

# THE 6:53

THE OFFICIAL PUBLICATION OF THE

**OHIO ASSOCIATION OF RAILROAD PASSENGERS**

Post Office Box 653 • Xenia, Ohio 45385

THOMAS R. PULSIFER, EDITOR

ISSUE 13

SEPTEMBER 1976

## OARP'S FALL MEETING SCHEDULED

SATURDAY, OCTOBER 9, 1976 1:00 - 4:00pm  
in COLUMBUS, OHIO at the HOLIDAY INN - WEST  
4601 W. Broad St. (US 40), just west of I-270

GUEST SPEAKER: JOSEPH VRANICH from Amtrak

Joe Vranich, Special Representative-Public Affairs with Amtrak in Washington, is a member of Amtrak's Planning Committee. In addition to giving us the latest information about the new Amtrak service across southern Ohio, Joe will discuss some of Amtrak's plans, both for the immediate future and long-range plans. He will also share with us some interesting information on how specific routes are selected for service; how decisions regarding service levels and schedules are reached. This should be of special interest to all OARP members.

Registration and displays will open at noon. Lunch is on your own. Coffee will be available during the meeting. As usual, to help defray meeting expenses we will ask a \$1 donation from each person attending. Guests are most welcome! Come and bring a friend!

Car-pool arrangements (if you need a ride or can offer to take others with you) may best be made by calling the OARP officer, chairman or coordinator living nearest you (see OARP directory elsewhere in this issue). This Holiday Inn can also be reached by walking about a mile from the COTA busstop at Westland.

JOIN US OCTOBER 9 FOR AN INFORMATIVE MEETING!

NOTE: OARP officers, chairmen, coordinators are asked to meet at 11:30am for a short but important discussion on several matters.

## SEATTLE - SALT LAKE CITY NAMED NEXT AMTRAK EXPERIMENTAL ROUTE

Amtrak's Board of Directors, following a mandate from Congress, designated on August 25th an experimental route to link Seattle with Salt Lake City via Boise, Idaho, as the nation's next intercity passenger rail service.

This newest daily Amtrak train is expected to begin operating in the Spring of 1977 following completion of necessary track and facilities work. It will be an extension of one of Amtrak's existing Seattle-Portland trains and will provide connections at Ogden with the San Francisco Zephyr and at Salt Lake City with the Rio Grande Zephyr of the D&RGW.

Amtrak has recommended an all-coach train using new cars from Amtrak's stainless steel Amfleet series including two long-distance 60-seat coaches, an Amclub car with space for 22 coach passengers and 18 first-class parlor car passengers and a baggage-mail car.

(continued on page three...)

THE RAIL ISSUE WILL NOT APPEAR ON THE NOVEMBER BALLOT IN OHIO

"the 6:53" is the official publication (Jan-Mar-May-Jul-Sep-Nov) of the OHIO ASSOCIATION of RAILROAD PASSENGERS, an organization supported through the dues and donations of its members and whose purpose is to coordinate efforts of concerned citizens to promote travel by train and to urge the improvement and expansion of rail passenger services in and through Ohio. OARP welcomes new members (regular membership still only \$5 annually) and also appreciates receiving letters, news articles and other materials. The ever-increasing volume of mail often prevents individual acknowledgement of materials submitted, but we THANK YOU just the same! Please write for a copy of our OARP brochure!

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THE OARP DIRECTORY \_\_\_\_\_ revised and corrected as of Sept. 1, 1976

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COPIES of most BACK ISSUES of "the 6:53" ARE AVAILABLE to members upon request (stock of some early issues is very low, however), but it would help our postage fund if you would enclose a 13¢ stamp for each issue desired.

WE CAN PROVIDE one to three dozen copies of this or recent issues of "the 6:53" for you to hand out to prospective members, club meetings, etc. Please write or call OARP in Xenia (513-372-9868) to arrange.

OARP's SOUND-SLIDE SHOW is READY TO GO for use by individual OARP members or for presentation to groups by an OARP member. Write or call Tom Pulsifer (between 4 and 10pm) for details.

## SEATTLE - SALT LAKE CITY (from page one)

The Amtrak planners proposed a tentative schedule calling for an early morning departure from Seattle; arrival in Portland about noon; arrival in Boise near midnight, and at Salt Lake City in the morning in time to connect with the eastbound Rio Grande Zephyr (which will remain a tri-weekly operation). A detailed schedule will be negotiated with the Union Pacific Railroad over which the new train will travel.

The cities which will be served include all points on the present Seattle - Portland line as well as the following cities which will receive new service: Hood River, The Dalles, Pendleton, La Grande, Baker and Ontario, OR; Nampa, Boise, Mountain Home, Shoshone and Pocatello, ID; and Brigham City, Ogden and Salt Lake City, UT.

