



# THE 6:53

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

issue #6

JUNE 1975

TOM PULSIFER --- editor

OFFICIAL NEWSLETTER OF OARP

OFFICIAL  
ANNOUNCEMENT

of the

MID-SUMMER

MEETING

of the

OHIO ASSOCIATION of  
RAILROAD PASSENGERS

in CINCINNATI, OHIO

... see the insert  
at center of issue

## LATE-BREAKING ITEM!

The Freedom Train schedule in Ohio has been modified to include a stop in ARCHBOLD, June 14-15. Tickets may be purchased and arrangements made through Supt. Richard Harris, Archbold Area Local Schools. Call 419-445-2871. Archbold is about an hour's drive from Toledo.

## OHIO SITUATION UPDATE ----- by David S. Marshall

Ohio continues to move toward active involvement in rail passenger service. The legislation initiated mainly by Rep. Art Wilkowski to establish an Ohio rail authority outside the Ohio DOT (HB 64) has passed the House and moved on to the Senate Transportation Committee for review. OARP testified before Wilkowski's Committee and before the Senate Committee. At press time the bill is being reported out of committee and is given a good chance of passing the Senate.

The other matter, critical to the State involvement, is the constitutional amendment legislation to allow Ohio to use state funds in support of rail activities. This bill is House Joint Resolution 47. As first written it failed a House vote due a lack of Republican backing. This prompted an urgent plea from OARP for communications to Republican legislators. A motion to rehear the question passed with bi-partisan support and joint committee activity between the houses has been ironing out wrinkles in the proposal. As we go to press HJR 47 is on the calendar for a House vote and is given excellent chances of making it this time.

We are told that the constitutional amendment it carries is designed to allow Ohio to participate financially in support of corporations set up by Congress. The State, however, will be limited to usage of general revenue and will not be empowered to bond for funds for such activities. There is the question of whether or not this means that a modified Rhodes bond issue passing next November's election would be able to supply funds earmarked for track work on the 3-C Corridor. It has been interpreted to us that there would be no problem with this indirect type of funding participation, but it still seems questionable.

OARP members should watch these activities at the state level and express support where it is appropriate. We will continue to see that OARP is available  
(go to pg. 3)

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# MOVING?

Please notify us at least six weeks in advance of your new address.

Help us keep our records current. A postal card will do, or use POD form 3573, available from your Postmaster and send it to OARP headquarters.

## SUCCESS IN SPRINGFIELD - - - - -

One of our most active proponents of passenger trains, OARP member Jim W. Lewis of Springfield, OH, has brought OARP several new members through personal contacts and several club and civic speaking engagements. The May issue of Masonic Light carries a well written article by Jim on rail transit.

THANK YOU, GOOD PEOPLE,  
FOR SENDING NEWS  
ARTICLES AND CLIP-  
PINGS TO OARP!



We depend on you for reports on rail situations in all parts of Ohio.

Due to the volume of incoming mail each day we cannot personally acknowledge each letter, but all are read and all material is filed for future reference.

YOUR HELP IS GREATLY APPRECIATED!

RECEIVE "THE 6:53" REGULARLY by joining O.A.R.P. Regular membership only \$5.00 a year. Be in the know, and at the same time help us continue our work in urging the improvement and expansion of rail passenger service in and through Ohio. WRITE US TODAY!

AVOID STRAIN - TAKE A TRAIN vinyl bumper stickers available from OARP member T. N. COLBERT, 1008 ENGLEWOOD DR. in PARMA, OH 44134. 50¢ each plus a S.A.S.E. Write for quantity prices.

## CRITICAL PROBLEM IN ELYRIA

OARP has learned that the establishment of an Amtrak station in Elyria is now facing a possible snag due to the greatly inflated price PC is demanding just to build the boarding platform at the station site.

The initial \$73,000 estimate made last December has been raised by the PC to \$200,000! And this is just for the station platform!

OARP member Rev. Bob Wickens, who initiated the civic drive in Elyria to get Amtrak service, has reported that Amtrak will make a definite decision on Elyria at its Board meeting on June 24th. Up to this point everything has been favorable, but the skyrocketing cost of the platform may throw a monkey wrench in the whole works.

Wickens reports that the City of Elyria has offered up to 10 acres of land to Amtrak at a token fee. A local developer has offered to build a station and lease it to Amtrak. Travel-Mart, an area travel agency, has even offered to staff the facility for Amtrak!

District Congressman Charles Mosher of Lorain is very concerned about this latest turn of events and hopefully the problem can be resolved so that plans for establishing an Amtrak station in Elyria can proceed.

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OARP has learned that Ash-  
tabula has been eliminated  
(initially at least) as a  
station stop on the new  
"Lakeshore" route, appar-  
ently for schedule reasons.

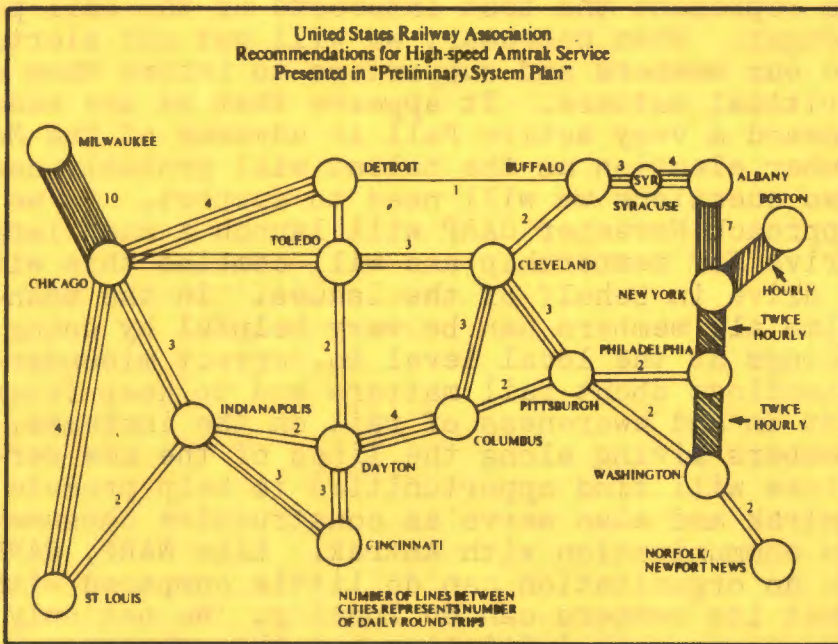
## (from pg. 1) OHIO SITUATION UPDATE

to represent the best interests of the rail passenger. When necessary we will put out alerts to our members and supporters to inform them of critical matters. It appears that we are headed toward a very active Fall in advance of the November election as the ballot will probably carry two questions we will need to support. As we approach November OARP will launch a much larger drive for membership and will combine this with a drive in behalf of the issues. In the meantime all members can be very helpful by doing things at the local level to correct misunderstandings about rail matters and to keep interest in and awareness of rail on the increase. Members living along the lines of the new services will find opportunities to help promote Amtrak and also serve as constructive consumers in communication with Amtrak. Like NARP, OARP as an organization can do little compared with what its members can do locally. We not only encourage this initiative but through this organization we will continue to support local projects by groups or individuals where these efforts are directed toward benefitting the rail passenger. Where there are disagreements among our members or supporters regarding priorities or directions on a local level these issues will have to be worked out locally. Hopefully OARP can be helpful with this, but strictly from a fact-gathering or information-disseminating standpoint. We have no intention of establishing a "party" line or platform where such issues exist and then being in the position of having to defend one rail passenger position against another. We will seek out issues where support of rail matters is possible by our state organization through education and communication and where our members and friends can unite in promoting what is agreed among them to be in the best interests of the rail passenger. If and when we might stumble into a controversy among rail supporters on a local level, we must leave that issue to be worked out among them.

