The path to the passenger train is paved with rubble...

SOME THOUGHTS ON INFRASTRUCTURE

by Tom Pulsifer

Sure, we love passenger trains! We want more of them! And, when we can, DO travel by train! But in many American cities, the path to the passenger train is paved with rubble... or broken glass... or boarded up windows... or poor lighting... or broken sign... or parking conditions... or inoperative public telephones... or lack of posted basic information. Why?

Ohio Senator Bob Bogy writes, "One of the goals of any passenger rail service should be high standards of accessibility, cleanliness, convenience, security, and overall system quality."

The Senator is right!

Some Ohio Amtrak stations are not up to the condition standards you and I would like. As I speak with some Ohio legislators, the perception of Amtrak trains as being "second-class" transportation (however unjustified) is being used to quash OARP's attempts to push for the 3-C service, despite our assurances to the contrary.

Infrastructure improvements for Amtrak in Ohio are a must. It will take money. And attitude improvements. And commitments to quality. Amtrak will not do it alone. You or I won't do it either. Yet there is a crying need for higher-quality standards. It's apparent to me that we must assess the infrastructure through the point of view of those who don't or won't use the service, and start asking questions.

I have encountered all the negative conditions in paragraph one at various Ohio Amtrak stations. They reflect poorly on passenger rail transportation in general. I don't like it. But you should.

Hype comes in bits and pieces; but it comes -- with struggle, with effort. The dangerous platform surfaces at Canton are soon slated for removal. The heavily vandalized Sandusky "station" may be relocated to a better environment at the east side of town -- at least efforts are underway to effect this. Cleveland's free-standing Amtrak sign has been re-buffed and shines again over the Shoreway. By taking care of the individual trees, we help improve the forest!

I believe OARP can help turn negatives into positives. Sure, it'll take some work in our Amtrak station communities, and just maybe you'll need to get yourself involved.

But status quo won't cut it if we really want a better tomorrow.
THE 3-C CORRIDOR PROJECT

Once again we're in the middle of the Summer season and still don't have our trains. But are we any closer? Yes, I do think so. The past few months have seen a flurry of OARP activity everywhere along the proposed 3-C Corridor route from Cincinnati to Cleveland. We have earnestly begun, with the help of some of our Regional Coordinators and other volunteer helpers, to distribute our new "All Aboard, Ohio!" brochure throughout the State. This informational piece describes how conventional-speed passenger train service can serve Ohio's most populous intercity transportation corridor. Can you provide names and groups to include with our brochure distribution campaign? Please, please let us know. Especially if you live in Ohio within or close to the 3-C Corridor. It is important that we reach as many potential users of this rail passenger service as possible within the next few months.

We want others to know what we're doing... and why. Surprisingly, in spite of distribution by the thousands to senior citizens groups, city officials and others, response has been less than overwhelming to say the least. In fact, our OARP President and I have concluded that if OARP is to stop the 3-C Campaign tomorrow, it would hardly be noticed. There have been very few follow-up inquiries from the public thus far.

Drop the campaign? It's NOT going to happen. We're the only statewide organization pushing for the 3-C passenger trains. Almost everyone involved in the OARP membership can visualize the tremendous social and economic possibilities of modern passenger train service right within Ohio's 3-C Corridor. On the legislative front, S.B. #65, sponsored and co-sponsored by State Senators Snyder and Boggs, respectively, had its first hearing, with sponsor testimony only, on June 9th. I attended that hearing by the Senate Finance Committee, surrounded by a room-full of emptiness, in spite of notices of the hearing. Senator Snyder was eloquent, as usual, and there were a few questions from members of the Finance Committee, although I did not get the impression there was a great deal of interest within the group. No vote was taken, of course, and the bill will continue to be heard with proponent and opponent testimony during the next legislative session in the Fall.

Summer OARP legislative activities will be confined to further distribution of the 3-C brochure, and to begin to organize bill testimony schedules. We believe it is important the legislative committees hear from as diverse a parade of witnesses as possible, representing the 3-C Corridor cities and potential user groups from up and down the line.

OHIO HIGH-SPEED RAIL

We were both surprised and discouraged to learn of the recent bond-funding plan's abandonment for the proposed Ohio high-speed rail project. No one will deny that the plan's arrangement was controversial and risky, but press reports of the Ohio House and Senate leadership's initiative with this led the public to think that the action was a reflection of the merits of the entire high-speed rail program. We are seldom privy to inside information about the Ohio High-Speed Rail Authority's activities, so we are not sure what will happen within that body to keep the planning momentum continuous. Press reports indicate that approximately $1 million for studies and administrative purposes will continue to fund their work. We wish them well, and will continue to seek their cooperation and assistance with the alternative OARP proposal for the incremental approach to a future high-speed rail system by starting out with conventional-speed service.