## SURPRISE! AMTRAK OWNS SANDUSKY STATION

One July 13th, Amtrak quietly announced that (among other acquisitions) they had purchased the former NYCRR passenger depot in Sandusky, Ohio. Then along toward the middle of August OARP heard the rumor that Sandusky would become a flag-stop for the Lake Shore Limited starting October 31st.

BUT... we checked with Amtrak in Washington and learned that the rumor was a false one. OARP was told that Amtrak purchased the station and that a stop would be established there at some time in the future, not this year. We were also told that right now there are no definite plans for the second train on the Cleveland - Chicago route, though the official we spoke with conceded that a second train was needed.

Other Ohio properties acquired by Amtrak in July were the stations at Canton, Lima and Crestline, plus additional land adjacent to the Cleveland Lakefront station site. At the same time Amtrak acquired a sizable number of railroad lines, stations, rolling stock and maintenance facilities in the Northeast Corridor and at some locations in the Midwest. This includes the infamous 12.2 miles of "missing" track between Post Road and Rensselaer, NY, which will be used eventually, when tracks are relaid, by the Boston section of the Lake Shore Limited.

## POPULAR U.S.A. RAIL-PASS EXTENDED

Rail travelers using Amtrak's U.S.A. RAIL-PASS will have reductions of up to 34%, effective the 8th of September, as lower off-season rates go into effect.

The popular passes are good for unlimited coach travel on any non-Metroliner train throughout Amtrak's nationwide system as well as on the Southern Railway.

The passes can be used to upgrade riders to sleeping, parlor or Metroliner accommodations on a space available basis, either on board the trains or no sooner than 60 minutes before departure time, by paying the difference in fares between coach and Metroliners or applicable accommodation charge.

New prices for the domestic U.S.A. RAIL-PASS, effective September 8, through May 15, 1977, are \$165 for 14 days, \$220 for 21 days, and \$275 for 30 days of unlimited coach travel.

## WORK STARTS ON CLEVELAND STATION

Construction began on Amtrak's new Lakefront passenger station in Cleveland with a groundbreaking ceremony the morning of August 31st. Several OARP members were able to attend the groundbreaking.

Amtrak awarded a contract on August 3rd to the firm of Jance & Co. (Willowick, OH) to build the 5,700 square foot structure on the existing site along Memorial Shoreway. The contract award is for \$551,950 to construct a station building, walkways and a driveway.

The new station will accommodate as many as 150 passengers and visitors and will incorporate modern ticketing and baggage facilities plus a comfortably furnished waiting room. The new station is expected to be completed in the Summer of 1977.

OARP notes that the Amtrak ticket office at Cleveland is now open 24 hours daily for your convenience.

ORTA — NOT YET ABLE TO GET OUT ON THE MAIN LINE

OARP's relations with ORTA this summer have been interesting, to say the least. OARP is supportive of ORTA and its acting director, Carl E. Freshour, and it is made known to us that this support is welcomed. But, ORTA is still having problems, including some continuing harassment, and we do not look for simple nor quick solutions.

In short, ORTA (the Ohio Rail Transportation Authority), created by legislation in 1975 to be the official state agency dealing with rail matters, is still unable to proceed with its designated tasks thanks largely to continuing conflicts with ODOT and the anti-rail development position of the Rhodes administration.

OARP believes that if every OARP member in Ohio would write his or her State Representative and State Senator asking why ORTA is not being allowed to function as legislated and pointing out the vital need to get moving NOW on rail revitalization, that some good might be accomplished.

State Rep. Art Wilkowski has to date conducted three House committee hearings into the ORTA problems and acts of harassment against ORTA. OARP members have attended these as spectators and as a show of support for ORTA. Testimony was received from ORTA, ODOT and State officials. But at the second hearing on August 13, several State officials who were slated to testify were (conveniently?) ordered "out-of-town" by their superiors!

Your OARP president and a few other OARP members were able this summer to attend the July and August ORTA Board Meetings and talk with some of the ORTA Board members and ORTA staffers. The continuing presence of key ODOT officials at the ORTA meetings is strong, yet to some extent ORTA is still dependent upon ODOT rail work begun before ORTA could get going at all.

Many OARP members were very pleased when Carl Freshour stood up at the end of our July OARP meeting and said he was very impressed with our meeting and would try to get to all

OARP quarterly meetings in the future!

At the end of June, Freshour resigned as a member of ORTA's Board. Late in July, Gov. Rhodes appointed Rowland Deal of Lima (a UTU official and B&O-Chessie employee) to the vacancy. On August 2nd, Deal resigned, and this vacancy has yet to be filled. The FRA has also challenged the legality of two other ORTA Board members because of alleged conflict-of-interest, and is holding up all federal grants to rail lines in Ohio because of this. Larry Knight is the ConRail trainmaster at Bellefontaine and Dominick Insana is a civil engineer for ConRail (ex E-L) at Cleveland. Other ORTA Board members are Youngstown attorney Paul Zellers (Chm.) and ODOT Director Richard Jackson. The conflict-of-interest issue is legally complex, but if not resolved soon, Ohio could face grave consequences next April 1, when the 100% federal subsidy period ends.

