TOLEDO TO GET AMTRAK TURBOLINER!

Possibly by April 27th, Amtrak will be extending trains #352 and #353 from a Chicago-Detroit routing to a Chicago-Detroit-Toledo routing. The train is known as the St. Clair and is normally assigned Turboliner equipment and it does handle checked baggage. Based on projections of Amtrak's marketing personnel, the added 114 train miles per day will generate an additional 53,655 passengers per year. Amtrak projects that the adjustments to be made to the existing operations will, in fact, make a profit. No state operating or capital funds will be required for implementation and operation of this service.

The new Toledo-Detroit service will be scheduled to connect at Toledo with Amtrak's Lake Shore Limited although there will be no through car service. Michigan DOT is still intent on improving Detroit-East Coast rail passenger service of which this "Toledo Rail Connection" is a positive start!
THE OHIO ASSOCIATION OF RAILROAD PASSENGERS - P.O. Box 653, Xenia, OH 45385 - 513-372-9868

PRESIDENT Thomas R. Pulaifer, 1751 Wilshire, P.O. Box 371, Xenia 45385 513-372-9868

VICE-PRESIDENT Roger J. Sillars, 2521 Woodlawn Dr., Cleveland 44106 216-737-2752

SECRETARY Lk. Michael Callegari, P.O. Box 133, New Madison 45346 513-879-7224

TREASURER David S. Marshall, 2435 Ridgeway Road, Oakwood (Dayton) 45419 513-296-0227

MEMBERSHIP SERVICES John L. Kempton, 1554 Oldgate Road, Sandusky 44870 419-625-5556

INFORMATION SERVICES Gary D. Amatore, 3081 Shasta Drive, Columbus 43229 614-614-3162

REGIONAL COORDINATORS are your local contact persons who represent OARP:

NORTHEASTERN OHIO REGION
CLEVELAND AREA James Stevenson, 192 Franklin Drive, Berea 44017 216-234-8685

AKRON-CANTON AREA J. Howard Hardin, 409 Overwood Road, Akron 44313 216-737-2752

YOUNGSTOWN-WARREN Bill Huitson, Jr., 5851 S. Ridge Rd., Warren 44484 216-966-3634

ASHTABULA-CONNEAUT John F. Grove, 3902 Valley Dr., Lorain 44053 216-282-3210

ELYRIA-LORAIN AREA John L. Kempton, 1554 Oldgate Road, Sandusky 44870 419-625-5556

CENTRAL OHIO REGION
SANDUSKY AREA Willard B. Edson, 1008 Eton Road, Toledo 43615 419-625-5556

TOLEDO AREA John H. Keller, 721 Woodward Avenue, Lima 45805 419-234-9936

LIMA AREA

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COLUMBUS AREA Karl J. Jeter, 10th Avenue #6, Columbus 43201 614-421-7080

COLUMBUS & SG. OHIO Cols. J. Lebohl, 2650 Neil Avenue, Columbus 43202 614-261-1569

MANSFIELD AREA Richard A. Fry, P.O. Box 881, Bellville 44813 419-886-2875

CINCINNATI AREA Robert D. Goldstein, 3315 Jefferson #22, Cincinnati 45220 513-861-2864

CINTI. & OHIO VALLEY Ronald D. Sarner, 186 Mr. Ims Road, Mt. Orab 45154 513-444-3098


NARP REGIONAL DIRECTORS (REGION VI) FROM OHIO:

Dean E. Denlinger, 3076 Morrison Ave., Cincinnati 45220 513-861-8256

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

Rev. Robert G. Wickers, 170 Villanova Cir., Elyria 44035 513-269-8231

THE OHIO ASSOCIATION OF RAILROAD PASSENGERS is a national organization of railroaders, former railroaders and railroader supporters. It still has a real voice in railroading today.

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(a) Retire traffic control and cab signal systems and all interlockings between Miami City Jct. and Dodson and convert this track to a secondary track operated under Manual Block Rules. (b) Retire track, traffic control and cab signal systems Dodson to New Paris, retaining portions of track between MP 41.7 and 44.3 as an industrial track. (c) Retire track, automatic block and cab signal systems between New Paris and Glen. (d) Remotely control Glen Interlocking from Newman. (e) Retire cab signal system on Trks. 1 & 2 between Glen and Newman. (f) Retire the automatic block and cab signal systems on Trks. 1 & 2 from Newman to MP 136.6 and convert remaining track to a secondary track operated under Manual Block Rules. (g) Retire the automatic block and cab signal systems on the single track from MP 136.6 to MP 158.0 and convert this track to a secondary track operated under Manual Block Rules. (h) Retire the automatic block and cab signal systems on tracks 1 & 2 between MP 158.0 and Thorne and convert the remaining track to a secondary track operated under Manual Block Rules. (i) Retire track, traffic control and cab signal systems between Thorne and Fine. (j) Retire the traffic control and cab signal systems from Fine to "IU" and convert this track to a secondary track operated under Manual Block Rules. (k) Retire all existing remotely controlled interlockings and convert remaining interlocked switches to hand operation. (l) Retire Thorne Interlocking.

