus, and maybe to Pittsburgh. We will keep up the pressure for action, feeling that something is better than the present nothing.

8) To work to urge the State of Ohio to move to establish 403-b Amtrak service as soon as possible under "purchase of service" arrangements, and urge ORTA to pursue "reasonable" solutions to Ohio's proposed high-speed inter­city rail passenger service network. Passed unanimously.
Comment: The ORTA High-Speed System is at least six to ten years away even with voter approval. Rail passenger service on the 3-C Corridor and the Detroit - Cleveland - Pittsburgh route (as the two prime routes) is needed NOW. There must be an "interim" plan for service prior to the construction of the super system.

9) To urge rerouting of Amtrak's SHENANDOAH between Clarks­burg, WV, and Cincinnati via New Martinsville, Mounds­field, Dayton and Middletown so as to serve a signifi­cantly larger segment of the region's population. Passed unanimously.
Comment: The SHENANDOAH MUST serve Keyser, WV, which is Cong. Harley Staggers' home town. It is said he loves to hear its whistle blow at night. Our proposal seems no further fetched than run­ning the Cardinal over the CS&O thru Indiana. It would add some 79 miles to the present run but would serve more people. Something has to be done to improve this train's viability! We are informed it pulls into Cincinnati on occasion with two passengers! Or that it sometimes leaves Cincinnati with as few as five riders! Talk about pork barrels!

10) That OARP and others endorse once again the concept of a regional rail service network, with a subsequent call
Comment: This is just for everyone's well being! Many the best interests of the organization. Passed unanimously.

11) That Amtrak should consider added intermediate stops on existing routes through Ohio; such as, Ashtabula, Painesville, Salem, Wooster, Mansfield, and Oxford. Passed by a 28-1 vote.

Comment: Some concern expressed over adding too many stops, but this motion was at least supported in principle.

12) That OARP should work to defeat Cong. Sam Devine of Columbus, in the next election, due to his continual negative stand on railroad matters before Congress. Passed by a 22-6 vote.

Comment: If Devine had been with us, and for rail, it might be that the National Limited would yet be in service. Devine is also a member of the vital Subcommittee on Transportation and Commerce. His record on and attitude towards railroads has consistently been negative.

13) That OARP should join, as NARP has recently done, the Energy Coalition/A coalition for renewable resources and energy efficiency, founded in September 1979. Passed unanimously.

Comment: We join forces with good allies, including Environmental Action, Environmental Defense Fund, Environmental Policy Center, Friends of the Earth, National Wildlife Federation, Natural Resources Defense Council, Sierra Club, Solar Lobby, and the Wilderness Society. Our prime concern would be, of course, energy efficiency in transportation.

14) To commend and praise Mr. Joe Vranich for his unselfish cooperation with and assistance to OARP and others in the interests of better rail passenger services for Ohio and for America. Passed unanimously.

Comment: Joe is no longer with Amtrak's Public Affairs Department. He is now with the Grumman Corporation in Washington. From all of us goes a great big hearty THANK YOU to Joe for his assistance and support to us over the past years.

15) That no OARP member shall speak out publically, as to the media, on OARP policy(ies) without having first cleared it with at least one OARP officer. This does not prevent a member from speaking out "as a member of OARP", but not as "official spokesman" of OARP without first obtaining clearance. Passed unanimously.

Comment: This is just for everyone's well being! Many similar organizations have a policy(ies) much as this and it seems to work pretty well. This in no way is meant to restrict anyone from participating in an interview situation, for instance. We did have an unfortunate incident this past summer where an OARP member (who shall remain nameless) engaged in discussion with one State official over, apparently, matters of OARP policy and the whole thing became a verbal shouting match. Your OARP president first found out about it when the State official called him to ask whether or not this person was acting on his own, or was he officially representing OARP. This then resulted in several additional long-distance calls in order to smooth ruffled feathers and straighten the situation out. In short, we do not appreciate "surprises" of this type. We will actually improve our image if we act with responsibility, whether as a member of OARP, or as an official spokesman of OARP. This resolution will, we feel, go far in helping us to speak out better to others.

16) To send one postalcard "friendly reminder" to members whose dues are in arrears after three (3) months after membership has expired. Passed unanimously.