Shippers on Ohio branch lines are worried, and rightfully so. And despite the ORTA Board's unanimous decision to keep the Cleveland-Youngstown passenger train running, it could very well come off in April 1977.

And we felt very awkward indeed when ODOT offered OARP exhibit space at the State Fair and then approved OARP's plans to assist Amtrak, when ODOT completely prevented ORTA from even putting up a poster in the Transportation Building at the Fair! And this at a time when ORTA has a need to get a positive image before the public!

ORTA continues to get bad press, but at least OARP rebuttals have been printed to counteract the negativism.

Freshour has been able to employ some very positive staff members, and for this we are glad. But some internal problems continue to restrict the abilities of these people. Admittedly the first days, weeks and months of a new State agency can be difficult. ORTA seems to have had more than its rightful share of problems.

We are optimistic for the future of ORTA and revitalized rail in Ohio. But it is still a complicated situation that merits the attention of all concerned OARP members.

Early in August, Amtrak's Ohio Sales Manager, Joe Pollard, called me asking if OARP would be willing to assist Amtrak with their display at the Ohio State Fair in Columbus, August 26th through September 6th. Pollard asked to borrow our slide show for use in a continuous-slide presentation. He also asked if we could provide some manpower to assist the Amtrak personnel in charge.

Since the exhibit agreement with ORTA (see article elsewhere) was then off, I replied that OARP would be glad to help Amtrak and asked if, in return, Amtrak would allow us to make available our yellow promotional/member-ship brochure. Pollard said Amtrak was agreeable to this; adding that he was told upwards of 300,000 would see the Amtrak display.

Before my wife, daughter and I left for our annual New England visit I delivered our slides to Joe Pollard in Cincinnati and arranged with Chantry Press for a reprint of 30,000 of our brochures at a cost to us of a little over \$300. Due to the low treasury, I hesitated to commit OARP to a larger order although we could have used them.

On August 21st I picked up the brochures, neatly packed by the printer in ten cartons. Early in the morning of the 22nd, Amtrak agent John Edminson (who is also an OARP member) and I loaded the ten cartons into the baggage car of the eastbound National Limited at Dayton for shipment to the Amtrak Ticket Office at Columbus where the State Fair exhibit was being assembled and stored.

Meanwhile, one of our newer and more active members, Karl Gelfer of Columbus, and I began scheduling OARP members to help man the display and give the Amtrak people rest breaks during the day. OARP was able to provide some help for each day of the Fair and the assistance was welcomed by the Amtrak people. Regrettably we could not arrange for passes and parking permits for our volunteers, but no one voiced strong objection. They were generally only too glad to help out and do some promoting of Amtrak to the Fair visitors.

The free-standing Amtrak display was located in the round ODOT building just south of the grandstand at the center of the Fairgrounds. The display featured the continuous-slide presentation (using Amtrak slides plus OARP's slides). Also provided were a large mounted map of the Amtrak system and a large map of Ohio detailing present and projected Amtrak routes. A dozen large color and b&w photographs of Amtrak trains and equipment were mounted on the walls. Literature racks were kept filled with current Amtrak timetables, brochures, coloring books for the kids, and of course by agreement, OARP's brochures.

During the Fair several other OARP members stopped by and introduced themselves. Many commented favorably on the display; some saying they were especially glad to see rail travel being promoted amidst all the ODOT (mostly highway) exhibits with their paid attendants. I feel it is only fair to point out that with the exception of Joe Pollard and Fred Frayer (Pollard's assistant in sales) all other Amtrak personnel worked at the Fair display on their own time.

At the risk of leaving somebody out, I would like to thank the OARP members who helped out at the Fair:

Karl Gelfer, Tom Nastoff, Jack Kraft, Gary Amatore, Ron Garner, Al & Malinda Wolf, Dave Lebold, Howard Harding, Sandy Edminson, Alex Heingartner, Rodg Sillars, Tom Pulsifer, and Tom Maher.

Amtrak personnel in charge of the Fair display were; Joe Pollard, Fred Frayer, Tom Andrews, Kathy Roberts, John Edminson, Becky Mulquin and Jan Carter.

We were glad for the opportunity to help Amtrak in this exhibit, even though arrangements were "last minute". Hopefully OARP will also pick up a significant number of new members through the display-availability of our brochure. And hopefully Amtrak ridership in Ohio will increase and that more people will now be more aware of the Amtrak service that is available to them in Ohio.