(*) Separate application to retire "Dunreith" Interlocking and install stop boards will be filed jointly with the N&W Railway.

Conrail states in its application that "the proposed changes are to retire facilities which will no longer be required for present operation". This is true. Conrail has intentionally diverted all freight traffic off this line. We assume that Conrail wants Amtrak to acquire the line; or that the states of Ohio and Indiana acquire the line. ONCE THE PORTIONS OF TRACK ARE RIPED UP AND THE SIGNALS TAKEN OUT, THIS INTERCITY LINE WILL BE DESTROYED AS A FUTURE INTERCITY PASSENGER SERVICE ROUTE! This is exactly what Conrail and the Penn Central Trustees want! And we feel they will use every trick in their book to get what they want.

LOOK AT HOW THIS LINE FITS INTO AN INTERCITY NETWORK:

AND... if that's not enough to worry passenger rail advocates, now it appears that BOTH key Conrail routes between Dayton and Columbus are in danger! Conrail's recently announced plans to "rationalize" (we think they really mean "abandon") various parts of their system list both the former NYCRR mainline between Springfield and London and the former "National Limited" route between South Charleston and London for "rationalization" (abandonment). This move would force through trains between Dayton and Columbus to run via the bypass west of Springfield, up the old Erie to Urbana, then into Columbus over the ex-PRR "Union City" line. The City of Springfield wants the CR tracks relocated out of the central business district and that may well end any through service through Springfield.
**BUSINESS CAR BRIEFINGS**

We've finally computerized our OARP mailing lists, thanks to member Ed Reiling of Dayton. As with any massive changeover such as this, there are "bugs" to be worked out. We are already aware of some mistakes and misspellings and we'll get them straightened out soon. This would be a good time to let us know of any corrections that do need to be made in your mailing label to assure you of uninterrupted (we hope) receipt of "the 6:53" and other mailings from OARP.

**REMEMBER OUR NEW OARP MEMBERSHIP RENEWAL SCHEDULE:**

Effective January 1, 1980, OARP membership renewal notices are being sent out on an alphabetized/staggered basis that will even out our "cash flow". So far there have been no complaints about this new system even though it would mean that if Arnold Abraham joined OARP as a new member in December ($5) he would receive his renewal notice during the 1st quarter of the following year ($10) but then would count on renewing his membership each year during that 1st quarter.

**JOIN OARP TODAY! USE THIS COUPON . . . .**

**ACCESS TO OARP PRESIDENT SOMewhat IMPROVED**

Your OARP president has changed employment and, thus, can now be reached a bit more easily by phone during the daytime. Tom left the challenges of public school teaching to face different challenges as president and general manager of a new advertising and sales promotion firm in Dayton. The new firm is Sales Pro, Inc. He can be reached at 513-253-5390 or at 461-6605 (9am-5pm) on weekdays.

OARP HAS A LARGE SUPPLY of the new Feb. 3rd AMTRAK NATIONWIDE TIMETABLE and we'll mail you one if you'll send us a business letter size SASE with 41¢ in postage (15¢+12¢+12¢). Look on page 17 and find out about Metroliners in Kingston, RI!

**IS AMTRAK TAKING US FOR A RIDE?**

Reproduced at the left is an Amtrak ticket. Our purchaser paid cash for it over the counter at an Amtrak ticket office in the city of Philadelphia, PA. This was purchased January 21st, 1980 and is good for six months from the date of purchase.

Notice anything unusual about it?

Why this ticket is for an Amtrak service that does not yet exist! And probably will not start running until October 1980 at the earliest -- between Indianapolis and Chicago.

But Amtrak will sell you a ticket for it!

And this ticket will expire before the service starts. Our purchaser will probably turn it in for a refund. But, then, in a sense it is a "collector's item".

And how is Amtrak accounting for the $7.25?

Did the $7.25 go into a general fund? Or do they already have an account established for the Chicago - Indianapolis train? If so, then the $7.25 ought to show up on the January account credited to this train that has yet to turn a wheel.