Comment: Once we get caught up with the current backlog, we will implement this procedure.

17) To delete members from the active membership list whose dues are more than six (6) months in arrears. Passed unanimously. No comment needed.

18) To continue free distribution of "THE 6:53" to each member of the Ohio Legislature and to each member of the U.S. Congressional delegation from Ohio, not to exceed one free copy per issue per legislator. Passed unanimously.

Comment: We feel this liaison is vital and it will continue. Every so often we will hear that "THE 6:53" is received and read, or passed on to the legislative aide handling rail matters.

19) To temporarily cut "THE 6:53" back to quarterly, with special concern mailings to members only as required. Passed unanimously.

Comment: This reflects our present financial condition more than anything else. It will be only a temporary situation, we feel. The special October 10th mailing addressed this matter.

20) To authorize OARP's Treasurer to establish a passbook savings account with transfer rights to write checks. Passed unanimously.

Comment: Whatever interest we get will probably pay the service charges. A penny saved is a penny earned, etc. Whatever is done here will be in the best interests of the organization.
21) To authorize an OARP Constitutional Review Committee to evaluate and recommend possible revisions to our Constitution. Passed unanimously.
Comment: Our secretary, Mike Fugate, has offered to chair this Committee. It is open to any interested OARP member. This Committee will meet prior to our OARP Midwinter Meeting. Contact Mike directly if you'd like to help out.

22) To authorize OARP's officers to pursue actively, with an attorney as required, non-profit status. Passed unanimously.
Comment: We've been looking into this already, but now will proceed more vigorously. It may significantly help us get lower postage rates as well as encourage tax-deductible donations.

23) To authorize OARP to establish a separate PAC (political action committee) as necessary in connection with the resolution immediately above (#22). Passed unanimously.
Comment: Usually the law requires you to have a separate "branch" if you're going to be non-profit, tax exempt, etc. and still engage in affecting legislative measures, supporting candidates, etc. We must do what is right and legal.

24) To authorize OARP to employ, as necessary, clerical help on a part-time hourly basis at the current minimum wage. Passed unanimously.
Comment: We have a tremendous backlog of sorting and filing, though the basic system is set up. Should we double our membership in 1980, and we hope to do just this; the membership record keeping and related routine duties will be out of the realm of a volunteer, spare-time membership services chairman. We won't hire workers unnecessarily; but, realistically, we're going to need some help from time to time.

25) To authorize the purchase of a good, used, electric mimeograph machine and related supplies to effect "in house" printing capability on short notice and at reduced overall cost. Passed unanimously.
Comment: Our present access to a nearby mimeograph (we provide paper and stencils and an occasional tube of ink as goodwill gesture) is expected to end by mid-January. We will act on this to get the best quality and best deal at the lowest cost to OARP. We've been very pleased with the A.B.Dick 525 we've been using.

26) To authorize OARP to convert mailing stencil and membership data lists to a computerized TRS-80 disk-process at an estimated cost of 20¢ per member annually. Passed unanimously.
Comment: Now that we have clear authorization we'll proceed on this with our member, Tom Nastoff, who has offered to perform this service for us at cost. We expect the transition to be smooth and the result will be better efficiency.

27) To authorize the investigation of a different location for OARP files and archives and material storage. Passed unanimously.
Comment: Your president had some tongue-in-cheek, yet very honest Polaroid shots displayed at the Cleveland meeting, depicting the state-of-the-art in his family room (?). With each day's mail, the piles increase by 1/4" to 2" or so. We have some valuable materials and resources that we have developed. We must soon seek a better way and a better place for safe storage of your Associations' materials.

28) To authorize the purchase of suitable used file cabinets and acid-free storage boxes to house OARP files and archives if a plea for donations of these items does not produce results. Passed unanimously.
Comment: If you can help us out here, please write or call your OARP president right away. Otherwise we will have to go out and spend money to secure items we need right now. If you'll donate, we'll transport, or at least work out an acceptable deal.