"6:53" DISTRIBUTION REPORT presented at the July OARP Meeting is summarized here at the request of several OARP members who thought the information should be shared with all:

The JULY 1976 "6:53" was mailed to:

- 305 OARP members, the good people who keep this organization going!
- 166 Amtrak authorized travel agents in Ohio and eastern Indiana
- 153 Legislators and aides in Columbus and Washington
- 90 Prospective OARP members and those who wrote for sample copies by mail
- 64 other rail passenger associations and related individuals, incl. NARP
- 29 Amtrak and Auto-Train officials, mostly in Washington
- 29 Professionals in the field of railroad transportation
- 28 Regional transportation authorities and related individuals in Ohio
- 26 Chambers of Commerce in Ohio's larger cities, convention bureaus
- 14 misc. railroad clubs and organizations in Ohio, incl. NRHS chapters
- 11 rail trade journals and media contacts, such as Rail Travel News, etc.
- 915 TOTAL copies mailed out at a cost of \$118.95 in postage

Printing cost for this issue was \$155.71. This included approximately 300 additional copies for our files, distribution at meetings, and requests for copies received after general mailing was made.

-- Tom Pulsifer, Editor

#### FIFTY ATTEND OARP's MIDSUMMER MEETING

Nearly fifty attended our July 17th Midsummer OARP Meeting at the Holiday Inn West in Columbus. We had a good day, good facilities at a very fair price, and received close to \$75 in donations. We also gained four new OARP members!

Guest speaker Carl E. Freshour, Acting Director of the Ohio Rail Transportation Authority told about the shaky beginning of ORTA then spoke optimistically of ORTA's role in the development of high-speed passenger rail transportation within Ohio. Freshour introduced two of his staff members who also spoke briefly; Jim Acomb, attorney assigned to ORTA from the Attorney General's Office, and Sue Whitaker, administrative assistant to Mr. Freshour. Mrs. Freshour also attended the meeting.

Our meeting received good press coverage. Carl Freshour and OARP Pres. Tom Pulsifer were both interviewed by WOSU and these interviews were aired several times during newscasts in the two days following the meeting.

Display materials were courtesy of OARP, the AAR, and Amtrak (our thanks to Thomas M. McGinley for sending a carton full of timetables and folders from the Indianapolis Sales office to us via Train #30). Joe Schwieterman was able to sell 24 of his OARP pin-on badges to members attending that day.

#### ATHENS - PARKERSBURG - CHILLICOTHE MAP

We have already received several requests for our new How-To-Find-The-Station map for the new Amtrak route across southern Ohio. We expect to have this map folder ready around the 1st of October.

As always, a stamped, self-addressed envelope with your request saves our time and helps our postage fund. If you can use quantities, please estimate postage (6 maps = approx. 1 oz.) and enclose with your request. Some of our OARP station maps now appear in Amtrak's Reservations Manuals and Station Profile Book, both standard reference equipment at all Amtrak ticket offices.

Some of our other maps were updated and reprinted this summer (demand for some has been rather heavy) and all are now in pretty good supply.

#### OARP's HOW-TO-FIND-THE-STATION MAPS:

1. CLEVELAND - ELYRIA
2. TOLEDO - LIMA
3. CANTON - CRESTLINE
4. DAYTON - COLUMBUS (shows location of temporary station to be used when Union Depot comes down)
5. CINCINNATI - LOUISVILLE (with auto-train directions)
6. INDIANAPOLIS - MUNCIE - RICHMOND
7. TRI-STATE STATION - HUNTINGTON - SOUTH PORTSMOUTH
8. MARION - PERU
9. ATHENS - PARKERSBURG - CHILLICOTHE
10. SANDUSKY (in preparation)

Steam Tours, Inc., Box G, E. Akron Sta., Akron, OH 4305 will sponsor two round-trip excursions, Oct. 3 and Oct. 10, Wilkinsburg - Altoona, PA, via ex-PRR mainline around Horseshoe Curve, pulled by ex-Reading. They expect both trips to be sold out soon! Write them for folder!

## COLEMAN SUPPORTS WICKENS FOR AMTRAK BOARD SEAT

At the request of Sen. John Glenn, Secretary of Transportation William T. Coleman, Jr, has put the name of Rev. Robert G. Wickens of Columbus, Ohio to President Ford for consideration as a member of Amtrak's Board. A Lorain Journal article said Wickens "has done more to promote Amtrak in Ohio than any one private citizen." Wickens is an OARP member and serves on NARP's Board of Directors representing our Region.

**HEAVY RETURN** of OARP's RAIL TRIP REPORTS show that many OARP members have been riding the trains this summer! That's great! And these reports help us keep tabs on good and not-so-good aspects of rail travel. Need blank forms? Just write and enclose a long SASE. Thanks!

