

# Heart victim helped by implant still ill

United Press International  
SALT LAKE CITY — Artificial heart patient Barney Clark suffered a setback Tuesday night and was moved back into intensive care because of "lung and kidney insufficiency."  
"Dr. Clark suffered increased lung and kidney insufficiency again Tuesday night, requiring that he be returned to the surgical ICU (intensive care unit) where he could be placed intermittently on a respirator," University of Utah Medical Center spokesman John Dwan said.  
But Dwan emphasized that

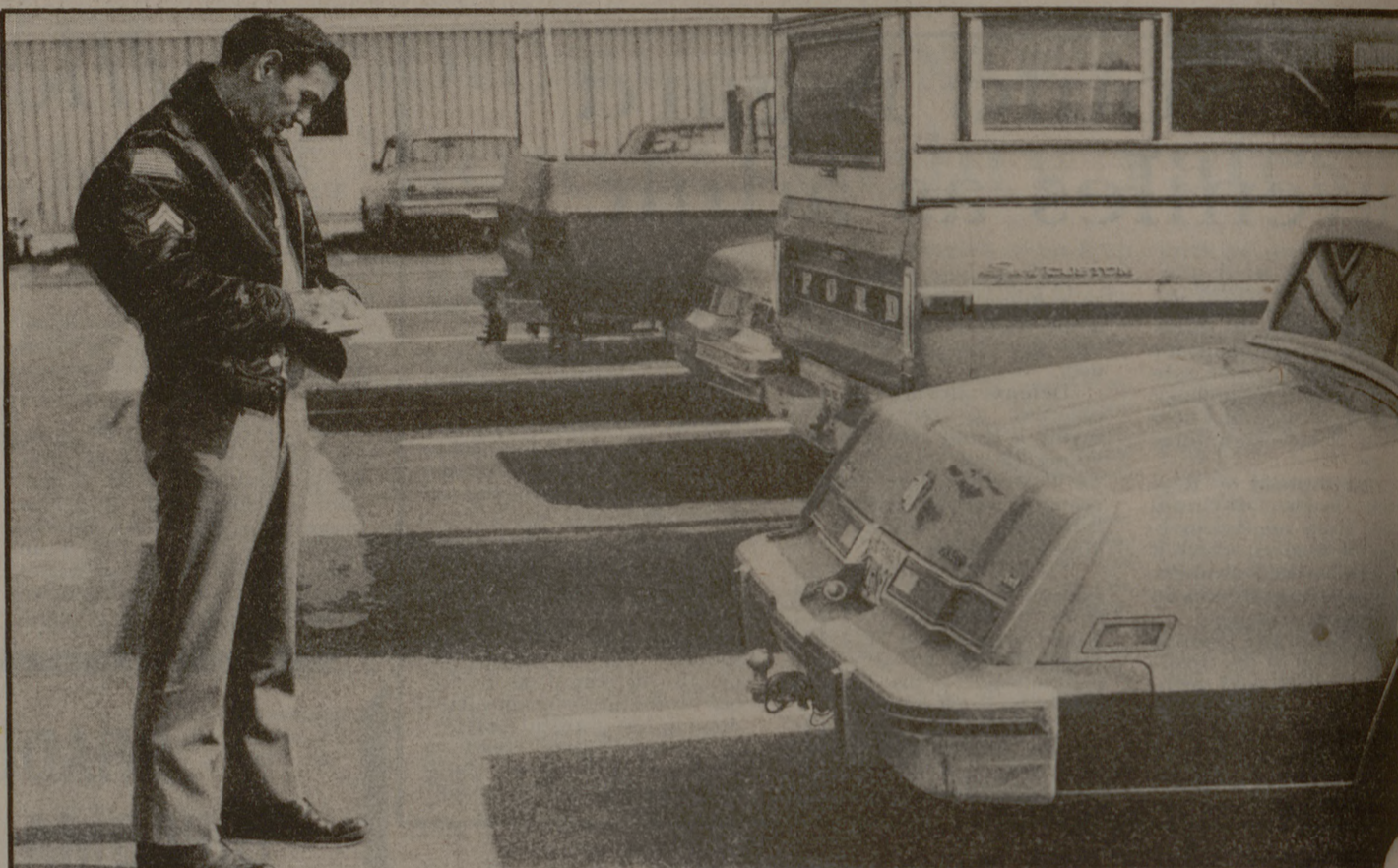
Clark, 62, remains in fair condition — an improvement from the serious listing he has maintained for weeks.  
"Neither his kidneys nor his lungs are strong enough to support him without assistance," Dwan said. "He was off the respirator for a week, but he suddenly needed to go back on the respirator. He needed help."  
Dwan said bringing Clark's kidneys back to full capacity has been a struggle, and that Clark has had continuing problems. He said the lung and kidney functions are interrelated.