29) To authorize the officers of OARP to study and revise the Regional Coordinator network as necessary to make it most efficient and convenient for localized contact purposes. Our goal is to have an R.C. in each city in Ohio served by Amtrak. Input from present R.C.'s will be requested. Passed unanimously.
Comment: Having the R.C. network has helped us most definitely. We would be lost without these people. All we want to do is, as the motion, states; make the system most efficient for our needs and for the needs of rail passengers in Ohio. Anyone with ideas on this matter may contact your OARP president on it.

30) To authorize redesign of OARP's brochure and diversify it into a small series of printed flyers/brochures; i.e.,
- rail passenger transportation & THE ENVIRONMENT
- rail passenger transportation & ENERGY
- WHY RAIL? — the advantages of mobility by modern passenger trains
- OARP FACT SHEET - basic brochure on OARP
Each publication would have a basic OARP membership coupon. Input from interested members as to content, layout, photos and design will be sought. Passed unanimously.
Comment: We feel we need a variety of materials for handout availability. And, we DO solicit input from any interested member. One member has already offered to assist on this.

31) To authorize OARP to proceed immediately to maintain a separate telephone line into the OARP president's home, in part so that long-distance OARP calls can be billed directly to this line and in part to free the family-
To authorize purchase of a suitable telephone answering device (such as Phone-Mate) for use by the OARP president when callers call outside the stated "office hours", with provision for immediate action on this in connection with the previous resolution. Passed unanimously.

Comment: We know we must improve communications and make the system more efficient. We think this will help. It will enable our local contact people to be kept more up-to-date on things.

To authorize a special mailing to NARP members in Ohio to join OARP. Passed unanimously.

Comment: Thanks to NARP, we already have the mailing list and in cooperation with the NARP regional directors may plan a cooperative mailing prior to the Annual Region VI NARP Meeting in March.

To authorize the officers of OARP to devise a suitable special membership campaign for 1980 in an effort to double (or better) our membership rolls, with some type of prize for the member who brings in the most new members during the year. Passed unanimously.

Comment: We can have both a better base of support and better impact and clout with membership of 1,000 or better. We can do it if each current member brings in just one additional member! We can really, probably do even better than that if we all try! You can be sure welcome input, ideas and suggestions, on a way to involve an attractive incentive on this. More on this later.

The NARP resolution -- see related article on... To censure NARP's Board of Directors for taking action to cease fighting for Amtrak routes discontinued in October 1979 at a time when possible action to restore all or some of these routes was pending in Congress and while OARP was actively pursuing restoration of service on the National Limited route through Ohio. There was much discussion on this resolution. As a result the resolution was amended to read: "That individual members of OARP may wish to write to NARP on their own to censure." The amended resolution passed by a 28-7 vote.

WHY ???

by Mike Pugate — OARP Sec'y & Asst. Editor

A stated purpose of NARP is to work to "keep and improve rail passenger service". On the 20th of October, NARP's Board, meeting in Denver, did an abrupt and surprising about-face. NARP's Board passed, by a 22-8 vote, a resolution introduced by John DeLora of Michigan to drop the fight for the National Limited and the five other long-distance Amtrak trains. Thus NARP would no longer lift a finger to help restore these trains, despite the fact that Sen. Muskie and Sen. Anderson were still trying to round up votes for another "freeze" amendment. And Dayton's attorney in Washington, Jacob Billig, at that time had not thrown in the towel on the National Limited case. I feel that such a vote should not have been taken at all! True, at the time, the outlook for restoring the six trains was extremely bleak. But, with this vote, NARP went on record to do something entirely contrary to their purposes. Would it not have been better for NARP, and for all of us, in the eyes of Congress and of Amtrak, to have let the matter quietly drop instead of taking the action it did with the result of letting the whole world know it?