OARP can and will play a vital role in promoting rail passenger service during 1975. As shown by the letter from Paul Reistrup (reprinted in this issue) our organization is valuable, needed, and recognized. We solicit your continued financial support and hope your ongoing personal efforts in this vital cause will meet with success. Do not lose sight of the fact that building a modern, dramatically improved, attractively useful rail transportation system in Ohio is an absolute necessity!

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O-K-I Regional Council reports a recent transportation study for the greater Cincinnati area gives preference for light-rail system for mass transit in the future.



The United States Railway Association in its Preliminary System Plan issued this Spring, recommended the creation of a system of rail passenger corridors over 16 routes in the area served by bankrupt railroads. The P.S.P. presents a program to replace the bankrupt carriers of the Northeast and Midwest with a profitable railroad.

As summed up in the plan, improved high-speed rail passenger service in the Northeast Corridor depends on upgrading track and equipment. The U.S.R.A. recommends that Con-Rail freight services be rerouted to separate most freight and passenger train operations between New York and Washington, DC.

Aside from the Northeast Corridor, the U.S.R.A. identified 16 city-pairs as candidates for new and improved high-speed corridor services by Amtrak. Those proposed corridors which will serve Ohio are Cleveland-Chicago, Chicago-Cincinnati, Detroit-Cincinnati, Pittsburgh-Indianapolis-St. Louis, Cleveland-Pittsburgh, Cleveland-Cincinnati, and Cleveland-Buffalo.

Lines and equipment would be upgraded to provide fast, comfortable, on-time service, with the expectation that more people would turn to rail travel. The timetable on these service improvements would depend on rehabilitation of track by Con-Rail.

The Rail Services Planning Office of the I.C.C. has already conducted field hearings on the P.S.P. The U.S.R.A. will issue its Final System Plan to Congress on July 26th. The F.S.P. will be considered approved after 60 days if either the House or the Senate does not disapprove the Plan. The I.C.C. will issue its evaluation of the Plan on the 25th of August.

Intercity passenger train service was restored on March 25th to southern West Virginia and central Virginia with the inauguration of Amtrak's Mountaineer. Federal, State and Local government officials, Amtrak officials, and a large number of local citizens enroute welcomed the new service with a special press run of the new train on March 24th.

The new Norfolk-Chicago train was designated as a two-year experimental route by the Secretary of Transportation. The Mountaineer connects with the James Whitcomb Riley at Russell Yard (near Ashland), KY, for through service to Chicago.

The Mountaineer runs on the route of the former "Pocahontas", the N&W's premier train that was taken off in 1971. New stations are being completed at Roanoke and Bluefield. Stations at Williamson, Welch, Narrows, Christiansburg, Bedford, Lynchburg, Farmville, Crewe, Petersburg, Suffolk and Norfolk received extensive renovation work.

The Mountaineer offers both first-class and coach accommodations as well as dining and lounge service. A dome coach operates through between Norfolk and Chicago daily. Baggage service is available.

# NORFOLK-ROANOKE- CINCINNATI-CHICAGO

Read Down

(Local Time)

Read Up

## New! The Mountaineer

Operates Daily					
55		Train Number		54	
Miles		Type of Service		Miles	
105 p	0	Dp	NORFOLK, VA (Lamberts Point) (EDT) . . Ar	6 10 p	
145 p	26		..... Suffolk .....	5 10 p	
250 p	84		..... Petersburg (River St.) ⊕ .....	4 05 p	
355 p	132		..... Nottoway County Station (Crewe) ⊕ .....	3 05 p	
			(Serving Crewe and Blackstone)		
430 p	153		..... Farmville .....	2 25 p	
545 p	205		..... Lynchburg (5100 Woodall Road) .....	1 15 p	
610 p	226		..... Bedford .....	12 45 p	
655 p	254	Ar	..... ROANOKE .....	12 10 p	
710 p	254	Dp		.....	11 55 a
800 p	287		..... Christiansburg ⊕ (Blacksburg) .....	10 55 a	
855 p	326		..... Narrows, VA ⊕ (Pearisburg) .....	9 50 a	
950 p	355	Ar	..... Bluefield, WV .....	9 00 a	
1000 p	355	Dp		.....	8 50 a
11 15 p	388		..... Welch ⊕ .....	7 20 a	
1 15 a	454		..... Williamson, WV ⊕ .....	5 30 a	
3 35 a	532		..... Tri-State Station, KY (Catlettsburg) .....	3 13 a	
			(Serving Ashland, KY and Kenova, WV)		
7 15 a	683	Ar	..... CINCINNATI, OH. (EDT) .....	11 32 p	
7 40 a	683	Dp		..... (River Road Sta.) .....	11 07 p
8 30 a	749		..... Richmond, IN (300 N. 3rd St.) ⊕ .....	8 25 p	
9 30 a	789	Ar	..... Muncie ⊕ .....	7 25 p	
12 45 p	849	Ar	..... INDIANAPOLIS .....	4 35 p	
—	849	Dp		..... (See note below) .....	10 35 p
9 30 a	789	Dp	..... Muncie ⊕ .....	7 25 p	
11 05 a	846	Ar	..... Peru ⊕ .....	6 00 p	
2 42 p	968	Ar	..... CHICAGO, IL (Union Sta.) (CDT) .....	2 35 p	

NOTE—Motor coach service between Muncie and Indianapolis operated by A.B.C. Coach Lines. Separate ticket required and should be purchased from A.B.C. Coach Lines. Passengers make own arrangements between Amtrak stations and motor coach terminals.

- \* - All-reserved train.
- - First-Class Service available.
- X - Complete Dining and Beverage Service.
- ⊕ - Checked Baggage Service; consult Services listing for exceptions.
- ⊕ - Via Motor Coach.
- ⊕ - Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains if no agent on duty at train time. Assistance with baggage will be provided by on-train attendants.
- - On Sat., Sun., and holidays motor coach departs Indianapolis 2 50 p. a. a.m.
- - Stops on signal to receive or discharge passengers. If possible, please give advance notice to agent or conductor so necessary arrangements can be made.
- p - p.m.
- (EDT) - Eastern Daylight Time (CDT) - Central Daylight Time
- (EST) - Eastern Standard Time

### ONE-WAY COACH FARES (Double for round-trip)

AND BETWEEN	Norfolk	Petersburg	Lynchburg	Roanoke	Bluefield	Tri-State Station	Cincinnati	Muncie	Chicago
Norfolk	—	5.50	13.00	16.00	19.00	26.50	31.50	37.00	46.50
Suffolk	1.75	3.75	11.50	15.00	18.00	26.50	31.00	36.50	46.50
Petersburg	5.50	—	7.75	11.00	16.00	23.50	28.50	34.00	44.00
Nottoway County Station	8.50	3.25	4.75	8.00	14.50	21.50	26.00	31.50	41.50
Farmville	9.75	4.50	3.50	6.50	13.00	20.50	25.00	30.50	40.50
Lynchburg	13.00	7.75	—	3.25	9.75	17.50	23.50	29.00	39.00
Bedford	14.50	9.25	1.50	2.00	8.25	16.50	23.50	29.00	39.00
Roanoke	16.00	11.00	3.25	—	6.50	16.00	23.00	28.50	38.50
Christiansburg	16.00	13.00	5.25	2.25	4.50	15.50	21.00	26.50	36.50
Narrows	17.50	15.50	7.75	4.50	2.00	13.00	19.00	24.50	34.50
Bluefield	19.00	16.00	9.75	6.50	—	11.50	17.50	23.00	33.00
Welch	21.00	16.50	12.00	8.75	2.25	9.00	16.00	21.50	31.50
Williamson	23.50	20.00	16.00	13.00	6.25	5.00	14.50	20.00	30.00
Tri-State Station	26.50	23.50	17.50	16.00	11.50	—	7.75	13.50	23.00
Cincinnati	31.50	28.50	23.50	23.00	17.50	—	7.75	—	15.50
Richmond, IN	35.00	32.25	27.25	26.75	21.25	11.00	3.75	2.50	12.00
Muncie	37.00	34.00	29.00	28.50	23.00	13.50	5.50	—	9.75
Peru	40.00	37.25	32.25	31.75	26.25	16.50	8.75	3.50	6.75
Chicago	46.50	44.00	39.00	38.50	33.00	23.00	15.50	9.75	—

## SHOPTALK -- from the OARP OFFICE

OARP Membership Chairman Jim Mann reports that as of late May 1975 we have 228 dues-paying members and that since he began sending out the membership renewal notices in March, 70 have already renewed their memberships and about 60% of those renewing have upgraded their membership classification!