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CAPITAL DISTRICT BULLETIN BOARD

The following letter by KARL GELFER appeared in the FEBRUARY 1980 issue of OHIO MAGAZINE.

"Brian Usher's article, "He's Been Working on a Railroad" in your November issue demands a response. "I won't argue the point with Rep. (Arthur) Wilkowski that Ohio needs modern, effective rail service. The point I would argue with him on is the type of technology. "If Ohioans consistently vote down school bond levies, now in the name of God does he think that Ohioans will vote a 1-cent increase in the sales tax to build a "Buck Rogers" rail transportation system? What has Rep. Wilkowski done so far for Ohio's railroads? Nothing. Let the dreamers dream on in their dream worlds. "Rep. Wilkowski must get off his pedestal, and come down to reality. A system that incorporates upgrading the present railroad tracks on the corridors identified is more reasonable cost-wise. If the present railroad were upgraded to Federal Railroad Administration Class 6 standards, this would permit a top speed of 110 miles per hour. "Some of Ohio's neighboring states -- Michigan, Pennsylvania and New York -- are already acting to support increased and improved conventional Amtrak rail passenger service. State assistance on track improvements in New York has recently resulted in vast improvements in scheduled performance of Amtrak intercity trains. "It will be the realistic people who will get things done in Ohio. Reasonable, rational solutions are needed to help solve Ohio's intercity transportation problems. We cannot afford to wait until 1985 or 1990 for the Ohio Plan to turn a wheel. Alternatives to the automobile are needed now."

MATERIALS AVAILABLE FROM YOUR OARP "OFFICE":

_____ Amtrak Feb. 3rd NATIONWIDE TIMETABLES (send SASE with 41¢ postage for each copy via First Class Mail)

_____ OARP Membership Brochures - FREE!

_____ NARP Membership Brochures - FREE!

_____ 1980 OARP Calendar listing all local Amtrak phone numbers for Ohio and neighboring states (one copy FREE if you send us a business letter size SASE - for a quantity just send us some postage to help out)

_____ OARP COFFEE MUG ($3.00 donation includes postage)

_____ OARP RAIL TRIP REPORT FORMS - FREE! (4 copies sent if you send us a business letter size SASE)

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NEWS FROM AMTRAK:

A record 21.5 million people rode Amtrak trains in 1979 without a single passenger fatality. Reviewing 1979's record, Amtrak President Alan S. Boyd noted that not only did Amtrak post a zero fatality record among its passengers, but also improved the safety record of its employees. "Rail travel has and continues to be the safest mode of travel, said Boyd. There has not been an accident related passenger fatality aboard Amtrak's trains since December 1976. The rate of injuries among Amtrak's employees, per 100,000 man-hours, dropped from 15.1 in 1978 to 10.4 in 1979. Beech Grove Maintenance Facility in Indiana won for the third time the Best Mechanical Facility Award. Best Division Award for 1979 went to the St. Louis Division.

Amtrak is modifying five of its Amfleet passenger cars in order to expand and improve lounge and dining services on its Chicago - Texas train, the Inter-American. $101,940 will be spent to convert five Amfleet cars into combined Lounge/Dinette cars with existing coach seats and luggage racks being removed from the coach section of the car and replaced with lounge seating. Special handicapped seating will remain unchanged in each car. Work is expected to be completed by November.

Amtrak's Board has approved spending $2.1 million to complete the tie replacement program and to upgrade the signal system on the Amtrak-owned Michigan district track between Kalamazoo and Michigan City. This is part of a multi-phase program to upgrade 33 miles of track to permit reliable 79 mph operations. An investment of approximately $8.5 million has been made so far with the State of Michigan contributing $2.3 million.

Amtrak has moved into the next-to-last phase of a $23 million modernization program for its Beech Grove Maintenance Facility. $2.3 million was recently allocated for continuing rehabilitation of wheel, trim, forge and maintenance shops; the construction of an administration building; upgrading the power plant; plus road and parking lot improvements. Also funded will be purchase and installation of production machinery, shop equipment and tools.

Amtrak's Board recently approved $11.8 million in funding to overhaul tracks between Chicago and Indianapolis, clearing the way for an October 1st start-up of 4½ hour train service between those cities. This action raises to $13 million the total investment Amtrak will make in track. (continued......)
signal at grade crossing improvements on the line to begin a demonstration "short-haul" train between Chicago and Indianapolis as called for in Congressional legislation passed last fall. Trains will operate over the LaRer between Chicago and Crawfordsville, thence over the CR (ex-P&E) line between Crawfordsville and Indianapolis.