## IC - RSPO ANNOUNCES PUBLIC HEARINGS ON CLASSIFICATIONS AND DESIGNATIONS OF ALL MAIN AND BRANCH LINES OF CLASS I RAILROADS THROUGHOUT THE UNITED STATES -----

The Interstate Commerce Commission's Rail Services Planning Office announced August 9th that it will conduct public hearings throughout the U.S. in September regarding the Federal program for classifying and designating the main and branch lines of Class I railroads in the U.S.

As the first of a series of studies directed by Congress to determine the best means of rehabilitating, revitalizing, and rationalizing the nation's railroads, the Secretary of Transportation on August 3, 1976, released a report preliminarily classifying and designating main and branch rail lines according to their level of usage, their contribution to economic viability, and the degree to which they are essential to the rail transportation system. Following completion of the hearings and its own studies, the Office will submit a report to the Secretary by December 1st setting forth its conclusions and recommendations. By January 30, 1977, the Secretary, with the cooperation and assistance of the Office, will publish final standards, classifications and designations. These will be used both in developing the ultimate program of railroad rehabilitation and improvement financing under Title V of the Railroad Revitalization and Regulatory Reform Act of 1976 and in determining the priorities for allocating the funds authorized for rehabilitation and improvement to be furnished by the Secretary through the purchase from railroads of redeemable preference shares.

Alan M. Fitzwater, Director of the RSPO said, "The hearings are designed to obtain the views of the interested public with respect to the classifications and designations of the rail lines and the rehabilitation and improvement program under the 4R Act." The Ohio hearing will be held in Room 2930 of the new State Office Tower, 30 E. Broad St., Columbus, on September 23rd, starting at 9:30am. Tom Pulsifer and Jim Lewis from OARP attended the briefing session on this matter in Columbus on August 23rd. OARP plans to testify at the Columbus hearing regarding the possible impact on present and proposed rail passenger service routes in and through Ohio.

## DEADLINES SET FOR OARP QUARTERLY MEETINGS

OARP members attending the July 17th Mid-Summer OARP Meeting in Columbus voted unanimously to change the OARP Constitution (see last issue) setting the Annual Meeting and Election of Officers in the Spring instead of the Winter. It was also felt that the "major" (Spring-Fall) meetings could be held in central Ohio. Hence, the Summer-Winter meetings will be set each year in different areas of Ohio to bring OARP closer to the various regions and encourage more local participation.

An OARP BADGE is a good way to introduce yourself to others. Get yours now from member JOE SCHWIFTERMAN, BOX 13, ROLFES ROAD, MARIA STEIN, OH 45860. Just 55¢ each (2 for \$1) and please enclose a 13¢ postage stamp for each badge ordered. Badges are metal, black-on-yellow, laminated, pin-on style (similar in size to Amtrak's Tracks Are Back badges) and Joe promises prompt handling of your order!  
**ORDER ONE TODAY!**

# FROM THE OBSERVATION CAR

"shop - talk" from your  
OARP president

DONATIONS (\$) NEEDED! OARP's Treasurer, Dean Denlinger, reported we had a \$155 balance as of September 1st. But we have incurred a large amount of printing expenses (station maps) this summer and the \$314 bill for the 30,000 brochures for the State Fair is coming due by mid-month. Also there is this issue of "the 6:53" which will come to around \$300 plus ongoing organizational expenses. We cannot expect additional new memberships from the Fair display to come in soon enough to meet our immediate needs to get certain bills paid. I hate to ask people for money; but I am! The result will be that OARP can continue to be a strong, healthy, growing and ongoing organization, both in numbers and in impact. And I believe that is what you desire. Please give this urgent matter your prompt attention! I thank you!

NOVEMBER ELECTION I can't promise that the November "6:53" will reach you by the 2nd. So... some advice! It seems very clear that if we want support for rail, CARTER MUST BE ELECTED! Not only has he proudly established campaign HQ in the SCL depot at Plains, GA, but he publically admits his interest in trains and speaks of the need for a healthy rail freight and passenger network. Ford? Well, his platform says he's going to support the present "system" and has indicated he will retain Coleman as Transportation Secretary if re-elected. We know what Coleman thinks about rail passenger service and that's enough to scare anyone! I don't think we need four more years of a policy where railroads are way down at the bottom of the list! Need I say more? Watch for the Carter campaign train (probably Amfleet) to come through Ohio. Yes, it will!

STATEWIDE Please inform OARP if you run across state candidates who PUBLICALLY SUPPORT RAIL and likewise notify us if you run across ones who PUBLICALLY DON'T. We can use this information. I do know of one OARP member, Jim Zehner of Yellow Springs, who is running for State Representative in the 67th District on the Democratic ticket. And remember; passenger rail can use more friends in the State House, so if you get (or make) an opportunity to speak with your local candidates, sell them on the advantages of modern rail passenger service to solve some of our transportation woes.