This issue of "the 6:53" is being sent to ALL Ohio state legislators and to ALL travel agencies in Ohio and eastern Indiana handling Amtrak ticket and tour sales. Four such agencies are already members of OARP.

"The Case For Improved Amtrak", by OARP member George Rooney, Jr. of Cincinnati is available from OARP. We're using it as a handout at meetings. It has some good food for thought and facts favoring revitalization of our railroads. We've reprinted it on one 8½x11 sheet, both sides. If you can, send a postage stamp with your request. Thanks!

SHOULD "the 6:53" GO BI-MONTHLY? The idea is being tossed around. This would mean more work for an already burdened editor, but perhaps we are at the stage where a bi-monthly might have better impact. Let us know your feelings on this.

A changeover to a different clerical system for OARP's 1500+ address labels will be made this summer. We're still evaluating the possibilities so that the best way for handling our lists of members, agencies, media contacts, legislators, other rail passenger associations, and prospective members can be implemented. The present system is getting too cumbersome and time-consuming.

Through personally paid subscriptions, OARP now receives two excellent rail "trade" publications, Railway Age and Modern Railroads/Rail Transit. We also have easy access to Rail Travel News, Railroad, Trains, Passenger Train Journal, and The Fast Mail. OARP also receives Amtrak NEWS plus all press releases from Amtrak and the USRA.

by Thomas R. Pulsifer

When our Treasurer and NARP Board Member, Dean Denlinger returned from the April 26th NARP Board Meeting in Washington, he alerted all the OARP officers to a passing statement by luncheon speaker Paul Reistrup, Amtrak's new chief.

According to Dean, Reistrup pointed out that "there is a significant chance that the National Limited may be discontinued at some time due to the impossible track conditions. It has become a major hurdle simply to arrange to have Penn Central maintain its track adequately. I will not permit trains to operate unsafely or below minimum standards of acceptable service."

That was April 26th. Today it is May 26th and the National Limited is still running, although slowly and somewhat late, over the Penn Central. Yesterday I arose at 3:15am, called Amtrak, and found out that both #30 and #31 were running well behind schedule. I went to Dayton Union Station and saw both trains, #30 at 4:35am (scheduled for 1:20am) and #31 at 5:38am (scheduled for 4:25am). Had I remained in Xenia I would have seen both #30 and #31 "meet" at Xenia Tower. (There's no passing track. One train must back down the Cincinnati Main to let the other by on the Dayton Main.) Anyway... back to Dayton Union Station. Both trains looked reasonably clean, from the outside. Both carried a full diner, plus a lounge. The staff on #31's diner had placed red carnations in the bud vases on each table and I could almost smell that Amtrak coffee brewing in the urn. The few passengers who disembarked seemed happy. Fewer got on, in fact, no one boarded #31 that morning!

Back in 1973 when OARP was in the organizing stages, the National Limited was one of several Amtrak trains up for discontinuance.

Now, two years later, we seem faced with the same problem... with one big difference. Back two years ago the equipment on the National was so bad the train earned the nickname, National Disaster. Today, the train is as good as any Amtrak train.

The TRACK is the big problem; but with Penn Central in bankruptcy and Con-Rail at least one year away, even if it makes it on Capitol Hill, Reistrup is right. Something's got to be done... but what can be done?

Routing the National Limited over the Chessie (former B&O) between Washington and St. Louis, through Cincinnati and Parkersburg, is a possibility. But this alternative bypasses all points presently served by the National Limited. And Central Ohioans don't relish the thought of losing their one and only train.

Another big problem is the SCHEDULE! We've harped on this before and I believe it's time to raise this issue again with Amtrak. The once-convenient overnight schedule between Indianapolis, Dayton, and Columbus on one hand and the East Coast on the other must be restored to build up patronage for the National Limited. I understand Mr. Reistrup is sympathetic to this particular cause, so let's make sure that he hears from all of us in OARP and really push for more convenient train times in Ohio. With support from those of us who use the train, there's a good chance now of success!

As for the track... perhaps we're riding on the National Dilemma!

REPORT FROM CLEVELAND

-- by OARP V.P. Rodger Sillars

The largest thrust of activities in this area continues to be sparked by local citizens, many of whom are members of OARP. Some recent announcements from Amtrak are not very encouraging.

The latest schedule (westbound through Cleveland at 7:00 am, eastbound at 10:30pm) is generally better to Chicago and the East Coast than anything offered by the PC-NYC in recent years, though the NYC had more trains and other advantages. Biggest drawback with the schedule is the 45 minute earlier departure for Chicago with no change in Chicago arrival (1:30pm). The eastbound run will consume an additional hour in reaching New York (11:30am). This type of change is in keeping with Amtrak and the PC, but it is not progress.

The biggest controversy here seems to arise over the station site. The City has been urging Amtrak to use a site near the stadium, instead of the eventual commitment to return to the Terminal. We have been vocal (to the point that I've been on TV and on the front page of the Plain Dealer) in the need for the City to make a commitment to restore C.U.T. as a regional transportation center for buses as well as Amtrak. Both the Greyhound and Trailways facilities here are presently poor and run down.

We have been pushing an interim alternative using the Rapid at W. 150th St. temporarily and making a permanent East Side station in Lake County. In this concept, downtown would have a ticket office in the Terminal and a Rapid connection to W. 150th. A special siding already in place at Puritas and W. 150th even favors charter rapid runs even if the Amtrak train is late and encounters rush hour traffic. Nearly everyone who has studied our proposal likes it, but the PD editorialized against it before even consulting their transportation writer who has all the facts. It's been exciting! Greyhound serves the W. 150th Station so that a train-bus transfer would be very simple. Even

people in Columbus might find such a bus-rail trip more convenient than the National Limited.

In the more distant future the Terminal offers really immense possibilities since Cleveland is the logical hub of the 3-C and Pittsburgh-Detroit rail passenger service corridors and has ample space for a modern suburban and intercity bus service including busways direct to the Interstates.

Amtrak's board of directors announced a commitment (May 3rd) to build its rail passenger station north of City Hall between E. 9th and W. 3rd Sts. Construction is expected to begin in late July or early August and the facility will not be ready when the new train service starts up, tentatively on September 25th.

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UNIVERSITY OF AKRON PLAN MAY BLOW IDEAL INTERMODAL TRANSPORT FACILITY

The University of Akron is negotiating with the railroads that control the Akron Union Depot Company (PC and Chessie) for purchase of the 25-year old Depot building and adjacent 13 acres of prime downtown land. The University plans to convert the Depot to a continuing education center and the acres of lawn to parking lot. Meanwhile, a line item in the appropriations bill now before the General Assembly authorizes \$1,800,000 for purchase and conversion of the Depot.

OARP member Jim Weyrick and many others in the Akron area feel the Depot would best serve as a transportation center. It is located only three blocks from the central business district and has easy access to the expressways. The Depot is now connected to the Greyhound Bus Terminal and has much space that could be used for parking lots or even a parking deck with leasable air rights. The Depot could easily serve as a downtown airport limousine terminal. Latest proposals for the routing of the 3-C Corridor rail service include Akron as a major stop. The route would be over the PC from Cleveland to Akron, then over either the EL to Galion or the Chessie to Greenwich, thence PC to Galion and Columbus.

