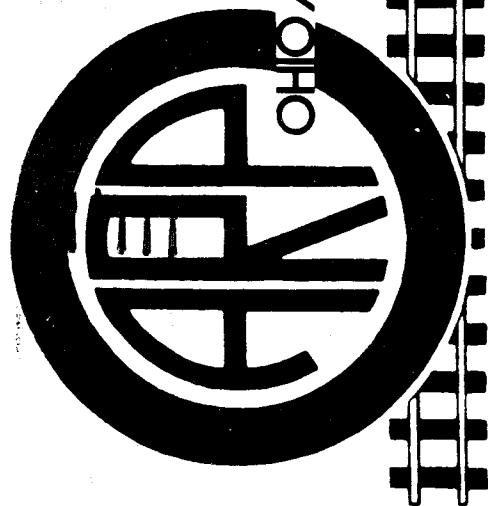


THE 6:53

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



M O V I N G F O R W A R D T O G E T H E I N T O ▶▶▶▶▶ H E E I G H T I E S

CONSIST 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.

NOV.—DEC.
NO. 32 1979

OAK P DIRECTORY

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PLEASE BE CONSIDERATE! MAKE PHONE CALLS TO OTHERS AT REASONABLE HOURS!

THANK YOU!

THE AIM: GET OHIO ON TRACK

by J. Howy Harding

(this article was printed in the Cleveland Plain Dealer PD Forum on Saturday, November 24, 1979.)

Restoration of intercity passenger rail service within Ohio is a very real possibility if we are willing to follow the examples set by such states as New York, Michigan and California.

If we persist in listening to the verbalized dreams of Ohio Rep. Arthur Wilkowski (D-Toledo), Ohio's chance for rail passenger service will remain only a dream.

Wilkowski is to be congratulated for his persistence in pushing for state-supported passenger trains. But he is permitting his dreams of the future to obscure present realities.

In 1974, New York State voters passed a major transportation bond issue which included funding for improved passenger rail service. Next summer, New York will be the first state to run passenger trains at speeds up to 110 miles per hour.

Through cooperation with Amtrak, New York will have modernized many of its stations, replaced a few more, improved service to several cities and will be served by a fleet of modern, fast trains. No perfection but real progress.

Since 1974 Ohio has succeeded only in losing even more of its already limited train service. Wilkowski's hostility toward Amtrak has contributed nothing toward service improvements for Ohio.

Michigan has supported Amtrak-operated passenger train service for several years. State funds directly support operation of two trains -- a Chicago - Port Huron TurboTrain (capable of 150 mph on adequate track) and a Jackson - Detroit commuter run.

In addition, Michigan has spent state funds on new or improved stations, track upgrading and supplemental connecting bus services, including a bus from Detroit to Toledo to connect with Amtrak's Lake Shore Limited, which also serves Cleveland. In Michigan these efforts are supported and aided by an active private group of citizens, the Michigan Association of Railroad Passengers.

In Ohio similar efforts by the Ohio Association of Railroad Passengers have been met with hostility or indifference by Wilkowski and other state officials.

California recently passed a multi-billion-dollar, multi-year transportation program for public transit and intercity rail service. Funding will come from its gasoline tax which is set as a percentage of the pump price.

This new program will help expand California's already very successful Los Angeles - San Diego service (operated by Amtrak) from six to seven daily round trips, add a second Oakland - Bakersfield train and extend one or both of them on to Los Angeles and add an overnight Sacramento - Oakland - Los Angeles train, thus doubling current service levels.

Trains serving California -- that car-crazy fantasy land -- are among Amtrak's most heavily used trains. In each of these other states, some-

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 43215, 614-466-5816.

| | |
|--------------------------|----------------------------|
| Nov. 27 CANTON | Dec. 3 AKRON |
| Nov. 28 PORTSMOUTH | Dec. 4 TOLEDO |
| Nov. 29 NEW PHILADELPHIA | Dec. 5 LIMA |
| Jan. 7 SPRINGFIELD | Dec. 6 YOUNGSTOWN |
| Jan. 8 MARIETTA | Not scheduled at presstime |
| Jan. 9 COLUMBUS | CINCINNATI |
| Jan. 10 MANSFIELD | CLEVELAND |
| Jan. 15 DAYTON | |