THE \$85 PHONE BILL At the July OARP meeting I mentioned I'd spent \$111 on OARP-related long-distance phone calls in the first six months of 1976 and remarked that it would be nice if I could be reimbursed (I cannot charge OARP calls off to a business phone) but felt that other officers who incur substantial OARP-related long-distance charges should also get reimbursed, at least in part. Thanks to Ma Bell's whopping rate hike in August and the necessity for using my phone to schedule the State Fair volunteers, I wound up with an August bill of \$85 and expect the September one to be equally hefty. I can no longer afford to foot this organizational expense out of my own pocket. I will ask to be reimbursed for all State Fair related phone calls and will give Dean photocopies of my phone statement to verify the necessary OARP calls. I think that some discussion of future organization policy on officers' expenses might be in order at the October 9th business meeting.

MISCELLANEOUS In mid-August I met with a young man who is actively attempting to organize an ARP for upstate New Yorkers. He has some good ideas and has made some good contacts and is slowly building support. He is John Crate, 67 West St., Oneonta, NY 13820. OARP wishes John success and pledges cooperation with him. -- While in New England I was able to make some trips on Amfleted trains out of Boston and also inspect the Fiat railcar being tested for the FRA in service on the Boston & Maine. I also got a look at two of the new Rohr Turboliners at Rensselaer, NY.



By the end of 1976 the Univ. of Akron hopes to receive Ohio Board of Regents and Ohio Controlling Board approval for purchase of Akron's Union Depot (PRR-B&O) and remodel it into an educational facility using \$2.8 million in State funds. Plans rule out any future use of structure for rail passenger service.

Cleveland is the busiest station on the Amtrak system served by only one train daily in each direction. And the Lake Shore Limited has been reported sold out on many days this summer. New P-30 diesels frequently lead the LSL.

Canadian government plans are calling for improved rail passenger services in the heavily populated Quebec - Montreal - Toronto - Windsor corridor.

FRA has approved testing of a new computer-based train control system (developed jointly by Chessie and TRW, Inc.) on 5 B&O lines in Ohio handling 50 daily trains; Bellaire - Newark - Willard, Columbus - Midland City, Zanesville - Belpre, Dayton - Musselman (Chillicothe), and Warwick - Benwood Junction.

As we delve further into the USDOT "Preliminary Standards..." Report it becomes apparent that a dangerous move is afoot to shrink the U.S. rail system into a computer-engineered super-system with potential disastrous effect on present and potential rail passenger service routes. The 4R Act mandates a cut in rail mileage (mainly in corridors of excess capacity, i.e. CHI-PGH) and sets up Mr. Coleman as wielder of the axe.

Any hope of Amtrak's return to Cincinnati's Union Terminal is now virtually nil. Amtrak is almost 100% committed to remaining at River Road Station and will supposedly have first option (when the new \$56 million Chessie freight yard is opened) on acquiring B&O's Storrs Yard right across from the little passenger station (which is going to be expanded to the tune of \$700,000).

Hope for retaining CR's Indianapolis - Richmond main as a through line is dim.

## TALK FROM THE WAITING ROOM

Amtrak is increasing and restructuring the basic order for new bi-level passenger cars, adding checked baggage capability and first-class sleeping accommodations with private lavatory facilities. Pullman-Standard is the builder.

Amtrak's Board committed \$1.5 million in late August toward the design and construction of an intermodal rail facility adjacent to Baltimore-Washington International Airport situated on the Northeast Corridor main line.

The French government has approved the building of a 257-mile, multi-frequency rail link between Paris and Lyons. Called the TGV, travel time between the two cities will be cut from four to two hours with a 155 mph travel speed. It is estimated the TGV will use only a fifth of the energy per passenger consumed by the cheapest European short-haul jumbo jet, and one quarter of that for a standard automobile. The \$12 million system will be completed in 1982.

Though Amtrak wants to remove the padding from the schedules of the Broadway Limited, Lake Shore Limited, and National Limited this fall, ConRail objects.

Question has arisen over who will pay for the new rail passenger station to be built within the proposed Columbus (OH) Convention Center.

We highly recommend the excellent article on railroads in the July 31st issue of Environmental Action by our good friend Sam Stokes, vice-chairman of the New Hampshire ARP and NARP Board member.

Many sources, including some oil company execs, admit another energy crunch is inevitable and may hit us sooner than we think.

TRACK - 4 plans to publish soon a "guest editorial" by OARP Pres. Pulsifer on justification for improved Midwest / Great Lakes - Florida / Gulf Coast service by Amtrak.

## JOIN THE CREW OF "the 6:53"!

OARP members in the greater Dayton area willing to give two or three hours of their time once every two months in helping collate, staple, address and stamp "the 6:53" are asked to contact Tom Pulsifer. OARP is grateful to Faith Lutheran Church in Dayton for letting us use their office facilities for this bi-monthly task.