YOU CAN'T GET THERE FROM HERE.....  
WITHOUT AN OVERNIGHT STAY IN CHICAGO!

A great deal of concern is being raised right now over the fact that Ohioans taking the Riley to Chicago cannot make connections with most of Amtrak's Western trains without an overnight stay in the Windy City. The Riley arrives too late to afford connections with any long-distance trains except the Lone Star and the Southwest Limited.

The eastbound situation is equally as bad.

OARP understands that a considerable amount of potential Amtrak business at Cincinnati is being turned away because passengers do not want to have to stay over in Chicago in order to continue their journey to the West and Northwest.

Amtrak's late April adjustments of the schedules of most of the Western long-distance trains has compounded this problem.

OARP member Bob Goldstein of Cincinnati has already written to Amtrak's new president about this concern; and has suggested that other OARP members do likewise, in hopes of improving the Chicago connections.

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#### OARP PROMOTED IN O.P.C. NEWSLETTER!

A short article about OARP appeared in News Notes, a periodical newsletter of the Ohio Planning Conference, thanks to its president, James M. Jennings. O.P.C.'s headquarters is at 50 W. Broad St. in Columbus.

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#### INFORMATION YOU CAN USE!

The State Legislative Information Service has a TOLL-FREE NUMBER:

800 - 282 - 0253

Mailing address for ALL State Senators and Representatives is:

State House  
Columbus, OH 43215

ATHENS, OHIO, IS DRUMMING UP INTEREST IN NEW WASHINGTON - DENVER TRAIN

The university town of Athens, Ohio is very much interested in being served by the proposed new Washington - Denver train that is expected to begin operating in the Spring of 1976.

The city of Chillicothe, also on the route of the new train, is also showing considerable interest in having the service.

One of the key citizens sparking interest in Athens is the owner of radio station WATH-AM-FM, who reportedly has collected several thousand signatures of residents and Ohio U. students who want the train to stop at Athens.

We expect to be able to report further on this in our next issue.

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#### CHESSIE'S CINCINNATI-CHICAGO LINE SHOWS POTENTIAL FOR CONTINUED SERVICE

The day will come when Amtrak will establish fast and more frequent passenger train service over its Cincinnati-Indianapolis-Chicago Corridor. This will also mean the shifting of the Riley and the Mountaineer back to the former Big Four line, after it has been completely rebuilt.

Will this mean the end of the recently re-established local service over the Chessie System line through Muncie and Peru? OARP hopes not.

The fact that Muncie continues to generate considerable business for Amtrak, plus the establishment this September of a new stop at Marion, indicates that passenger service on this line does indeed have potential if properly developed.

We would hope that Amtrak designates the Chessie route a secondary Corridor route between Cincinnati and Chicago, and that at least one daytime train each way can continue to serve the communities on this route.

Amtrak service came to this line in 1974. The C&O discontinued the last local passenger train in 1949.



(Bill is OARP's Cleveland/Northeastern Ohio Coordinator.)

arrived at Penn Station two hours before departure. I had planned to read a magazine and relax in Amtrak's Passenger Lounge but it was very crowded and stuffy so I decided to do some train-watching. I observed the westbound NATIONAL LIMITED as it loaded passengers for its journey to Kansas City. The exterior of the cars was filthy and the insides weren't much better.

Train time saw a huge crowd descend upon the SILVER METEOR and the usual confusion and commotion of finding the right car and getting luggage aboard ensued. My car, sleeper-coach 2026 (Loch Lomond) was up front behind the dorm so I had a long walk. My compartment was very clean and my window was the cleanest I'd seen on an Amtrak train in quite awhile. There was a minor confrontation concerning the double sale of a compartment but this was eventually ironed out. Just before the METEOR pulled into Newark we passed some CNJ cars which were still in their former GN colors of orange and green, but with the CNJ Statue of Liberty symbol stenciled on in orange. Amtrak let approximately 35 Burlington Northern coaches slip through their fingers. They seem wasted being used as commuter coaches.

The only noteworthy occurrence on the Northeast Corridor was losing an hour due to double stops at the stations and losing 15 minutes in a stop outside Philadelphia. The 18 car consist featured two diners, a full lounge, and a sleeper-lounge (Sunray). Unfortunately one of the diners was out of order until we got to Washington. This caused a huge backlog and some frayed nerves. While in Washington the METEOR was stopped next to the SOUTHERN CRESCENT. The METEOR, clean by Amtrak standards, looked rather shabby next to the immaculate CRESCENT. I managed to get into the diner soon after we left Washington, just as certain food items began to run out. I had the sliced turkey din-

ner and it was well worth the \$4.25 price. The steward, Mr. D. W. Adams was superb. He helped calm down the patrons who discovered that their selection had run out, or who got the wrong items from the waiter.

The RF&P roadbed was very bouncy and it wasn't until we passed Fredericksburg that it became relatively smooth. We lost several more minutes with the back-up move into the Broad St. Station at Richmond. I retired shortly after that and let the rhythm of the rails lull me to sleep.

Our first stop after Richmond was at Savannah where we were only 15 minutes late. I arose shortly before our arrival at Jacksonville where we remained 15-20 minutes late. The new station at Jacksonville is nice and roomy, unlike the crackerbox in Cincinnati.

Upon our departure from Jacksonville I decided to sample the breakfast menu; however there was a two hour wait even with both diners open. The lines didn't seem to shorten any so I decided on being first in line for lunch. Lunch however was delayed one hour since the last person seated for breakfast was at noon. As it turned out lunch was worth the wait. The hamburger was so good I had another. Once again, Steward Adams was on the ball.

An overnight rainstorm and the normal accumulation of dirt and grime had reduced visibility considerably, especially in the lounge Sunray. I assumed the train would be cleaned in Miami but upon pulling into West Palm Beach I viewed the northbound SILVER STAR which looked even dirtier than the NATIONAL LIMITED I saw the day before in New York. I certainly hope Amtrak invests in some soap and water with some of its recent appropriations. Arrival into Fort Lauderdale was 45 minutes late, but the mild weather and anticipation of eight days in the sunshine more than compensated for the tardiness.

continued...

During my stay in Fort Lauderdale I saw a newspaper article which said the FLORIDIAN was being detoured on the C&EI via Evansville for an indefinite period. Evidently the bad PC track was causing 6-8 hour delays. My return from Fort Lauderdale got off to a late start as the FLORIDIAN lost 30 minutes on its short run from Miami. When it finally did pull in I was glad to see that it was carrying two domes plus a full diner and lounge. The train was about half full and steadily made up the lost time on the run to Jacksonville. The train was dead-heading about ten Amtrak employees to Jacksonville and never did a term more aptly describe this group. They were lodged in one of the dome coaches and acted as though this was their own private car. They evidently didn't know what a waste basket was and by the time we arrived at Jacksonville the car was a mess. Other Amtrak employees who were on duty had a great aversion to picking up any of this debris. I guess it wasn't in their contracts.

My assumption that all cars were cleaned in Miami was finally laid to rest when I finally went up into the domes. In both, a generous layer of dirt impaired visibility. This diminished somewhat as we passed through several heavy rain showers. The lounge (3344) was dead with no lights nor air conditioning. My car (4890) was in good operating order and had very clean windows which was a pleasant surprise. After a light dinner I called it a day.

Daylight and Dothan, Alabama. We were running on time now, but the crowd was beginning to thin out as we made the station stops in Alabama. We were ten minutes early into Montgomery so we had an extra long station stop. I picked up a newspaper and on the front page was a story about the heavy crowds that were taxing the buses, planes and trains during the Presidents Holiday Weekend. It mentioned that some 100 angry patrons were turned away from an Amtrak train in Providence, RI. The FLORIDIAN faced no such problems.