That's why resolution #36 was passed at our Fall OARP Meeting. If you believe the action NARP took was wrong, it is up to you to express your opinion directly to NARP. NARP's address appears on the OARP DIRECTORY page in this issue. It must also be noted that Amtrak's Vice-President Clark Tyler was very much present at the NARP Board Meeting when the questionable vote was taken. For the record, Tyler recently threatened "action" against any Amtrak employee who flaunts membership in NARP or any other ARP. His apparent mission in Denver was to convince the NARP Board to cooperate 100% with Amtrak's ways and in this one regard he did succeed. This matter must not erode our enthusiasm for working for a better tomorrow. We're not trying to open a rift between OARP and NARP. I feel the NARP vote was a serious mistake -- a most unfortunate setback. But from it we've all hopefully learned a valuable lesson. We must cooperate more than ever to take up the cause!
Phase II of the Ohio High-Speed Intercity Rail Passenger Program was the topic of workshops held by ORTA on July 31 and August 1 in Columbus. Technical and citizen participation specialists representing various state and federal agencies as well as Ohio's regional and metropolitan planning organizations took part in the two-day sessions. The main purpose of the workshops was to provide for the participants a forum for discussion and input on the Phase II Study based on information from the consultants. ORTA is committed to providing the most complete Public Involvement process possible as a part of Phase II so the final product recommended by the ORTA Board will reflect the participation and input of Ohio citizens. Phase II will be completed on March 1, 1980.

NARP's RAIL TRAVEL GUIDE EDITOR, Jim Feeney, called OARP to tell us the response to this project from Ohio NARP members has been very good; so good, in fact, that it may take Jim awhile to respond to each person who offered help. Be patient. You will eventually hear from Jim.

Improvements Noted at Crestline — Amtrak passengers using the Crestline, Ohio, stop will note better conditions. The eastbound and westbound platforms have been completely rebuilt and the former shelter at Elyria has been moved to Crestline and erected north of the tracks and east of the old station building. Word is that Conrail will soon construct a "Railroad Y" on the site for its train crews. That facility is to have a 24-hour snack bar which may be used by Amtrak passengers waiting for the Broadway Limited. Patrons should now use the large lot east of the old station for all parking. The lot is well lighted now. New lights have recently been installed.

YOUR ATTENTION, PLEASE! CINCINNATI AREA

OARP members are invited to an informal meeting on JANUARY 16, 1980 at 7:30 pm in Room M-5-C of historic Cincinnati Union Terminal (use the front entrance). Mike Weber is the contact person. Please call him at 851-7959 if you plan to attend. The meeting will focus on rail passenger service concerns in S.W. Ohio.


NARP has a black-on-yellow 8.5 x 11" 1980 Calendar which may be folded in thirds to create a free-standing display. One panel has the 1980 calendar. A second panel has all Amtrak local phone numbers for Ohio and our neighboring states. The third panel lists some useful addresses and phone numbers and OARP's organizational purposes. We'll send one copy folded if you send us a business-letter size SASE. If you want a quantity for distribution, we'll ship them unfold and please send us a donation for postage to help us out.

YOUR ATTENTION, PLEASE, AGAIN! — REGARDING OARP MEMBER-SHIP RENEWALS:

Starting in 1980 membership renewal notices will be alphabetized by the quarter year and sent out on that basis, something like the Ohio auto license plate renewals. This move will even out our "cash flow." Here is the new system:

Last name A thru F - renewal notice sent during 1st quarter
  " " G thru L - " " " " 2nd
  " " M thru R - " " " " 3rd
  " " S thru Z - " " " " 4th

Thus, regardless of when Mr. Conn Rayle joined OARP, his renewal notice would be sent to him during the 3rd quarter.
HERE'S HOW YOUR OHIO CONGRESSIONAL DELEGATION VOTED:

U.S. SENATE / August 1, 1979

A B

GLENN.......... nay yea
METZENBAUM... nay yea

U.S. HOUSE /July 24, 1979

A B

GRADISON..... nay yea
LUKEN....... nay yea
HALL......... yea yea
GUYER....... yea yea
LATTA....... nay yea
HARSHA...... yea yea
BROWN...... nay yea
KINDNESS.... yea yea
ASHLEY..... yea yea
MILLER..... nay yea
STANTON.... yea yea
DEVINE...... nay nay
PEASE........ nay yea
SEIBERLING... yea yea
WYLIE...... yea yea
REGULA...... yea yea
ASHBROOK.... nay yea
APPELGATE... yea yea
WILLIAMS... yea yea
OAKAR....... nay yea
STOKES....... nay nay
VANI K ...... nay yea
MOTT ...... nay yea

that Amtrak's CRESCENT was "getting plenty of extra equipment" this summer. Evans says the consist is down to 10-11 cars vs. the 14-18 car consist normally had when run by the Southern Railway. Evans also reports the CRESCENT has been sold out almost daily this summer despite worn out equipment now assigned to it.