Three United Aircraft TurboTrains used by Amtrak in the early and mid 1970's are being retired and will be sold. The three trainsets include six power dome coaches and eight coach cars. The trainsets have been out of service for three years due to excessive maintenance and operational problems and costs. They have been stored at the 30th Street coachyards in Philadelphia.

Amtrak will develop, test and evaluate an automatic ticketing system for possible use in the future at Amtrak's busiest stations. Amtrak will work with suppliers to develop a prototype system consisting of a self-service, passenger operated ticketing machine and an employee operated ticketing machine. Prototype units will be installed and tested at Washington Union Station and Philadelphia's 30th Street Station in July 1980.

Amtrak geared up for heavy holiday ridership, expecting an 8.5% increase in patronage over the Christmas-New Year's period. Between December 15th and January 5th the Broadway Limited ran in two sections daily; with eight cars on the Washington section and twelve on the New York section. Extra cars were added to the Lake Shore Limited. Twenty runs of the Silver Meteor were made with two sections operating; one with 18 cars, the other with 8 cars. The Empire Builder ran daily with conventional HSP-equipped sleepers filling out the extra consists required.

Amtrak has announced new 25% discounts for senior citizens and handicapped travelers with no holiday restrictions, no round trip requirements and no limits on length of stay. The new discounts took effect January 1st and apply to any trip at any time and on any train when the regular one-way coach fare is $40 or more. Federal law defines senior citizens as being 65 or older for the purposes of the discount and sets the basis for eligibility for the handicap discount. A driver's license, birth certificate or other official document showing age will be accepted to qualify for the senior citizen discount. Cards certifying a person as handicapped, such as those issued by government agencies or organizations representing handicapped persons or a letter from a physician may be used to receive the handicap discount. With the introduction of the new special fares Amtrak will no longer discount fares for attendants traveling with handicapped persons.

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### TABLE I - RIDERSHIP BY ROUTE:

<table>
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<th>Route</th>
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### TABLE II - SCHEDULE PERFORMANCE BY ROUTE:

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<th>Route</th>
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<td>60.0</td>
<td>64.6</td>
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EVER WONDER HOW FAST YOU'RE ROLLING? ———

Thanks to OARP member Bob Braden of Cleveland, you can use this table to figure the speed of your train. Watch out the window for mileposts and use a stopwatch or your wristwatch to find the time it takes to travel between mileposts.

<table>
<thead>
<tr>
<th>TIME IN TRAIN SPEED IN SECONDS</th>
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</thead>
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LOVELAND, OHIO, GETS NOD AS SUBURBAN CINCY STATION

A reliable Amtrak source has informed OARP that sometime in 1980 a new stop will be instituted on the Shenandoah route at Loveland, Ohio. Close to I-275, the new station stop will serve populous suburbs north and northeast of Cincinnati. OARP has for several years been pushing for just such a suburban stop to help boost ridership on the Shenandoah route. Passengers from a vast portion of suburban Cincinnati will no longer have to contend with downtown traffic and "backtracking" to get to and from the train station. We are now anxiously awaiting word as to when the new Loveland station stop will be initiated. There is (at this writing) still no word on possible future use of Cincinnati Union Terminal by Amtrak.

OARP PRESIDENT IS ELECTED CHAIRMAN OF THE BOARD OF OHIO RAIL TRANSPORTATION AUTHORITY

At the regular board meeting of the Ohio Rail Transportation Authority on Monday, February 11th, OARP President Tom Pulsifer was elected as new Chairman of the Board. He succeeds Youngstown attorney Paul T. Zellers. Pulsifer served last year as vice-chairman.

Amtrak's 1980 calendar shows a northbound Amfleet train, powered by a new AMT-1 locomotive, meeting an upgraded Metroliner consist on the Susquehanna river bridge between Havre de Grace and Perryville, Maryland. The painting was done by Gil Reid, noted Milwaukee, Wisconsin, rail artist.