The scenery along this route isn't spectacular but it gets interesting north of Birmingham with the rolling Tennessee hills and rain-swollen rivers a welcome relief from the flat pinelands of Alabama. Just south of Decatur we took the siding for the southbound FLORIDIAN which was running about 12 cars with one dome. Lunch and dinner were satisfactory and once again I encountered a very good steward, a Mr. Gaines.

We were on time into Nashville over the twisting and turning route of the L&N mainline. At Nashville passengers for Bowling Green, Louisville and Indianapolis transferred to buses to complete their trip north.

At Evansville I decided to get some sleep anticipating an on-time arrival at Chicago. However, here is where the trip started to go to pieces. We lost about half an hour in Evansville when some dynamic mind decided to get the lounge operating. An attempt to jump the battery of the lounge with that of the diner temporarily knocked out the diner as the voltage on each one was different. Power to the diner was finally restored and we were on our way.

During the night we came to several abrupt halts and sat for a time after that. I was unable to determine the cause of these delays. Though the track was bouncier than that of the SCL and L&N it was far superior to the PC route. We were now running about an hour late but this wasn't too bad considering the usual tardiness of this train. When we were within 30 miles of Chicago we went through an agonizing series of stops and delays which I assumed were to let freight trains pass over the massive maze of junctions outside of Chicago. No one informed us what was going on and this irritated many passengers. The final straw came when we were within two miles of Union Station. We were evidently switched onto the wrong track after crawling the distance from Chicago Heights. During the back-up move one of the crew fell from the train and was nearly run over; another delay. The FLORIDIAN finally trudged into Chicago 2½ hours late. It wasn't until

continued...

OFFICIAL ANNOUNCEMENT  
OF THE  
MID-SUMMER MEETING  
OF THE



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

TO BE HELD IN  
CINCINNATI

GUEST SPEAKER: ORREN BEATY -- President and Executive Director of NARP, the National Association of Railroad Passengers; formerly Director of Congressional Relations for Amtrak and has served as assistant to the Secretary of the Interior, Stewart Udall, also as associate editor of Congressional Quarterly.

SATURDAY - JULY 19th

1:00 - 4:00 pm

at the QUALITY INN / CENTRAL, on U.S. 22 and S.R. 3 at the junction of S.R. 562 which is known as the Norwood Lateral. Use exit 7 off I-75, exit route 562 off I-71. The address of the Inn is 4747 Montgomery Road, Norwood 45212 and their phone is 513-351-6000.

PLAN NOW TO ATTEND! AND BRING A FRIEND!

MEET FELLOW OARP MEMBERS!

MEET YOUR OARP OFFICERS!

HEAR AN UPDATE ON THE  
OHIO RAIL SITUATION!

EXHIBITS!

FREE MATERIALS!

SEE THE OARP SLIDE SHOW!

PLANNING TO ATTEND?

SO WE CAN MAKE ADEQUATE PLANS FOR THIS MEETING, LET US KNOW THAT YOU'LL BE THERE!

A POSTAL CARD WILL DO.

SEND BY JULY 10th TO OARP, P.O. BOX 653, XENIA, OH 45385.

AND... THANK YOU VERY MUCH!

SAVE GAS - SAVE ENERGY - SAVE \$\$\$\$

If you're interested in riding a charter bus to the OARP meeting from the Cleveland, Mansfield, Delaware, Columbus area

CONTACT: Rodger Sillars 216-932-2781

2521 Euclid Heights Blvd.  
Cleveland Heights, OH 44106

(or) Bill Snorteland 216-221-1722

1367 Summit Avenue  
Lakewood, OH 44107

CALL or SEND A POSTAL CARD (include your name, address, phone number, and indicate how many are going with you) and respond by June 25th. Those intending to ride on the bus will then be contacted shortly after the 25th regarding schedule, pick-up points, and approximate cost. Remember to respond by the 25th of June!



May 28, 1975

Mr. Thomas R. Pulsifer, Secretary  
Ohio Association of Railroad Passengers  
Post Office Box 653  
Xenia, Ohio 45385

Dear Mr. Pulsifer:

I enjoyed reading your letter of March 28, 1975, and the attached brochure about your organization. The Mountaineer, which runs in conjunction with the James Whitcomb Riley, has only been in revenue operation since March 25, and we are continuing to refine our operations in order to minimize delays on these routes. To that end, I have forwarded your letter to the Operations Department for their investigation.

I face challenges in many areas, and I want to assure you that my goal is to provide American travelers the best rail passenger system attainable. I can accomplish that only if I continue to have the support and advice of organizations such as yours.

Sincerely,

A handwritten signature in dark ink, appearing to read "Paul H. Reistrup", written in a cursive style.

Paul H. Reistrup  
President

cc: Operations Department

Dave Marshall suggested that this letter be shared with all our members and friends through "the 6:53".

- T.R.P.

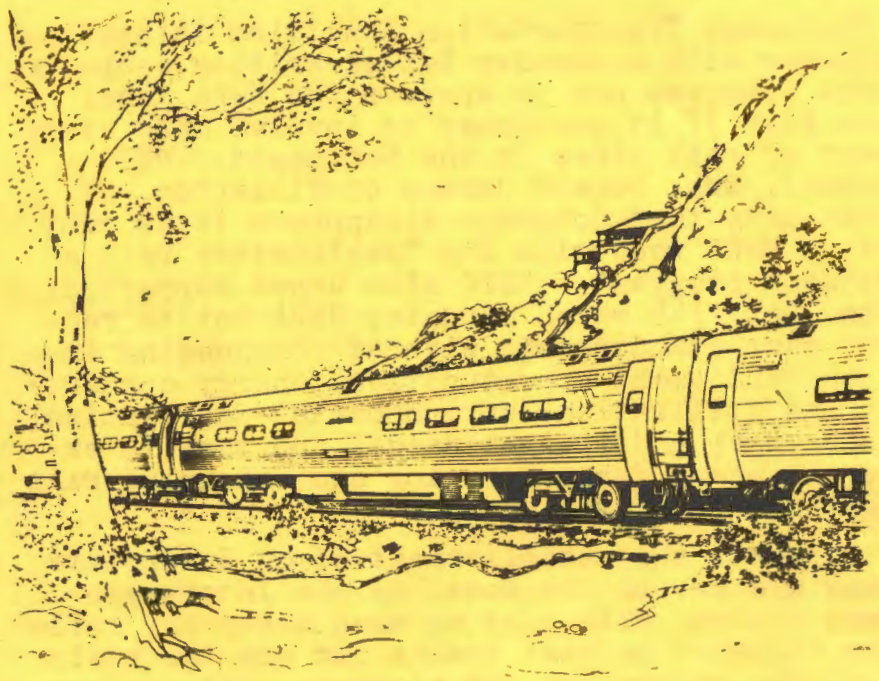
I left the train that I learned of the last incident; a passenger who was an ex-MILW employee queried a crew member as to what had happened.

Upon entering the concourse area I saw that the BROADWAY and SAN FRANCISCO ZEPHYR were both 2 hours late and the PANAMA LIMITED was 40 minutes late (not bad for this train). Because of our late arrival I had missed my connection with the WOLVERINE so I decided to fly back to Cleveland. Before I headed out to the airport I observed the NORTH COAST HIAWATHA getting ready to depart. It had only one sleeper, a diner still lettered and painted in its original Northern Pacific livery, and two GN coaches still in big-sky-blue. The train was well patronized and it was clean.

I took a MILW commuter train out to Bensenville and a cab from there to O'Hare. On the train we passed a coach yard where the EMPIRE BUILDER was being made up. Several cars were going through the wash rack, including a full length BN dome still in big-sky blue. A trip through a wash rack should be mandatory for all outgoing Amtrak trains nationwide.

During my flight I reflected on my travels, noting that Amtrak would do well to deal firmly with operating problems that cause schedule delays and that aside from cleaning the trains inside and out, better control should be maintained over all on-train service employees so the passengers don't get upset.