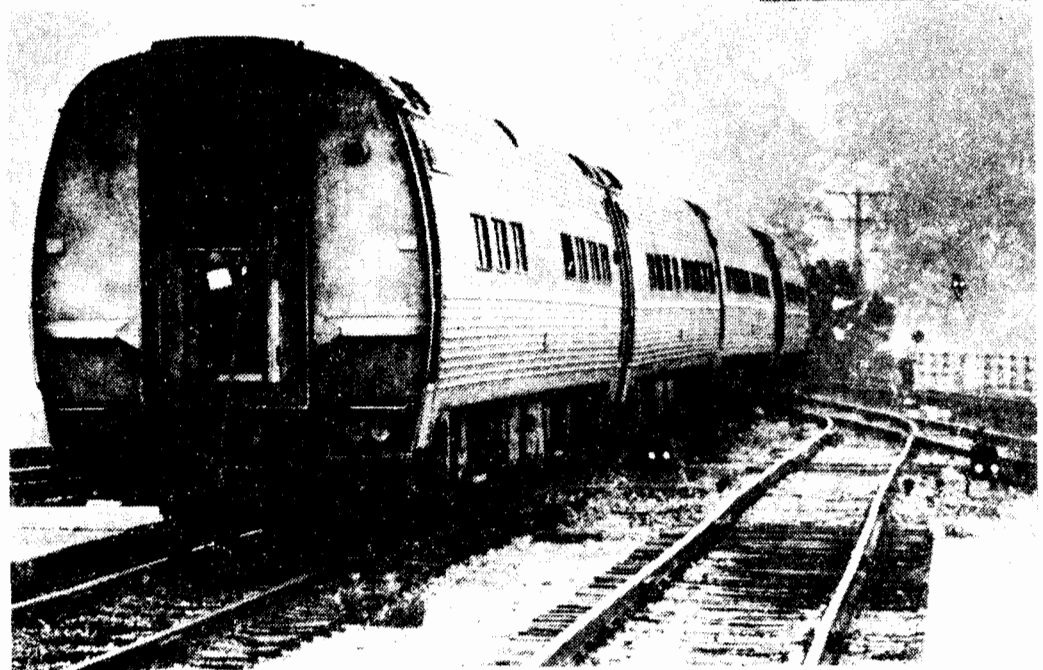
Most, if not all, of these public meetings are held in the early evening to make it possible for many to attend. We strongly urge all OARP members to attend the meetings in your locality. Watch local papers for details.

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

ON THE OHIO DIVISION

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 derailed 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 Xenia. 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.



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 DITMARS citing information provided by OARP's "6:53"... Letters from JAN B. YATES of Reynoldsburg and MIKE FLICK of Columbus were published in the Columbus Dispatch on August 11th... Our man in the Youngstown-Warren area, DOUG HUDSON, has had two letters regarding Amtrak and track conditions published recently in the Warren Tribune... The Cleveland Plain Dealer published letters from BILL SNORTELAND and THOMAS HEALEY in rebuttal to an anti-Amtrak editorial... Our JOHN KEMPTON of Sandusky was subject of a feature article by Curtis Todt in the Lorain Journal of July 29th; with headlines reading "Sanduskian Cheers Amtrak Arrival / John Kempton is Railroads Greatest Fan"... TOM McOWEN, BILL SPRAGUE and JEAN LONG were mentioned and quoted in a Cincinnati Enquirer feature article, July 8th, on the Railway Exposition Company's trips this summer on private sleeper "Stuart Knott" out of Cincinnati... On July 24th HOWARD HARDING was interviewed by WGAR and on July 25th AL MLADINEO was interviewed by WEWS, both on the Amtrak action in the U.S. House. KARL J. GELFER appeared in a brief interview Aug. 29th on WCMH-TV in Columbus during which anchorman Hugh DeMoss spoke quite highly of OARP... Taking advantage of the "new" Lake Shore Limited with its highly improved reliability, several OARP members have been hosting day or weekend trips on the train. AL MLADINEO and BOB BRADEN hosted a Chicago weekend trip on Oct. 27-28. BOB WICKENS hosted another Chicago trip over Thanksgiving weekend. JOHN KEMPTON hosted a one-day Sandusky-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 OARP Pres. TOM PULSIFER spoke at the TranspOhio/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 identified by name, but we did recognize at least one OARP member, PAUL BUNTING, who participated on the all-night Larry King Talk Show on the Mutual network on July 25th when Amtrak and NARP were featured. There were several calls in from Ohio cities... Our good friend, STEVE AVAKIAN, who is Sen. Glenn's Press Secretary, was spotlighted in a Plain Dealer Magazine feature on July 22nd... One of OARP's "Alumni", ROGER ELLIOTT CARTER is one of the founders of the new Oklahoma Passenger Rail Association.