OARP'S 1980 WALL CALENDAR IS AVAILABLE ———

Amtrak's 1980 calendar is $4.00 which includes tax and postage. It can be ordered by mailing a check for that amount to:

Amtrak Calendar
P.O. Box 311
ADDISON, IL 60101

OARP President is elected Chairman of the Board of Ohio Rail Transportation Authority

Help Keep OARP Strong & On The Grow: Renew Your Own Membership and Bring in Some New Members!
AMTRAK THURSDAY ADVISORY: OARP advises its members to be persistent in getting the accommodations you want on Amtrak trains. We have had several recent instances of members being told a certain train was "sold out" when it was actually far from being sold out; of sleeping car space being unavailable when in fact said car was empty. If you call the "800" reservations number (800-621-0317 from Ohio points) and don't get what you want, call back and see if you get a different story from a different clerk. If you get two different stories, something is wrong. Be persistent! The cases brought to our attention have dealt with only the Shenandoah and the Broadway Limited. We hope Amtrak is not deliberately misleading the traveling public so they can turn around and justify axing these trains. It's a dirty way to do it. If all else fails, you can sometimes succeed in getting sleeping car space at the last minute (late cancellation) or even sometimes on board the train itself. So don't give up. This is the best advice we can give until Amtrak decides to get the bugs out of its ARTS system.

MANY OARP MEMBERS helped in various ways to spread the word and encourage good attendance at the various ORTA public meetings held around Ohio recently on the high-speed plan.

LAST MINUTE ODDS & ENDS AS WE GO TO PRESS... Fourteen states have expressed some degree of interest in high-speed rail passenger transportation systems. Word is that Ohio's 3-C Corridor, plus five others, will be included in the soon-to-be-released FRA/amtrak "Emerging Corridors" study. Already included are Cleveland-Chicago and Cincinnati-Chicago. The Joint Legislative Rail Oversight Committee of the Ohio Legislature has recommended construction of a high-speed test track and research facility on former FRR right-of-way between North Warren and Ashtabula. Former Conrail Freight Station, adjacent to the Amtrak depot at Elyria, may become a railroad "theme" restaurant, according to Bob Wickens. Howard Harding of Akron officially represented OARP at the December 9-11 HIGH SPEED RAIL SYMPOSIUM sponsored by NYDOT and Amtrak in cooperation with Conrail. Held at Albany, the Symposium included a 110mph Turboliner ride between Albany and Amsterdam over upgraded CR tracks.

CLEVELAND AREA OARP/NARP MEMBERS:
Planning to ride Amtrak's LAKE SHORE LIMITED to and from the TOLEDO MEETINGS MARCH 22nd? Interested in GROUP RATES? Contact "AMTRAK AL" MLADINEO (with Tower Travel Service) as he is in the process of putting a "group" together. Al is a good OARP/NARP member. Home phone is 831-8523.

BAGGAGE & EXPRESS
A bright-eyed OARP member noted a full-page Conrail ad in the Nov. 1, 1979 edition of the Kansas City Times. Conrail doesn't even serve Kansas City!

Many thanks to OARP member Dave Shreiner of Millersburg who verified track conditions with his camera on the B&O lines between Zanesville and Clarksburg, WV, on our suggested route for a rerouted Shenandoah. Some track looks good, some does not.

A great big THANK YOU to all of you who sent Holiday Greeting Cards to OARP! We appreciate your thoughtfulness. Also, a sincere word of THANKS to all who continue sending in clippings, articles, and notes and letters on conditions in your area. Without you sending in this type of material, we could not hope to do very much. And we note an increase in the use of our OARP RAIL TRIP REPORT forms and through these we're accumulating some good data on passenger services provided on many Amtrak trains. Keep the trip reports coming; send us a business-letter size SASE and we'll send you four copies.

On Dec. 17th a DT&G Director's Special operated between Detroit and Springfield, OH; then on the 18th it went on to Cincinnati. Consist was two GTW cars pulled by a newly painted DT&G GP40-2.

Ex-NKP Berkshire #765 (restored to operating condition by the Ft. Wayne R.R. Hist. Society) ran under steam from Ft. Wayne to Bellevue, OH, on December 1st, then on to Sandusky the following day. Reports are that the crew got #765 up to 60mph on part of the trip. Engine will be used for fan trips beginning in 1980.

S. Clark Lord, an OARP member who is active with the Cuyahoga Valley Line R.R., reports the Cleveland-Akron steam train hauled 25,000 passengers in 1979, up from 21,000 in 1978.

Representatives from the states joining with Ohio under the "Interstate Compact" (regional inter-city high-speed rail passenger service) held an all-day meeting at the Downtown Sheraton in Columbus on Feb. 1. General tone of the meeting was quite positive. A second such meeting is tentatively planned for April.

Amtrak's Lake Shore Limited is handling mail from Boston and Springfield, MA, to Chicago.

Look for major trackwork in 1980 on Conrail's mainline between Van Wert, OH, and Ft. Wayne or Amtrak's Broadway Limited route.