## AMTRAK SETS ORDER FOR 435 NEW CARS - - - - -



*New stainless steel single-level coaches for use in the east and midwest.*

In April Amtrak placed orders with Pullman-Standard Company and the Budd Company for 435 more high performance passenger cars at a total cost of \$253 million. P-S will build 235 double-deck long distance passenger cars of Amtrak design. Budd will build 200 single-level cars as an extension of earlier orders totaling 292 cars.

Amtrak President Paul Reistrup said the new cars will drastically change the look and the style of American train travel. The cars will improve passenger comfort, train reliability, and economics of operation. The first of the new Budd cars were delivered this April and delivery will be completed by June of 1977. The first bi-level cars will be delivered in January of 1977.

The new single-level cars, which can be configured as coaches, snack-coaches, club cars, diner and specialty cars, are designed for eventual use on all Amtrak trains on the eastern seaboard and in the midwest which operate into New York or Washington where tunnel restrictions prohibit the use of the higher bi-level cars.

Reistrup added that because of the need to retire over-aged equipment, the Amtrak fleet will increase about 12% over the next five years. With the new equipment on order, however, seating and sleeping space availability will go up by 84%. The new design of the bi-levels will provide a more spacious train and at the same time accommodate more passengers in comfort, with "dome car visibility" from most seats.

OARP will provide a copy of the Amtrak press release/fact sheet on the new cars upon request.

NETC URGES HALT TO ANY RAIL ABANDONMENTS - - - -  
- - - SETS FORTH TWELVE - POINT POLICY STATEMENT

The Northeast Transportation Coalition is seeking assistance with a massive letter-writing campaign to urge Congress not to approve the USRA Final System Plan if it continues to involve mass abandonment of rail lines in the Northeast. NETC President, Mrs. Gerald Carson of Millerton, NY, further asks that Congress disapprove it as many times as USRA resubmits its "destructive rail abandonment program". NETC also urges support of H. Con. Res. 148 which mandates USRA not to recommend such abandonments without considering impact on employment opportunities, energy conservation and utilization, environmental degradation, and passenger and freight needs; and that it explore all means for preserving and expanding rail freight and passenger service.

NETC supports the establishment of an Interstate Railway System, on the model of the Interstate Highway System, with just as much money for rails as for highways so that trains can use the rails just as the trucks use our highways, and can compete.

The USRA is expected to send its Final System Plan to Congress by July 26, 1975. Unless either the House or the Senate disapproves the F.S.P. in sixty days, it automatically goes into effect. Key Senate and House Committees will deal with the F.S.P. In the Senate it's the Senate Commerce Committee, headed by Sen. Warren G. Magnuson; and in particular the Surface Transportation Subcommittee headed by Sen. Vance Hartke. In the House, the Committee on Interstate and Foreign Commerce, headed by Rep. Harley Staggers, and its Subcommittee on Transportation and Commerce headed by Rep. Fred Rooney that will call the shots.

Neither of Ohio's Senators (Robert Taft, John Glenn) are on the Commerce Committee, but your views should be made known to them in any case. In the House, Ohio Congressmen Charles J. Carney, Samuel L. Devine, and Clarence J. Brown serve on Staggers' Interstate and Foreign Commerce Committee. These men should definitely be contacted!

The NETC seeks a national transportation plan, administered by the D.O.T. under explicit Congressional guidelines, that will fashion a national transportation system in balance between all modes and consistent with prospective energy resources. This will require the abolition of the ICC, FAA, and other special interest agencies and incorporation of their functions into the D.O.T. in a total recasting of our transportation planning function, on a national basis. NETC sees anything short of this as a firm step towards a transportation disaster!

NETC POLICY STATEMENT:

1. Restructure or abolish the Highway Trust Fund, more support for rail and public transport.
2. Safeguard integrity of Nat. Environmental Policy Act of 1969 against destructive planning.
3. Preserve existing rail facilities through government purchase or lease, especially for passenger rail service.
4. Encourage improved rail freight services.
5. Moratorium on new airport, highway and bridge construction until public transit alternatives are first studied.
6. Improve bus service where no rail service exists; where both exist, coordinate.
7. Develop alternatives to automobile transportation to alleviate pollution and congestion in cities and suburbs.
8. Impose and enforce effective noise standards on highways, airports.
9. Encourage building of trails and bikeways for non-motorized use.
10. Abate arbitrary power of transit planning agencies and authorities; impose consumer representation.
11. Require effective consultation with all elements of communities in transportation and land-use planning.
12. Legislate effective standards to apply to all state and other public agencies and developers, including highway and transit projects, with environmental impact studies required to relate citizen goals to protection of the land.

## ERIE-LACKAWANNA AGAIN SEEKS TO END COMMUTER RUN

On Wednesday, May 14th, U.S. District Judge Robert Krupansky of Cleveland gave E-L trustees permission to ask the U.S. Railway Association to discontinue the weekday commuter train between Youngstown, Warren, and Cleveland. Since 1973 the E-L has sought discontinuance of this train but to now all efforts have been thwarted by the courts and by the PUCO.

Under the Regional Rail Reorganization Act of 1973, the U.S.R.A. has to approve all cuts in Con-Rail service. E-L joined Con-Rail this Spring.

OARP member Jim Stevenson of Parma writes that "the Cleveland-Youngstown service must be maintained at all costs, I feel, since it is not only performing a public service, but could become the nucleus of the Cleveland-Pittsburgh Corridor rail service. The train riders have done a very fine job of fighting the E-L's attempts to discontinue the train so far."

Officials in Solon, Mantua, Aurora and Youngstown stated they would object to the service cut in upcoming U.S.R.A. hearings. The PUCO and several rail labor unions also registered opposition to ending this commuter train service.

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## H.R. 1867 WILL REPEAL HIGHWAY WEIGHT INCREASES

The 93rd Congress enacted legislation allowing heavier trucks to operate on our Interstate highways. New legislation, in the form of H.R. 1867, has been introduced to repeal this law.

OARP members should communicate with their Senator and Congressman to urge them to vote in favor of H.R. 1867. We can see that our Interstate highways are bad enough now. Previous weight limits should have been enforced more than they were. If these higher weight limits are not repealed, the railroads will lose more business and the nation will be faced with a further weakening of its essential rail system at a time when governmental officials and agencies are seeking means to revitalize the industry.

Remember that railroads can move a given amount of freight with one-third the fuel consumption of trucks, one-third the pollution and one-sixth the public danger while using one-tenth of the land. Also remember that healthier railroads mean better chances for improved passenger business!

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AMTRAK's new ALL-AMERICA TIMETABLE became available in Ohio on May 22nd. The Riley's dome car now runs on the Mountaineer, Chicago-Norfolk.

## OARP ALERT TO PROBLEMS AFFECTING THE RILEY / MOUNTAINEER - - - - -

Shortly after the inauguration of the new Mountaineer, OARP contacted Amtrak and expressed concern in a positive way regarding several potential problems which have affected the successful operation of both the new train and the Riley.

Among the concerns:

Double-stopping and servicing problems at River Road, Cincinnati.

Time-consuming backup moves required to get into River Road station.

Crew stop at South Portsmouth, KY, but not a stop for passengers despite convenient location to Portsmouth, OH.