"When the kidneys become insufficient, that affects the lungs, and when lungs become insufficient that affects the kidneys," he said.  
The retired dentist has been plagued by continuing problems in his recovery. Some of the problems are the direct result of the congestive heart failure. The failure brought him so near death doctors had to move the scheduled time for his implant operation up several hours to literally save his life.

Recovery problems include his kidney difficulties, which doctors believe threw him into seizures five days after the Dec. 2 operation. Doctors had stepped up Clark's heart rate and blood pressure in hopes of stimulating the kidneys into normal function.

But instead, the increased urine output upset the blood's chemical balance, resulting in the seizures.  
Before Clark suffered the seizures, he had to be taken back into surgery to repair tears in his lungs, which were weakened by emphysema.

Doctors slowly weaned Clark from his respirator while putting him on an exercycle to increase his strength. After Clark was free of the respirator for a week, doctors decided to upgrade his condition to "fair," and move him to a private room.  
At the time, Dwan called the move a significant first step toward the eventual goal of Clark going home, taking the heart's shopping cart-sized air compressor with him.



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## System remains the same

# Amtrak plans no change

United Press International  
WASHINGTON — Amtrak President W. Graham Claytor Jr. says he has no plans for any major cuts of the national passenger train system and will add trains only if they are financially sound, state-subsidized or ordered by Congress.  
"The problem is to take what we've got and make it work," Claytor said. Claytor also said he will run the current system for smaller federal operating subsidies each year and intends for

his trains to be paying 100 percent of their actual cost of operation by 1985, leaving the taxpayer to subsidize only capital improvements and overhead. The current system-wide figure is 76.8 percent.

That also will be his criteria for adding trains. "On my own hook, I'm not putting on any train, any new service, that I can't see will pay all of its short-term avoidable costs, all of its out-of-pocket expenses," he said.

However, he said he will run any service that Congress orders him to run and provides funds for, and will continue to run trains that are subsidized through a program in which states pay 45 percent of their costs.

The Cardinal, a New York-Chicago train that takes a southerly route through West Virginia, is doing significantly better and probably will meet the criteria for continued operation, Claytor said. The Cardinal is the

only train targeted for elimination by President Reagan's budget.

Unless the states subsidize service, he said, he will not incur extra train service for the 1984 World's Fair in New Orleans because "our state don't indicate that there's a real lot of normal traffic there."

Amtrak is studying the routing the Chicago-Oakland Calif., San Francisco Zephyr over one of the most scenic lines in North America, the Denver & Rio Grande Western between Denver and Salt Lake City. This won't be decided in spring. It now takes a less scenic route through southern Wyoming, Claytor said.

He knows of no plans to curtail direct service to Mexico and feels there is enough service to Canada already.

Claytor, 70, who began Amtrak's fourth presidency June 10, 1982, gained a new railroad man reputation as president of the Southern Railway System when he demanded a yielding quality on his New York-New Orleans passenger train, the Southern Crescent.

Building on that experience he said he will concentrate on good basic on-board service to attract passengers. He said he found many good employees at Amtrak and has begun to weed out the "lemons that you have to dispose of, who just can't be people."

Claytor said Amtrak will make a profit, but he intends to "run the present system on a less government money" basis. He may ask for increased capital expenditures if that would bring greater efficiency, he said, but will gradually decrease operating subsidies.

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