The Adirondack Railway is now running passenger trains between Utica (Amtrak Sta.) and Lake Placid. Write them at Thendara Station, Box 579, Old Forge, NY 13420 for information and schedule.
Amtrak's parallelo locals may face discontinuance again(1) when the current federal subsidy to Amtrak to operate these commuter trains runs out. The AAR predicts railroads will make a solid comeback in the 1980's. Congressman Harley Staggers and both the Shenandoah and the Cardinal owe their continued existence to the Constitutional problem. Yet the Broadway was kept and the National was dropped. Senators Glenn (OH) and Bayh (IN) have lined up nine Senators from states formerly served by the National Limited and word is they plan to issue a statement asking nine Senators from states formerly served by the National Limited and word is they plan to issue a statement asking for a return of the National Limited reinstited. Senators Glenn (OH) and Bayh (IN) have lined up nine Senators from states formerly served by the National Limited and word is they plan to issue a statement asking for a return of the National Limited. Pennsylvania Congressman Allen Ertel is preparing a measure for introduction in the U.S. House of Representatives along the same line. It is said that attempts would be made to bring back the National without the help of 403-b funding. Ohio is prohibited by the State Constitution to lend aid or credit for any purpose in connection with railroads. Ohioans who have been reluctant to investigate "purchase of service" as a way to get around the Constitutional problem. It is no secret that in its last month of operation, the National Limited had better ridership than the Broadway! Yet the Broadway was kept and the National was dropped. It is also apparent that the dismal ridership on the Shenandoah west of Martinsburg and on the Cardinal is that data that is coming back to haunt Amtrak and the politicians who insisted that "their" train must stay come what may. Both the Shenandoah and the Cardinal owe their continued existence to Congressman Harley Staggers and Sen. Robert Byrd. Actual ridership and revenues need a big boost!
The U.S. Dept. of Justice filed suit on December 20th against the Southern Pacific Railroad alleging that the SP violated federal law by favoring its freight trains over Amtrak passenger trains. According to the complaint, Amtrak's Sunset Limited did not finish a single trip on time during July, August, September and October. During the first two weeks of December the Sunset was late every day and on four occasions the delay amounted to more than nine hours. The complaint confines itself to SP operations on a 362 mile segment between New Orleans and Houston, the segment where most of the delays allegedly occurred. Amtrak requested the Justice Dept. to file the suit against the SP in behalf of itself and its passengers in order to protect the interest of Amtrak passengers.

In a memorandum filed with the suit, the Justice Dept. asked the court for a temporary restraining order immediately directing the SP to prevent any avoidable interference of Amtrak trains by freight trains. The complaint states, "The delays experienced by passengers on the Sunset Limited discourage the public from using it and deprive it of passenger train service as an alternative means of transportation." Amtrak President Alan S. Boyd, in a December 20th news conference, emphasized his hopes that the action against SP would send a message to other railroads providing unsatisfactory service, and that it would not be necessary to seek the support of the Justice Dept. again.

He praised several railroads for providing good service: Milwaukee, Southern, Seaboard Coast Line, Union Pacific and, in recent times, Conrail. The SP, on December 21st, agreed to give the Sunset priority over freights, but claimed it had been doing so all along. SP also agreed to an Amtrak demand that SP report in detail any delay of more than 10 minutes caused by freight train interference between Houston and New Orleans. A February 4th hearing date was set at Amtrak's request.

OARP EXTENDS BEST WISHES TO NEW ARP!

Once again OARP has been able to provide a little help to those getting a new ARP off and running. In this most recent case it is the LOUISIANA ASSOCIATION OF RAILROAD PASSENGERS. We extend best wishes to LOUISIANA ARP and its new President, Zane Katsikis.

BROADWAY IMPROVES!!

Surprise! The operating performance of the Broadway Limited is now much improved! This is really a good piece of news. The on-time performance seems to be a result of a) better cooperation with Amtrak, b) decent winter weather so far, and c) a drop in the level of CR freight traffic on the Ft. Wayne line. The infamous "dancing diamonds" at Lima are FINALLY being replaced to improve safety at the CR-B&O-N&W crossing east of the Amtrak depot.

Our thanks to John Keller for this Broadway route news.

Unofficial word is that all-HEP equipped consists will appear on the Broadway starting in May.

JOHN DelORA: VIEWPOINT ON NARP (John Delora, a Region VI NARP Director from Detroit, Michigan.)