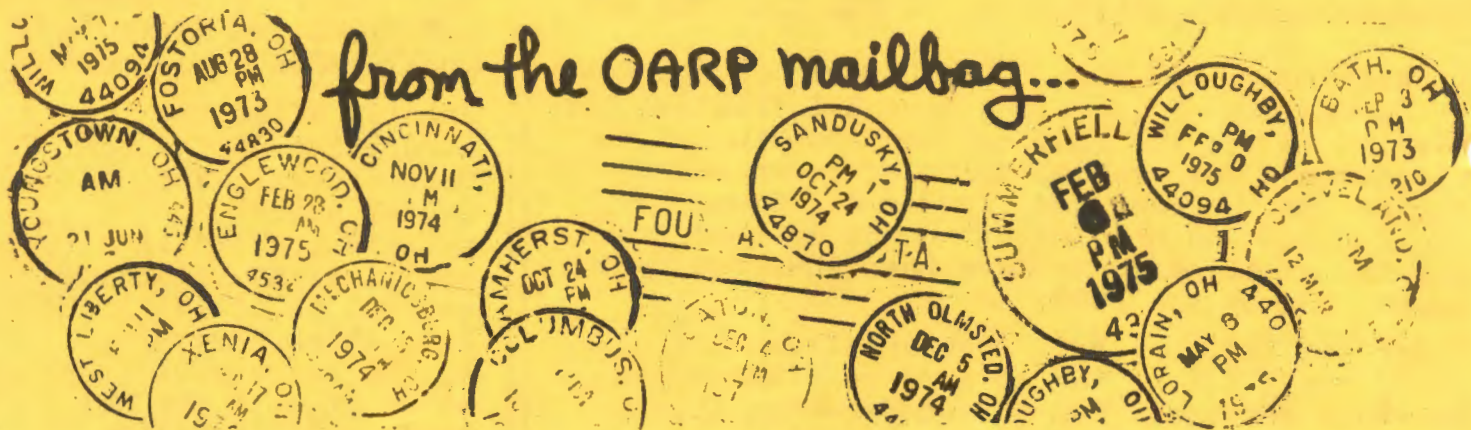
Fuel facility for Amtrak at Russell Yard cannot handle both locomotives at once.

Use of road diesels for cutting and switching the train at Russell Yard instead of a yard switcher. Yard crew still must perform switching, however.

Lack of promotion of the train(s), which may help explain the 12-car train running half empty thru Indiana on an almost ideal schedule between Cincinnati and Chicago.

Since OARP wrote to Amtrak, we understand that some of these concerns are being improved. A reply from Amtrak is reprinted elsewhere in this issue.

We still feel the Riley and Mountaineer are good trains that can and should succeed.



...Please accept my check for a year's dues. I wish I could afford to send more.

OARP is the best rail passenger group so far in the entire country, to my knowledge at any rate. Any success you have in restoring rail services will be seen everywhere and hopefully serve as an example. Keep up the good work!

-- R. vanWormer, Jacksonville, AL

...It is incredible that Cincinnati, the Gateway to the South, has no North-South railroad passenger service. Service between Cincinnati and Atlanta would much enhance Cincinnati-Cleveland service, not to mention Cincinnati-Detroit and Cincinnati-Chicago. Such a system of mutual support is essential.

Trains without connections and feeders can hardly be otherwise than anemic! Let's work for North-South service through Ohio!

-- W. S. Stagg, Cincinnati, OH

...My wife saw OARP's letter to Changing Times magazine at the school where she teaches.

At one time railroads were the heartbeat of the nation; but now they fumble around, stumbling over their own feet. But, at the same time, Amtrak seems to be making great strides all over! Long live Amtrak!

-- R. P. Cady, Urbana, OH

...Penn Central is presently engaged in extensive tie replacement and roadbed upgrading through Toledo, obviously in preparation for the upcoming Amtrak service. How are the possibilities of getting a Detroit to Cincinnati or Louisville train running? This seems to be the most

logical run to fight for, considering the number and size of cities served plus connections with the major east-west Amtrak routes.

-- E. Norden, Swanton, OH

Comments and Opinions selected and edited from the many letters that we receive at OARP headquarters.

...To me the largest untapped market for passenger service is the business traveler. Businessmen probably constitute the largest traveling segment of the population, and their travel is catered to very much by the Japanese and European railroad systems. For distances of 300 miles or less and where air transportation is practically non-existent or extremely cumbersome to use, surely this would be a very lucrative market for Amtrak to exploit.

Best of luck with your organization and if I can be of further help in letter-writing, please let me know!

-- N. L. Fry, Cincinnati, OH

...Issue Five of the 6:53 just arrived. Congratulations on a really good issue!

For getting highway signs to the passenger stations, I suggest that members contact their regional transportation planning agency's Citizen Involvement Committee chairman. As you may know, Ohio has 14 federally mandated regional transportation studies, each of which is compelled by federal law to have an active citizen's committee. OARP should strive to have a representative on each of the 14 CIC's. Diverse input is needed.

-- J. H. Harding, Akron, OH



TRI-STATE STATION OPENS; OARP IS THERE ON FIRST MORNING OF REVENUE SERVICE

OARP's Secretary/Editor Tom Pulsifer and Cincinnati/S.W. Ohio Coordinator Ron Garner alighted from the first regular Amtrak train (the Riley) to use the new facility at Tri-State. KY, the morning of March 25th. The new station, located in Catlettsburg, serves nearby Ashland, KY, Kenova, WV, and Ironton, OH, replacing the outmoded former C&O facility in downtown Ashland. Only a few people were on hand that first morning of revenue service; formal dedication took place the day before in connection with the special inaugural run of the new train, the Mountaineer.

The station building is almost identical to the River Road Station at Cincinnati. Located right on U.S. routes 23 and 60 only a few miles east of Ashland, the station provides ample, well-lighted parking areas. The OARP duo found that the new building was barely completed by opening day and that interior furnishings were sparse. A variety of waiting room chairs was obviously rounded up at the last minute from several sources. The Amtrak ticket agent's paraphernalia had not yet been transferred from Ashland and he had to make do with only the bare necessities. Only a handful boarded the first eastbound revenue run of the Mountaineer that morning. The OARP duo were the only ones boarding the westbound Riley for the return trip to Cincinnati.

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CANTON AND CRESTLINE; CHANGES ARE IN THE WORKS FOR BROADWAY ROUTE STATIONS

Almost a year ago Amtrak committed itself to station improvements at all Broadway Limited stops in Ohio. Lima's upgrading and station staffing is now complete, but much remains to be done at the other two stops.

Amtrak had once announced plans for a new station building at Canton. Now it appears that the present Penn Central station building will be refurbished and staffed (as with Lima) and no new building will be erected. Our members report that almost any improvement in the situation at Canton will be welcome and that it is a shame that it has taken this long to get anything done. Hopefully, the work at Canton will be completed by fall.

We have it on good report that the Crestline stop will be shifted to nearby Mansfield sometime in the near future. No improvement in the dismal Crestline facility will be undertaken. Until the change is made passengers at Crestline will have to endure the most primitive of Amtrak station facilities in Ohio. OARP's Secretary/Editor visited Crestline in late December and found portions of the red brick station in various stages of collapse. Large planks were missing from the wooden walkway across the former NYCRR tracks between the parking area and the Broadway platform. A few incandescent bulbs provided the only platform illumination. The "waiting room" was so littered with plaster and dirt that no self-respecting hobo would have entered, though the door was unlocked. OARP members who use the stop at Crestline should write to Amtrak (Station Services) in hopes of bringing about a decent burial of the Crestline station and speedy establishment of improved facilities at Mansfield.

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WICKENS INTERVIEWED ON WJW-TV NEWS

OARP member Rev. Robert Wickens of Elyria was spotlighted on Cleveland's WJW-TV NEWS this Spring regarding the establishing of an Amtrak station in Elyria. Wickens initiated civic interest in this.

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OARP OFFICERS TO VISIT WASHINGTON, DC

OARP's President Dave Marshall and Secretary/Editor Tom Pulsifer will take Amtrak to Washington in mid-June for appointments with officials at Amtrak headquarters, NARP, the USRA, and Senator Taft's office.

# NEWS

FROM

## Amtrak



### SPECIAL EXCURSION FARES ON TIDEWATER RUNS

On April 7th Amtrak began offering a special round-trip coach excursion fare to travelers on the James Whitcomb Riley and the new Mountaineer. The excursion fare is  $1\frac{1}{2}$  times the regular one-way rate. This means that if a passenger rides round-trip, the return portion of the ticket will be half-price. The excursion tickets must be purchased in advance, and are good for a 90-day period only. No stopovers are permitted between each origin and destination and children's half-fares are the only discounts applicable to these special fares.