REMEMBER the PASSENGER TRAIN JOURNAL promotion we ran in the last issue? OARP generated seven new subscriptions which resulted in a \$30.00 donation from PTJ to our OARP treasury. We were 4th highest among the participating ARPs!

OARP PRESIDENT MAKES NORTHEAST CORRIDOR INSPECTORIAL TRIP AS A GUEST OF AMTRAK -- RIDES "CAR 10000" AND THE CAB OF A GG-1

Your OARP President Tom Pulsifer, in his capacity as vice-chairman of the Ohio Rail Transportation Authority, made an official inspection trip over the Northeast Corridor as a guest of Amtrak, August 21-22-23. Prime 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 Washington 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 by Denny 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. Jervis Langdon of Amtrak'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-speed pass, the TLS cuts old spike heads, removes old wooden ties, levels the ballast, installs new concrete ties and relays the continuous welded rail. Sometimes more than a mile of track a day is redone! 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 #175 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 cabs! With Amtrak's Boston Division Road Foreman of Engines he rode F40PH #208 as far as New Haven. Then came the ultimate treat; a ride in the cab of GG-1 #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, the Boston & Maine, Conrail (including the "Wall Street" from Newark to Philadelphia), SEPTA, 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 Adamcik for handling our meeting 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 Edminson, 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 | \$ 570.99 |
| Deposits | \$1,407.45 |
| Memberships | \$590.00 |
| Donations | 817.45 |
| Disbursements | \$1,721.40 |
| Printing | \$646.07 |
| Postage | 419.92 |
| P.O. Box Rent | 16.00 |
| Telephone Calls | 205.50 |
| Office Supplies | 123.92 |
| Spring Meeting | 241.50 |
| Fall Meeting Deposit | 62.00 |
| Winters Bank Svc. Chg. | 6.49 |
| Balance as of 11-7-79 | \$ 257.04 |

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 BROVE as regional coordinator for ELYRIA/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 (yea!) 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 thank Gary for his continuing active involvement with the necessary work of OARP!

DOOR PRIZES 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 PASTERAK
- Amtrak posters
to HOWARD HARDING
DOUG SILLARS
and JOHN EDMINSON
- Amtrak cloth patches
to DAVE MARSHALL
and AL WOLF
- Amtrak Northeast
Corridor General Orders dated 11-3-79
to MALINDA WOLF
and JAMES R. GRAY
- MBTA (Boston) Special notice on "Cancellation of service due to Rock Concert"
to ROBERT DICK
- Amtrak special timetable for 1979 Army-Navy Game special trains
to MR. RUDY SCHWABE
- Voided ticket forms from the Columbus
Union Depot Company
to CLINT ENSWORTH
and BILL FUEHRING
- Amtrak "Get Around On Amtrak" Frisbees
to MRS. BETTY SMITH
and BOB BRADEN

The frisbees were donated by Fred Frayer 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 daytime run through West Virginia and an overnight run between Cincinnati and Chicago, making all connections there. Concern expressed over not 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. Conrail 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, CR will start ripping up track (heavy rail will be used elsewhere on the CR 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 Conrail succeeded in killing the National Limited, the BROADWAY is next for the hit list. The recent schedule change provides local Pennsylvania service at halfways decent hours, but worse for all Ohio stations. And, Amtrak wanted longer turn-around time in Chicago for service-

ing the BROADWAY cars, especially since 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 inter-city 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, Moundsville, Benwood-Wheeling, Zanesville, Columbus, Springfield, 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 C&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

for formulation of necessary ways and means, and legislation which will enable states to proceed to create a quality rail passenger network; including Columbus to Chicago via Indianapolis-Dayton, Columbus to Detroit via Toledo, Cleveland to Cincinnati via Akron-Columbus, and Cleveland to Pittsburgh via Warren-Youngstown, among other intercity routes. Passed unanimously.