A good deal of misinformation has been circulating about the motion of the NARP board in its vote to quit fighting for the Melcher amendment, which would have frozen the present system. Since I made that motion, I'd like to explain.

First of all, the motion was not a surprise to many of the members. I discussed the issue with several directors on the train on the way to the meeting. I also tried to find out how Ross Capon felt about it. Ross refused to take a position on continuing the fight for the Melcher amendment, but did say he wanted some clear direction from the board on that issue.

I proposed the motion for several reasons, the most important of which was the fact that the battle to freeze the route system had already been lost. Congress felt the issue had been decided, and wanted to get on to other business. It may not please NARP members, but Congress regards Amtrak as a very minor issue. To keep pestering them (and that is just how they view it) would only damage our future relations with them. I wouldn't remain in NARP if I thought it was a lunatic fringe group, but unfortunately, there are many on Capitol Hill who hold that opinion of us. By continuing to fight for a dead issue, we would only reinforce that view and lose the credibility that we have so painfully built up through the years.

The next question is: was the issue dead? Support for the Melcher amendment had already peaked with a tie vote and began declining before the NARP board met. After the NARP board meeting, it could not even get enough support to get called up for a vote.

Next, really few members of NARP really understood the full implications of the Melcher amendment. Most people understood, correctly, that it called for a one year freeze of the Amtrak route system. Few realized that it was an amendment to an appropriations bill, not an authorization bill. Instead of giving Amtrak more money as it would if it were part of an authorization bill, it would have meant that money to run the additional trains would have had to come from somewhere else in Amtrak's budget. There was only one source for the extra money: capital for new equipment.

The effect of passage of the Melcher amendment would have meant at least one more year of Amtrak management scrapping older cars (instead of putting them into storage) in order to force Congress to buy more equipment. Now, Amtrak is storing the older cars instead of scrapping them.

The NARP office only has two persons to lobby on a full-time basis. We should keep them working productively on projects that have some prospects of success.
John DeLo (Viewpoint on NARP) (from previous page)

Finally, the NARP board wasn't hoodwinked or outfooled by Clark Tyler or anyone else. Any of them who had been paying attention during the two day meeting realized that, in one form or another, a motion to quit fighting for the Welfare amendment was going to be brought up. The members present knew exactly what they were voting for, and why.

And in voting almost 2-1 in favor of the motion, they showed that they had the good sense to quit wasting time and to get on with building a better passenger train system.

OARP TAKES ACTIVE INTEREST IN CARDINAL RESCHEDULING

Amtrak has temporarily postponed a planned rescheduling of its Cardinal service between Washington - Cincinnati - Chicago due in part to pressures brought by OARP, NARP, and a new ARP group based in Beckley, WV, called Retain the Train. A new schedule was to have gone into effect February 3rd, but just before the new timetables were printed, Amtrak postponed the schedule change. OARP's main objection with the present schedule is that it gets to Chicago too late in the day to connect with other long-distance Amtrak trains; and likewise leaves Chicago too early in the day to afford connections from western and northwestern Amtrak trains. We'd better if the Cardinal left Washington late in the afternoon, arriving Cincinnati around 7:30am and Chicago by early afternoon. We'd like to see the Cardinal leave Chicago in the late afternoon, leave Cincinnati around 11pm and arrive in Washington shortly after noon. We were able to get a copy of Amtrak's proposed schedule which would pretty much kill off existing ridership at the Indiana stations, and leave Washington too early or arrive too late to be of much use to anybody making connections to or from the NEC or the Florida trains. Here is a condensed version of what Amtrak proposed for trains #50 and #51:

50 51
10:10am - Lv. WASHINGTON Ar. 9:10pm
12:37pm - CHARLOTTESVILLE - 6:17pm
3:43pm - WHITE SULPHUR S - 3:13pm
4:56pm - HINTON - 3:55pm
7:08pm - CHARLESTON - 11:55am
8:17pm - HUNTINGTON - 10:46am
8:37pm - TRI-STATE STATION - 10:26am
10:13pm - MAYSVILLE - 8:44am
11:42pm - Ar. CINCINNATI Lv. 7:21am
11:57pm - Lv. CINCINNATI Ar. 7:06am
2:07am - RICHMOND - 5:00am
3:03am - MUNCIE - 4:00am
3:42am - MARION - 3:18am
4:17am - ELKHART - 2:40am
6:50am - Ar. CHICAGO - Lv. 10:30pm

Additional Stations listed:
Alexandria Manassas
Culpeper Staunton
Glinton Forge Alderson Prince
Alder son

Unofficial word is that this proposed schedule might become effective with the April 27th timetable change, however, we hope only a slight revision of the present schedule will be made.