### "COLONIAL CORRIDOR" RATES SPECIAL FARES

Visits to major Bicentennial shrines this Fall and next year will be easier and cheaper as a result of a special Colonial Corridor circle fare announced in mid-May by Amtrak. It will offer a saving of some 30% from the current Washington-Boston round-trip coach fare. The new circle fare will go into effect September 8th and continue through December 31, 1976, except for certain peak holiday periods. The Colonial Corridor circle ticket will allow a complete round trip from Boston to Washington, originating at any Amtrak stop on the route. It will allow visits to New York and Philadelphia -- plus any one stop between each of the major four cities. A simple punch-type excursion ticket will be issued for the entire circle. Fare will be \$40 for adults, \$20 for children under 12. The trip must be completed within 21 days of first ticket use. The special Bicentennial tickets will be good for travel on all Colonial Corridor trains except Metroliners and other premium-fare trains.

National Railroad Passenger Corporation  
AMTRAK - 955 L'Enfant Plaza North, S.W.  
Washington, DC 20024

### CHICAGO-DETROIT GOES ALL-TURBO

On April 27th Amtrak increased from two to three the number of weekday round-trips on the Chicago-Detroit line. By mid-May all three trains were operated by the new French Turboliners. This marks the very first time in U.S. railroading history that a complete service is operated with turbine powered passenger equipment. Amtrak has reported a 51% increase in patronage on this route within the past year.

### \$15 MILLION TRACK PROGRAM ON

A \$15 million track program to improve passenger train operations has begun on the Boston to New York main line, in an effort to upgrade dependability and train safety. Trackage is owned by the Penn Central and is used almost exclusively by Amtrak and transportation authority commuter trains, with a minimal amount of freight traffic on some segments. The work, financed by Amtrak, will be performed by the PC and its contractors. Improvements call for 10 miles of new rail; 143 miles of surfacing; 85 miles of ballast cleaning; 116 miles of rail grinding; and 120,000 new ties. Work is also slated on the Hell Gate, Pelham Bay and Old Saybrook bridges.

### DALLAS-CHICAGO DIRECT DAILY RUN

Amtrak's Board of Directors authorized a new experimental rail service on May 1 to provide through Chicago-Dallas service for passengers on Amtrak's Chicago-Houston train, the Lone Star. Service will begin by mid-Summer. Plans call for splitting the Lone Star at Fort Worth with one section diverting to Dallas and the other continuing on its present route to Houston. Slight changes in the Lone Star's schedule are expected when the new Dallas service starts up.

AMTRAK APPROVES MARION, INDIANA, STOP FOR RILEY

Amtrak's schedules committee approved in late March the initiation of a passenger stop at Marion, IN, for the James Whitcomb Riley. This is to become effective with Amtrak's fall 1975 timetable. This announcement, from Jerry Friedheim, Amtrak's vice-president for governmental and public affairs, was sent to Marion through Fifth District Congressman Elwood Hillis of Kokomo.

Richard Simons, chairman of the local Amtrak for Marion Committee, reported that the city has already agreed to cooperate with Amtrak in meeting the basic requirements for a station facility.

OARP extends congratulations to Simons and his committee on their success in working for this new station stop for the Riley in Indiana.

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OARP OFFICERS, AMTRAK REP RAP IN DAYTON MEETING

OARP President Dave Marshall, Secretary Tom Pulsifer and Cincinnati/S.W. Regional Coordinator Ron Garner met with Amtrak's regional Sales Manager Joseph Pollard late in the afternoon on April 17th. This meeting was held at Neil's Heritage House in Dayton and the agenda included a wide variety of topics, ranging from parking facilities at Amtrak stations to media promotion of Amtrak services. OARP will make improved contact with all Ohio and Eastern Indiana travel agencies handling Amtrak sales in an effort to further assist in the promotion of travel by Amtrak and to alert the travel bureaus to present concerns affecting rail travel in and thru Ohio.

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TAFT AIDE RIDES RILEY, GETS FIRSTHAND EXPERIENCE

Sen. Robert Taft's legislative aide, Bill Lind, reported to OARP that he rode Amtrak's Riley in early April from Washington to Chicago for a firsthand look at the service on this route. He was not impressed with the roadbed/track condition nor with the status of his sleeping car, but agrees that the Riley could be a decent train given good equipment and some trackwork from the Chessie System. OARP understands that Chessie is now involved with extensive track improvement projects on different segments of the Riley's route and that a faster schedule may be attained by this fall.

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CELEBRATE THE BICENTENNIAL IN STYLE . . . . .

. . . . . TRAVEL BY AMTRAK!

OARP ARCHIVES GROW WITH ACQUISITION OF VALUABLE COLLECTION OF TIMETABLES

OARP member Frank B. Michael of Dayton donated his collection of 250 pre-Amtrak public timetables to OARP's archives in mid-April. Secretary Tom Pulsifer accepted the gift on behalf of OARP.

Many of the timetables date back to the 50's and 40's and all lines which operated passenger trains in Ohio are represented.

In addition, Michael gave OARP a large railway map of Ohio dating back to the turn of the century, a unique and rare item.

OARP will use Michael's timetable collection for research and study purposes and plans to use some of the folders in a display at the summer OARP meeting

Our thanks to Frank Michael for this gift!

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OARP'S HOW-TO-FIND-THE-STATION MAPS REPRINTED, UPDATED IN NEW FORMAT

OARP continues to improve its maps of all Ohio cities with Amtrak service as the demand for them grows. They now appear in a new format, each folder covering two cities:

- DAYTON - COLUMBUS
  - CANTON - CRESTLINE
  - CINCINNATI - LOUISVILLE
  - MUNCIE - RICHMOND
- Ready by late summer:
- TOLEDO - LIMA
  - CLEVELAND - ELYRIA
  - PITTSBURGH - INDIANAPOLIS
  - TRI-STATE - HUNTINGTON

Address map requests to the OARP headquarters.





Powered by ex-Reading Road 4-8-4 #2101, the 24-car, \$18 million American Freedom Train is at this writing in the middle of its visit to the Buckeye State with stops in Cleveland, Columbus, and Cincinnati.

The Freedom Train was stationed in Cleveland from May 14th through the 20th, just west of the Stadium on the old Buckeye Booster tracks. On the 21st the Freedom Train ran from Cleveland to Columbus and a visit at the Defense Construction Supply Center at 4200 E. Broad Street, May 22nd through June 2nd.

On June 3rd the Freedom Train moved from Columbus to Cincinnati, where it is scheduled to be on display from June 4th through the 11th at a location west of Riverfront Stadium at Front (Mehring Way) and Plum Streets.

The visit of the Freedom Train has not been without controversy. Several Ohio newspapers and radio-TV stations have editorialized against the high cost (\$2 for adults and \$1 for children and senior citizens) of admission to ten specially designed exhibit cars, plus parking charges, plus the fact that one must almost make an appointment to visit the train. Tickets are good only for a few hours on a given day and no refunds or exchanges are permitted! Word from contacts in the East says that the moving walkways take you through the train in 18-20 minutes; you cannot go back to see something a second time. Some cities are arranging Bicentennial festivities and exhibits in connection with the Freedom Train, at the Train site, and apparently for these events and displays there is no admission fee charged.

We would encourage our readers to go see the Freedom Train if they haven't done so already. Despite the criticisms, it's a once-in-a-lifetime experience not to be missed.

OARP had intended to help publicize the visit of the Train to Ohio but due to the "corporate takeover" of the original American Freedom Train Foundation last Fall, the new AFTF apparently decided that OARP's offer of assistance was not wanted nor needed. Several recent letters to AFTF from OARP have gone unanswered. But... that's the way it goes.

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May 23, 1975