OARP members who have been helping on different occasions over the past three years to get "the 6:53" out to you are: Jim Lewis, Linda Leas, Ron Garner, Rachel Robinson, Gayle Garner, Dave and Sue Marshall, Rick Francaviglia, John and Sandy Edminson, Al and Malinda Wolf, Tom and Eloise Pulsifer.

## "ONE-CLASS" FARE ON AMTRAK

Amtrak is trying to make things simpler by eliminating those "first-class" rail transportation fares traditionally charged to sleeping or parlor car passengers in addition to their accomodation charges.

Beginning September 8th, Amtrak's first-class and coach passengers will pay the same rate for basic transportation corresponding to the existing coach fare. Sleeping car and parlor (Amclub) passengers will pay an additional charge for the accomodation they reserve.

Matt Paul, Amtrak's manager of pricing and timetables, explained that generally there will be little change in what passengers already pay for their travel. New accomodation charges will be adjusted upward to absorb the former first-class fare differentials. The only exception to the standardization of fares will be for the premium, high-speed Metroliner service in the East.

OHIO's RAILROADS - FACT OR FICTION? is a six-page objective look at railroading in Ohio in 1976 written by OARP member Karl Gelfer of Columbus. Copies of this were available at our July OARP Meeting in Columbus. OARP will provide a photocopy of Karl's paper at no charge to you except we do ask that you send us 24¢ in postage with your request.

## AMTRAK SELECTS SITE FOR NEW MIAMI (FL) STATION

A site just north of Northwest 79th Street and east of LeJeune Road, in central Dade County, has been chosen as the site of Amtrak's new Metropolitan Miami passenger station. The 20-acre site is adjacent to the existing SCL passenger yards.

The present Miami station at 7th Avenue and 22nd Street will be abandoned. The site for the new Amtrak station is close to a major, four-lane access highway to Miami Beach and is near the center of the greater Miami population area.

When word came that one of the proposed station sites (Opa-Locka) was in fact twenty miles distant from Miami, OARP wrote a letter of protest to Dade County officials, speaking up in behalf of the many Ohioans who travel to Florida each year by Amtrak.

## AMTRAK ESTABLISHES CHICAGO CONNECTION POLICY

Starting August 5th, Amtrak mandated that any train connections at Chicago Union Station would be limited to a minimum scheduled connecting time of at least 30 minutes. Amtrak now prohibits reservations or the issuance of tickets for service that does not meet this minimum connection time. This policy applies to unreserved as well as reserved service. Two reserved train connections to Ohio are affected by this policy and are subsequently prohibited; #4 (Southwest Limited) to #48 (Lake Shore Limited) and #4 to #50 (James Whitcomb Riley).

SHORT LINES... SDP40F diesels are back on the RILEY/MOUNTAINEER, sometimes in combination with the older E units... Extensive trackwork on the Chessie (C&O) line between Cincinnati and Chicago this summer have caused some delays to the RILEY through Indiana. Work includes new ties, new ballast and welded rail in some areas... Chessie, citing mounting operational costs, wants to abandon its Cheviot Hill route, used by the RILEY, out of Cincinnati, and reroute all the trains via Hamilton and Oxford over the B&O.

RECOMMENDED READING -- We recommend that you hunt up a copy of the August 1976 issue of ATLANTIC MONTHLY and read Tracy Kidder's feature article entitled "Trains in Trouble - Amtrak to the rescue?"

#### G. AMATORE APPOINTED MEMBERSHIP CO-CHAIRMAN

OARP Pres. Tom Pulsifer has announced the appointment of Gary Amatore of Huron as Membership Co-Chairman. For some time now Gary has been assisting Jim Mann, also of Huron, with the membership records and clerical work. Jim and Gary, along with other OARP officers, are presently discussing proposals for streamlining the record-keeping procedures in efforts to make the system more efficient and reduce some expenses involved. Gary Amatore is a native of Youngstown and presently teaches at Perkins High School in Sandusky.

NOW WE KNOW... (excerpt from Ohio Bell's current Youngstown & Vicinity Yellow Pages)

#### RAILROADS

Erie-Lackawanna Railway Co.

Maintenance Away Dept. ----- 744-4058

#### ER-FAST RDC IS INTRODUCED BY BUDD COMPANY

A self-propelled railroad passenger car, capable of speeds up to 120 mph using about half the fuel used by a conventional gas turbine powered rail car, was unveiled August 4th by the Budd Company. Budd's chairman and chief executive officer, Gilbert Richards, said the new car can "provide economical, reliable passenger service for the next 25 years.