PennDOT PUSHES FOR THREE ADDITIONAL SERVICES

We have learned that PennDOT, on November 29th, arranged for three added 403b Amtrak services for Pennsylvania; an Altoona-Pittsburgh train, a Philadelphia-Pittsburgh train, and a Hoboken-Scranton train. No definite startup dates have been announced but it is believed the Philadelphia-Altoona-Pittsburgh trains would be up fairly soon. A good deal of trackwork will be needed on the Hoboken-Scranton (ex DL&W line) before that service is implemented.

Amtrak's new Superliner-equipped EMPIRE BUILDER WILL BEGIN DAILY SERVICE between Chicago and Seattle from Dec. 15, 1979 through Jan. 5, 1980 to accommodate expected ridership increases over the Christmas holidays. The train currently operates tri-weekly with full dining and sleeping car service. For the four extra days, the train will offer Superliner coach and dining service only.

Amtrak and the AUTO-TRAIN CORPORATION ANNOUNCED A NEW JOINT SALES AGREEMENT that will allow travelers to ship their cars by Auto-Train and travel on Amtrak when Auto-Train's passenger accommodations are sold out. This took effect December first.

PROVED AMTRAK'S BUSIEST YEAR EVER! Amtrak carried more passengers, generated more revenue, and showed a higher ratio of revenues to expenses in Fiscal Year 1979 than in any other year in its history. Ridership for the year was up 14% over last year with a record 21.5 million passengers riding Amtrak trains. September ridership showed a 22% gain over the same month last year. The corporation's ratio of revenues to expenses was 31.5% compared to 30.5% for FY1978. Amtrak experienced its highest revenue year, with $381.3 million in total operating revenues, up 22% from last year. The largest single cost category within Amtrak's $998 million operating budget was personnel, accounting for 63% of total costs. Fuel accounted for 6% of costs; food and beverage supplies 1.6%, and advertising was 1.3%.

Amtrak President Alan S. Boyd and U.S. DOT Secretary Nell Goldschmidt have sent a joint letter to Congress OUTLINING ELEVEN POSSIBLE RAIL PROJECTS that if developed, would have the potential of diverting large numbers of intercity travelers from automobiles to more fuel-efficient trains. The joint letter lists the following rail corridors that will be studied for possible development:

* New York to Buffalo.
* Chicago to Detroit, CHICAGO TO CINCINNATI VIA INDIANA-POLIS, Chicago to Twin Cities via Milwaukee, Chicago to St. Louis, CHICAGO TO CLEVELAND.
* Seattle to Portland.
* Los Angeles to San Diego, Los Angeles to Las Vegas, Los Angeles to San Francisco and Sacramento.
* Dallas to Houston and San Antonio.

Amtrak and the DOT will report on the extensive cost and feasibility studies on each corridor by January 30, 1980. Amtrak noted the list is not exclusive; that more routes may be studied. Amtrak ran THREE SPECIAL TRAINS, two from Washington and one from New York, direct to the J.F.K. Stadium in Philadelphia December 1st for the Army-Navy game.

Amtrak has reduced the scheduled time on the Boston-Albany leg of the Lake Shore Limited by 30 minutes as a result of a NEW "SHORT CUT" between Port Road and Rensselaer, now in use. 13.6 miles of track was rebuilt under a $4.4 million grant from the Federal Government.
MORE NEWS FROM AMTRAK...

Amtrak's Board has agreed on ESTABLISHING A PROGRAM FOR OPERATIONS over the next several years. The Board reviewed a blueprint for service improvements ranging from on-time performance goals to substantial orders for new passenger cars. Amtrak management committed itself to improving car maintenance equipment as soon as possible, accelerating the changeover from steam to electrified equipment. The Board reviewed two-year, $447 million, capital programs that will provide funds for new passenger cars, trackwork, and grade crossing protection. Congressionally authorized funding levels are far above previous years, and $130 million in FY1980, $244 million in FY1981, and $254 million in FY1982.