AMTRAK FUNDING

In Congress, the House budget resolution calls for $614 million for Amtrak with an additional $27 million being designated exclusively for the Northeast Corridor. However, an extra $4 million of demonstration money has been added to test high-speed operations of the Spanish "Talgo" articulated train, according to sources at NARP in Washington. A Supplemental Appropriations bill included in the House-Senate Conference Report, designates $5 million extra for rail work on the MONTREALER route, where passenger train service has been suspended and substitute dedicated bus service provided for Amtrak passengers.

A special mailing to all OARP members the week of June 22nd strongly urged an intensive letter writing effort aimed at Congress requesting their support for full funding for Amtrak and mass transit. Letters from the constituent and county more than you might imagine. That's why it is vitally important to speak up for better trains!

A FINAL NOTE

OARP welcomes ROLAND NESSLINGER to his new position as Assistant Director of the Ohio Department of Transportation. He succeeds Robert Clark Brown who resigned in May to become a vice president in transportation bonding for Shearman Lehman Bros. of New York. Nesslinger is former president of the Ohio offices of the consulting engineering firm of Parsons Brinckerhoff, Inc. He will oversee the Ontario Division for Ohio D.O.T., including rail, mass transit, aviation and water transportation.

Although we have not yet met or talked with Mr. Nesslinger, we understand he is rail-oriented and will likely take a personal interest in both the 3-C Corridor conventional-speed proposal and the high-speed rail project. Selfishly, we hope this interest will be positive. We wish him well in his new post!

STATE REP. BOB CORBIN [R-Dayton, 38th Dist.] HEARD FROM, NEEDS INPUT....
A LETTER FROM OARP PRESIDENT JOHN R. (JACK) MARTIN

May 8, 1987

Mr. Tom Pulifer
Ohio Association of Railroad Passengers
P.O. Box 653
Xenia, OH 45385-0653

Dear Tom:

I read with interest the April 1987 issue of the Ohio Union Terminal. Indeed, I read the June issue regularly.

I was dismayed, however, by the report of points covered during my question-and-answer session at the joint NARP Region 6 and 7 meeting in Chicago last week. I believe publication of a correction is warranted since otherwise I will have contributed to erro statements that I did not make. Of the five points specifically noted in the report:

1. I did state that Amtrak for FY1988 would probably end up with just over $600 million.

2. The number of AEM-7 electric and F40 diesels is mistated. My notes indicate I referred to 12 F40 diesels and 7 AEM-7 electrics.

3. The comments concerning the Heritage Fleet cars and the state of Michigan's interest in possibly paying for HEP work are correct.

4. I did not say that a reroute of the California Zephyr over the C&NW route between Chicago and Omaha looks good for the Fall of 1987. What I said was Amtrak would make a decision by June and if they elected to reroute the train, it might be done by the Fall of 1987. At the time of the Chicago meeting, no decision had been made by Amtrak. As of the date of this letter the decision has not been announced.

5. I did not say that Amtrak management favors a reroute of the Capitol Limited through Toledo and Cleveland and I did not say that Amtrak and Conrail were negotiating on payment for signal work between Cleveland and Alliance. I did say that Amtrak would like to serve Cleveland at a decent hour, Pittsburgh will not have convenient times. I made no comment about negotiating for signal work.

Also, I was erroneously given credit for those at the meeting receiving a new Amtrak nationwide timetable and a copy of the Amtrak Travel Planner booklet. In fact, those arrangements had been made by the sponsors of the meeting.

Best regards,

/s/ John R. Martin

Editor's Note: We appreciate Jack's admonition to accuracy in reporting. May this serve to remind ALL of us that we MUST make sure everything's lined up correctly before we take the train down the tracks!

OARP FALL 1987 MEETING to coincide with AMTRAK OPEN HOUSE at the CLEVELAND LAKEFRONT STATION. Date & Details Forthcoming.
by LARRY GEORGE, OARP's Toledo Area Regional Coordinator

TOLEDO'S CENTRAL UNION TERMINAL

AN UPDATE

By Larry George, OARP's Toledo Area Regional Coordinator

It has been suggested that Conrail is moving at least some of its freight to Toledo to reduce its costs. This is not true. Conrail has not announced any plans to move freight to Toledo. The only reason for this suggestion is the recent sale of the Toledo area by Conrail to the Lackawanna Terminal Corporation. This sale has nothing to do with the proposed freight service to Toledo.