Comment: This lengthy resolution was submitted at the meeting by Doug Hudson and the above is a condensation of the essence of it.

- 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 Grumann 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 such 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 a 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 postcard "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'll 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 should 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 difference in 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 1/2" 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. One 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-

person
Comment:

line for other calls. Passed unanimously.
We are now working on this, getting estimates on options available from Ohio Bell. We will be required to have a business line at about \$13.85/mo. plus \$41.00 installation charge. We hope to keep the 372-9868 number intact for OARP, but cannot guarantee this at this time. We hope to get this new line in by the end of the year at the latest.

32) 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: Again, we will investigate the options and get the best service and deal for the lowest cost. A ball-park figure of \$150.00 (one-time cost) has been secured. Your president loves you all, but the incoming calls at 10:55pm with inane trivia have got to come to a stop! And there are people who call during the daytime thinking we do have a full-time office and a full-time executive secretary! We don't!

33) To authorize and implement as soon as feasible, improved communications with regional coordinators and officers and NARP regional directors by means of a monthly (or as needed) mimeographed update/information sheet. 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.

34) To authorize a special mailing to NARP members in Ohio who are not yet OARP members in an effort to get them 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.

35) 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'll 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! Your officers welcome input, ideas and suggestions, on a way to involve an attractive incentive on this. More on this later.

E

36) The NARP resolution -- see related article in w...
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 Fugate — 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. Melcher was 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!

OBSERVATION CAR OPINIONS

NEWS FROM ORTA



Associated Press

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.

ORTA's exhibit at the 1979 Ohio State Fair proved to be popular. It featured an HO-scale JNR "Bullet Train" running in a loop on a 16' table between clusters of scale buildings representing Cleveland, Columbus and Cincinnati.

In the photo, Doug Hyde of Cincinnati is seen watching the train as it loops through "Cincinnati". The train was donated by the Japanese National Railways. The exhibit was designed and constructed by COSI personnel headed by Roger Hosfield.

ORTA's exhibit was featured in several news articles and by several TV stations.

WATCH FOR AND ATTEND THE ORTA PUBLIC MEETINGS IN YOUR AREA!

YOUR ATTENTION, PLEASE! CINCINNATI AREA

OARP members are invited to an informal meeting on JANUARY 16, 1980 at 7:30pm 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.

THANKS to the 6:53 crew for 1979: John & Sandy Edminson, Jean & Davey Long, Al & Malinda Wolf, Dave & Sue Marshall, Linda Leas, Dan Benz, Bob & Cindy Schwenke, Mike Fugate, and Mr. Burkhardt.

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.

OARP has a black-on-yellow 8½ 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 unfolded and please send us a donation for postage to help us out.

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, AGAIN! — REGARDING OARP MEMBERSHIP 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..... | nay | 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 |
| APPLEGATE.... | yea | yea |
| WILLIAMS..... | nay | yea |
| OAKAR..... | yea | yea |
| STOKES..... | nay | yea |
| VANIK..... | nay | yea |
| MOTTL..... | nay | yea |

- A - Melcher 1-year "Freeze" amendment.
- B - Acceptance of Leahy Compromise Package.

- A - Gore-Fowler 1-year "Freeze" amendment.
- B - Final Passage of Amtrak authorization Bill.

UPDATES.... The infamous, useless Amtrak forklift assigned to Columbus, OH, was shipped July 25th to Boston, MA, to replace a worn out forklift there. And, once again, movement of the forklift was via motor freight! One of our Cincinnati OARP members, Bill Sprague, advises there is NO Amtrak signage along major Cincinnati highways; also that ex city manager Donaldson went on record opposing Amtrak directional signage as "there are already too many signs in Cincinnati." Steve Evans, charter OARP member and currently living in Gautier, MS, where he is a NARP director from Region 5, wrote to refute allegations

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 it normally had when run by the Southern Railway. Evans also reports the CRESCENT has been SRO and sold out almost daily this summer despite worn out equipment now assigned to it.

PennDOT PUSHES FOR THREE ADDED 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 will start 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 SHENANDOAH resumed all-rail service between Grafton and Cincinnati on the 14th of August. The economy sleepers have been replaced with HEP-equipped conventional 10-6 sleeping cars. Ridership west of Cumberland is poor.