Amtrak took over the CHICAGO-VALPARAISO commuter service on October 29th. $2,942,178 has been invested in 12-bi-level cars for use on this route and also on the Michigan Executive commuter train. Push-pull operation, will be used by these Amtrak commuter trains. Work is expected to be completed by the end of 1980.

CARS ARE NOW IN SERVICE ON THE LAKE SHORE LIMITED! The first westbound all-electric consist departed Chicago on October 15, 16th. The cars are part of a fleet of 59 cars converted to head-end power, which means electricity is supplied from the locomotive or special power-generator car. The cars were on some of the Lake Shore routes last week in November, because the all-electric dinettes and Amcafs were not available in full supply. Amtrak is expected to provide dining and lounge service. A similar conversion of 48 cars for the Broadway Limited is now under way at Amtrak's Beech Grove Shops. The rebuilt equipment will go into service on the Broadway during the summer.

AMTRAK'S Board approved expenditure of $1,200,000 to prepare the right-of-way for a DEMONSTRATION route would extend from Chicago to Crawfordsville, IN, over Indianapolis. Construction of a track conversion between the two railroads at Ames Tower in Crawfordsville, tracks covering the old capital appropriation. Also authorized was the route already appears in the Amtrak timetable, but it is said that trains won't begin running on it until Spring.

Amtrak's new depot at BORIE, WYOMING, 10 miles west of Cheyenne, is now in service. A shuttle bus ferries Amtrak passengers between the Cheyenne depot and the Borse depot.

TREMENDOUS CROWD TURNS OUT TO WELCOME AMTRAK TO SANDUSKY -- A crowd estimated at between 3500 and 4500 (possibly even higher) watched the Lake Shore Limited break through a large paper ribbon stretched across the tracks, Sunday, July 26th. The new rail passenger service to Sandusky, Ohio, sixty-three passengers boarded the first train! Main speakers at the ceremonies included Cong. Don Pease, Ohio Rep. Fred Deering and Amtrak Vice-President M. Clark Tyler. Quite a few OARP members and officers were on hand for the occasion and OARP's president was introduced during the ceremony.

An ex-Amtrak coach and sleeper were owned by the Michigan Executive commuter train. Push-pull operation, was also used on some of the Lake Shore cars throughout the morning.

On the previous day, OARP dispensed Amtrak and OARP literature at a display booth in the Sandusky Mall. Our slide show was also featured.

Thanks go to John Kempton, Jim & Leona Mann, and Tom Clark, who were on hand for the occasion. Work is expected to be completed by the end of 1980.

AMTRAK MANAGER TO REORGANIZE TO EMPHASIZE PERFORMANCE AND SERVICE TO PASSENGERS — M. L. CLARK TYLER is Group Vice-President/Passenger Services and Communications. CAROL FORYST is Vice-President/Public Affairs. L. D. GILSON is Vice-President/Government Affairs.

THOMAS P. HACKNEY is Group Vice-President/Operations and Maintenance.

ROBERT A. HERMAN is Vice-President/Operations.

ROBERT F. LAWSON is Vice-President/Chief Engineer.

FRANK D. ABATE is Vice-President/Chief Mechanical Officer.

A group Vice-President for Finance and Administration is still to be named.

GEORGE F. DANIELS is Vice-President/Labor Relations and Personnel.

ROBERT W. HYER is Vice-President/Computer Services.

DON R. BRAZIER is Vice-President/Finance and Treasurer.

WILLIAM S. NORMAN is Amtrak's new Vice-President/Marketing.

Other senior officials are: Vice-President/General Counsel PAUL F. MICKEY, JR., Vice-President/Corporate Planning WILLIAM N. DAILY, and Corporate Secretary ELYSE C. WANDER.

The reorganization of the vice-president's management team was approved at the September Amtrak Board Meeting, designed to put prime emphasis on improved service to passengers and better reliability and performance of its trains.
"THE 6:53" is the official bi-monthly (Jan-Mar-May-Jul-Sep-Nov) publication of THE OHIO ASSOCIATION OF RAILROAD PASSENGERS. OARP is a not-for-profit organization of some 500+ 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!