The ANNUAL REGION VI NARP MEETING, the MIDWINTER OARP MEETING and the MARCH NARP MEETING will again be held this year in the city of TOLEDO, OHIO, on SATURDAY, MARCH 22nd, at the HILLCREST HOTEL (not at the Commodore Perry as in past years).

Agenda: 10:30a - Registration (Parlors A & B)
11:00a - MIDWINTER OARP MEETING (Parlor A)
MARCH NARP MEETING (Parlor B)
12:30p - Buffet Luncheon (@$7.50) (Lower Terrace)
Menu: Baked Chicken or Swiss Steak, plus Parsley Buttered Potatoes, Green Beans, Salad Bar, Homemade Soup, Rolls, Butter, Coffee or Tea, Light Dessert.
2:00p - ANNUAL REGION VI NARP MEETING (Parlors A & B)
GUEST SPEAKER: JACK MARTIN, Pres. of NARP
Election of NARP Region VI Directors
Reports from Michigan, Ohio & Indiana
Resolutions & other NARP business
5:00p - Adjournment

YOUR $7.50 INCLUDES: Luncheon, tax, gratuity, and will help to defray expenses of rental of the additional meeting room space, plus helping cover some miscellaneous costs in connection with the day's meetings.

IF YOU DO NOT JOIN US FOR LUNCH -- you will be asked to contribute $2.50 towards the meeting room rental cost.

PARKING AVAILABLE AT THE HILLCREST HOTEL!

OARP CARPOOLS

As always, OARP officers and regional coordinators will serve to coordinate carpooling and ride sharing on MARCH 22 and from the TOLEDO MEETINGS.

WELCOME HOOSIERS!!!

INDIANA now joins NARP REGION VI, and we extend cordial welcome to the Indiana NARP members attending March 22.
Coordinator for this year's joint meetings is HOWARD HARDING with local assistance from WILLARD EDSON. Contact Howard (Akron 216-867-5507) or Willard (Toledo 419-536-0643) if you have questions or special concerns. OARP appreciates the work these gentlemen have done in setting up the meetings this year.

Any $$ surplus after all bills are paid will be donated to NARP's operating fund unless a resolution to the contrary is passed by those in attendance.

Scott Hercik of MichiganDOT will be on hand to tell us about Michigan's new passenger rail service plans! ORTA's Phase II Report may be available at the time of the Toledo Meetings. Update information will be presented.

Any resolutions to be presented at the NARP Meeting should be in written form with copies. Tables will be available for displays, freebies, etc.

Including a luncheon this year was prompted by the difficulties many had last year in getting lunch at noon on Saturday. We MUST have a minimum of 25 reservations and have estimated for 80-100 to attend.

"POST-MEETING GET-TOGETHER" -- It would be helpful in planning to know how many are planning to take #48 home or otherwise "hang around" after the 5:00p adjournment. If there will be enough people we will attempt to keep one of the meeting rooms for a waiting and discussion area. See the reservation form.

"SHUTTLE SERVICE" -- Those planning to arrive by public transportation MUST notify us in advance if they want someone to meet them. Since Toledo area ORA/NARP activists are few in number, such arrangements require some advance planning. We won't promise to meet you, but will try our best to accommodate.

There is bus/van service from both Toledo Express and Detroit Metro Airports directly to and from the HILLCREST HOTEL. The HILLCREST is one block from the Trainways Bus Terminal and 6 to 8 blocks from the remodeled Greyhound Terminal. City Bus Service is available between the Amtrak Station and the Hotel; a transfer is involved. Cab service is available, but it is sometimes limited in the evening and if the weather is bad.

Several have already planned to stay overnight Friday evening (Make your own arrangements with the HILLCREST HOTEL by calling their toll-free line: 1-800-327-9157) and an informal get-together can be arranged. See reservation form.

In years past our joint meetings in Toledo have been well-attended. We're looking forward to another GREAT DAY! YOUR presence will help make it a success! We'll see you!
"the 6:53" is the official bi-monthly (Feb-Apr-Jun-Aug-Oct-Dec) publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, a not-for-profit organization of some 550+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to help WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES in and through Ohio. The work of OARP is supported solely through membership dues and by extra donations of time, talents, and dollars by our members. JOIN US TODAY in the fight for better trains! Annual dues are $5 (min.) for NEW members and $10 (min.) for membership renewals. Use membership coupon appearing in this issue.

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