The recent sale of the Toledo area by Conrail to the Lackawanna Terminal Corporation has been reported in the Toledo Blade. The sale was made to reduce Conrail's costs. However, the new corporation does not plan to use the Toledo area for freight service. The sale is simply a means of reducing Conrail's costs.

The lack of interest in the Toledo area for freight service is due to the fact that the area is not well-suited for freight service. The Toledo area is not a major freight hub. The area's major industries are not located in the Toledo area. The area's major industries are located in other parts of Ohio. The Toledo area is not a major freight hub. The area's major industries are not located in the Toledo area.

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MARCH 3, 1984 AT BEREA, OHIO. 
THE TEMPERATURE IS 2°F. 
AMTRAK'S WESTBOUND LAKE SHORE 
LIMITED HIGHBALLS TOWARDS 
CHICAGO... ON TIME!

--- Ken Prendergast photo

A full-color version of this photo will grace OARP's 1988 CALENDAR. We will have these new 1988 OARP CALENDARS ready in September and by breaking this news in this issue of the 6:53 we are encouraging advance orders and will accept your order now.

Our handy CALENDARS measure 9" x 12" and are printed on a quality stock. Pricing will be the same as for previous years so as to encourage you to order several and to use them as "outreach" tools by giving them to friends and associates for use in homes and offices. They're just 10¢ each in any quantity, plus just $1.00 towards postage and shipping for any order, any quantity. One CALENDAR would thus be $1.10. TEN CALENDARS would be $2.00. 100 CALENDARS would be just $11.00. OARP's 1988 COLOR CALENDAR not only has the entire year before you at a glance, with the major holidays highlighted; but also lists for your information and handy reference...

- AMTRAK RESERVATIONS & INFORMATION TOLL-FREE AND LOCAL PHONE NUMBERS.
- AMTRAK'S REGIONAL SALES & MARKETING OFFICE TOLL-FREE PHONE NUMBER.
- AMTRAK'S LOCAL STATION PHONE NUMBERS (will save Ohioans many a call to "Information").
- OHIO'S LEGISLATIVE INFORMATION TOLL-FREE PHONE NUMBER PLUS OHIO D.O.T. RAIL DIVISION'S COLUMBUS OFFICE PHONE NUMBER.
- Useful information about your 0.A.R.P.

With each year OARP's CALENDARS grow in popularity. SEND IN YOUR ADVANCE ORDERS NOW. You'll not be disappointed.
AMTRAK TO MAINTRAIN CURRENT CALIFORNIA ZEPHYR ROUTE

On June 11th Amtrak announced it will continue to operate its Chicago - San Francisco CALIFORNIA ZEPHYR on its present route over the Burlington Northern (BN) route through Illinois and southern Iowa for at least another year. After considering operational and marketing data for a proposed alternate route between Chicago and Omaha over the Chicago & North Western (C&NW), Amtrak determined that projected revenues and cost savings were insufficient to justify a change in the routing of this train at the present time.

In December 1986, Amtrak operated an inspection train over the C&NW line, passing through Geneva, DeKalb, and Sterling, IL, also Clinton, Cedar Rapids, Marshalltown, Ames, Boone and Carroll, IA. The inspection train, the second one operated by Amtrak over the C&NW line in five years, was run to determine the feasibility of operating the train through the central portion of Iowa, with an eye toward improved running times and increased passenger revenues. The C&NW has performed track renovation on the line over the past several years.

Amtrak determined that rerouting the CALIFORNIA ZEPHYR over the C&NW could save Amtrak up to $500,000 in annual subsidy needs, due primarily to higher passenger revenues. However, this projection assumes significant market penetration in a geographical area where established travel patterns have not included intercity passenger trains in more than 16 years. Amtrak also determined that, given the magnitude of a major route change and only a marginal revenue improvement, the train should continue to operate on its traditional BN route. There were also factors influencing the decision, such as lower operating costs, and increased scheduled running times. Amtrak stated that if the C&NW line is further upgraded, they would reconsider the reroute, but would need commitments from the cities along the C&NW line that they would provide all station facilities without capital or operating costs to Amtrak.