"These vehicles will be able to move more people a given distance on one gallon of fuel than any other system except a locomotive hauled train," Richards stated at a news conference. "They will burn only about half as much fuel per seat mile as a gas turbine powered rail car."

Budd calls the new car the SPV-2000 and says it is specifically designed for high-speed inter-city service, service to a metropolitan airport and branch line operation where the train can be split at a junction to serve two or more lines.

The SPV-2000's diesel engines are low-polluting and meet all federal standards for smoke and emissions. The SPV-2000 will be propelled by standard 360 hp diesel-truck engines manufactured by the Detroit Diesel Division of GM. It will be a quiet-running vehicle, Budd said, utilizing special acoustic engine silencers.

#### OARP AND AFMC TO COOPERATE

Dick Simons, chairman of the Amtrak for Marion (IN) Committee and OARP Pres. Tom Pulsifer are pooling efforts to promote ridership on Amtrak's JAMES WHITCOMB RILEY and will be seeking additional support for retaining service on the Chessie route through eastern Indiana.

Pulsifer journeyed to Marion August 4th on the RILEY to meet with Simons, members of AFMC, and with Robert Todd Nicholson, another OARP member living in Marion.

OARP and AFMC have jointly prepared a How-To-Find-The-Station map for Marion and Peru. This map is now available from OARP, but the main distribution will be through Amtrak authorized travel agencies in E. Central Indiana. This map folder also contains promotional information to attract prospective riders to make more use of the RILEY.

Amtrak advertising and promotion of this service is negligible. This is why OARP and AFMC felt something should be done to let the people know the RILEY is ready and able to meet their travel needs.

AFMC chairman Dick Simons is also a NARP member and writes feature articles on Indiana railroading for the Indianapolis Star.

#### ENVIRONMENTALISTS OUTRAGED

An ODOT proposal for a new superhighway/causeway across Maumee Bay/Toledo Harbor will be fought by a coalition of various citizen groups in N.W. Ohio.

ORTA, SEN. TAFT PUSH CLEVELAND - YOUNGSTOWN TRAIN EXTENSION TO PITTSBURGH, PA

In cooperation with the office of Sen. Robert Taft, Jr., the Ohio Rail Transportation Authority voted August 2nd a resolution that the existing rail passenger service between Cleveland and Youngstown should, in cooperation with the state of Pennsylvania, be extended from Youngstown to Pittsburgh on the basis that such extension will result in a reduction of the deficit now incurred by this operation. ORTA will open negotiations with ConRail, the FRA, and all other relevant authorities and corporations for the purpose of instituting this service extension within the shortest possible time.

In a letter to Amtrak President, Paul Reistrup, Sen. Taft requested Amtrak's full cooperation in the institution of this service. Specifically, Taft requested that Amtrak give full consideration to making Amtrak's Cleveland terminal available free of cost to the proposed Cleveland - Youngstown - Pittsburgh train. This would save approximately \$35,000 yearly in terminal costs compared to the current operation out of Cleveland Union Terminal.

At present, the annual cost of the Cleveland - Youngstown train to ConRail is \$397,000, with annual revenues of \$89,000. ConRail's approximate net loss is \$308,000. The extension of the service to Pittsburgh will involve only incremental costs. No additional crew will be required, since sufficient time will still remain between runs to avoid violation of the 12-hour rule. No additional passenger equipment or motive power will be required.

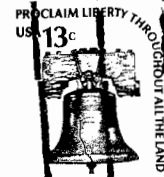
If the service is extended, PennDOT has offered an annual subsidy of \$50,000. To this Ohio will add, indirectly, \$35,000 through the negotiated use of the Amtrak Lakefront Station instead of Cleveland Union Terminal, thus saving the \$35,000 CUT fee. Also, ORTA is exploring an interchange between the train and the RTA rapid transit at E. 30th St. to improve rail service to commuters.

Senator Taft has also proposed that through cars from the Broadway Limited be run via this train to Youngstown and Cleveland, and that ConRail receive a 10% commission on all through ticket sales. Both measures would reduce ConRail's deficit. It is expected that extension of this train to Pittsburgh would result in a major increase in ridership and in revenues. (ORTA News Release)

AMTRAK's NEW WASHINGTON - CINCINNATI (via PARKERSBURG, ATHENS, and CHILICOTHE) TRAIN (with new AMFLEET EQUIPMENT) is expected to start up OCTOBER 31st, but this is not confirmed. Train name has yet to be chosen; but SHENANDOAH and METROPOLITAN are leading contenders. Neither has a final schedule been released and it may be mid-October before it is announced. We advise you to watch your local newspaper, or call Amtrak (800-621-0317) or OARP (513-372-9868) for the latest information on the start-up of this new Amtrak route!

"the 6:53"  
OHIO ASSOCIATION of  
RAILROAD PASSENGERS  
P.O. Box 653  
XENIA, OH 45385

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