NEWS FROM AMTRAK

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, but on 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. FY1979

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 41.5% compared to 38.5% 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 Neil Goldschmidt have sent a joint letter to Congress OUTLINING ELEVEN POSSIBLE RAIL CORRIDORS 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 INDIANAPOLIS, 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 Post Road and Rensselaer, now in use. 12.6 miles of track was rebuilt under a \$4.1 million grant from the Federal Government.

MORE NEWS FROM AMTRAK . . .

Amtrak's Board has agreed on ESTABLISHING A PROGRAM FOR MAJOR IMPROVEMENTS in virtually all aspects of Amtrak's 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, upgrading long-distance trains in the West to Superliner equipment as soon as possible, accelerating the change-over from steam to electrified equipment and aggressively pursuing the growth of state-supported trains in the Amtrak system. The Board reviewed a two-year, \$447 million, capital budget that will provide funds for new passenger cars, locomotives, improved stations and maintenance facilities, trackwork, and grade crossing protection. Congressionally authorized funding levels are far above previous years, and raise capital budgets from \$130 million in FY1979 to \$203 million in FY1980, \$244 million in FY1981, and \$254 million in FY1982.

Amtrak took over the CHICAGO-VALPARAISO commuter service from Conrail on October 29th. \$2,942,178 has been allocated to upgrade and modernize a 12-car fleet of former C&NW "9600" bi-level cars for use on this route and also on the Michigan Executive commuter train. Push-pull operation, with the locomotive always at the same end of the train, will be used by these Amtrak commuter trains. Work is expected to be completed by the end of 1980.

ALL-ELECTRIC CARS ARE NOW IN SERVICE ON THE LAKE SHORE LIMITED! The first all-electric consist departed Chicago on October 15. The first westbound all-electric consists departed on the 16th. The cars are part of a fleet of 59 which are being converted to head-end power, which means electricity is supplied from the locomotive or special power-generator car. Through the last week in November, because the all-electric diners and lounges were not available in full supply, Am-dinettes and Amcafes were used on some of the Lake Shore consists to provide dining and lounge service. A similar conversion of 68 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 1980. The newly rebuilt cars are expected to greatly improve the reliability of the trains, especially during severe cold and severe hot weather.

Amtrak's Board approved expenditure of \$1,200,000 to prepare the right-of-way for a DEMONSTRATION SHORT-HAUL ROUTE BETWEEN CHICAGO AND INDIANAPOLIS. The new route would extend from Chicago to Crawfordsville, IN, over tracks of the L&N (ex-Monon), then via Conrail (ex-P&E) to Indianapolis. Construction of a track connection between the two railroads at Ames Tower in Crawfordsville, track surfacing and tie renewal on the 47-mile CR segment are covered in the capital appropriation. Also authorized was installation of standby power at the Indianapolis station. 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 Borie 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 29th, thus reopening 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, owned by members of the Mad River & NKP Railroad Society in Bellevue, were on display on a nearby siding and long lines led to these 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 Pulsifer for staffing OARP's booth during the day.

The Sandusky Amtrak station is the former NYCRR express and baggage office, just east of the old depot proper. It is just off Ohio SR 4 on the north side of the CR tracks. The facility is unmanned.

Early reports indicated to us that ridership at Sandusky has generally been holding up better than Amtrak's initial expectations. There have been problems on occasion in getting the waiting room unlocked at train times, but we are continuing to work on this concern with Amtrak.

AMTRAK MANAGEMENT REORGANIZE TO EMPHASIZE PERFORMANCE AND SERVICE TO PASSENGERS

M. L. CLARK TYLER is Group Vice-President/Passenger Services and Communications.

JOHN V. LOMBARDI is Vice-President/Passenger Services.

CAROLE FORYST is Vice-President/Public Affairs. LAWRENCE 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.

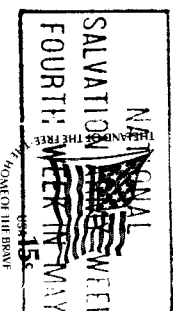
WILLIAM S. NORMAN is Amtrak's new Vice-President/Marketing.

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

The reorganization of the top management team was approved at the September Amtrak Board Meeting, and 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!

THE 6:53
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RAILROAD PASSENGERS
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