AMTRAK ESTABLISHES DEDICATED BUS SERVICE TO REPLACE MONTREALER

Starting May 14th, Amtrak established a fast, new dedicated bus connection at Springfield, MA, offering rail passengers daytime service to and from most of the Vermont communities served by the MONTREALER, together with a new direct connection with downtown Burlington. Amtrak has been forced to suspend train service for an indefinite period on the Springfield to Montreal segment of the MONTREALER route due to deteriorated track conditions on the Boston & Maine (B&M) Railroad. The Vermont bus connects at Springfield with trains #470 and #473, and is operated on a reserved seat basis under existing applicable fares. The bus does not operate north of Burlington, nor does it serve St. Albans or Essex Junction. Train service over the affected segment was suspended April 6th due to flood conditions between Springfield and White River Junction. The service suspension was extended after April 20th when an inspection of track confirmed that "slow orders" over portions of that line would reduce Amtrak train speed, in some places to as low as 5-10 mph, causing delays in excess of two hours. Also influencing Amtrak's decision was B&M's position that it would not schedule track maintenance that would appreciably increase safe track speeds on the segments affected. This situation is now in arbitration. Between April 6th and May 13th, Amtrak operated through overnight bus service between Montreal and Springfield as a temporary substitute for the suspended MONTREALER passenger train. NARP is strongly supporting ongoing efforts to restore the MONTREALER passenger train service to northern New England.

OARP MIDSUMMER MEETING 1987

The OHIO ASSOCIATION OF RAILROAD PASSENGERS will hold its MIDSUMMER MEETING on SATURDAY, JULY 25th from 10:30am - 4:30pm at the MAD RIVER & NKP RAILROAD SOCIETY'S MUSEUM on South West Street in BELLEVUE, OHIO. The cost for this meeting is $10.00 per person and this will include your luncheon at McClain's Restaurant which is within easy walking distance from the Museum and where we will eat as a group in their private dining room. Though we have planned a busy and event-filled day, informality is our goal. We will be outside quite a bit; so dress appropriately including comfortable walking shoes!

OARP member BILL FUEHRING, Past President of the Mad River & NKP Railroad Society is our host for this day and has promised an enjoyable day for us -- rain or shine. The MR & NKP Museum is small but growing and has many unique pieces of railroad equipment and artifacts on display. It is now the home of "Silver Dome", the very first Vista-Dome car ever built! There are other passenger cars on display; also cars which are based in Bellevue and used in railroad excursion service. We'll see rehabilitation work in progress on some passenger equipment.

Our GUEST SPEAKER, GEORGE F. PAYNE is a specialist in railroad passenger equipment. In his present post with Maryland D.O.T. and in his past work with Amtrak, he has worked both the development of new equipment and the refurbishing of older equipment for intercity passenger rail service. He will share his insights with us as he proceeds from train service in the 3-C Corridor. George Payne is a native Ohioan and grew up in Rocky River.

Later in the day, following a guided tour of the MR & NKP Museum, we will also enjoy a guided tour of the Norfolk Southern (N&W) BELLEVUE YARD. This is a very large, modern freight classification yard at a strategic junction point for this railroad. Through our guided tour we will not only observe a wide variety of modern equipment and motive power, but learn something about modern railroad operations.

You'll not want to miss this OARP MIDSUMMER MEETING! Please use photocopies of the registration forms if you don't want to cut up your newsletter. Please remember that both OARP and the MR & NKP Museum can accommodate you better if we know you're coming. No Saturday morning surprises, please! We CAN accommodate you as late as THURSDAY EVENING, July 23rd, if you make a phoned reservation with OARP Pres. Tom Pulsifer at 513/372-9868 and pay when you get to Bellevue on Saturday. Note that you'll be held to your reservation unless it is cancelled by the 22nd of July. We cannot make any refunds after the 22nd. IF YOU NEED A RIDE OR CAN PROVIDE A RIDE FOR SOMEONE ELSE; please contact your closest OARP officer or Regional Coordinator. See Page 2 of this issue. COMING BY AMTRAK? By ADVANCE ARRANGEMENT ONLY, the MR & NKP van will meet the westbound L AKE SHORE LIMITED at Sandusky and transport you to Bellevue. Advance arrangements are stressed so we know how many are coming and can accommodate you.
Our MIDSUMMER MEETING at the MR & NKP Railroad Society's "Freight House" will put us in a historic building (ex-Lake Shore & Michigan Southern) on South West Street. The newly-renovated meeting room there IS air-conditioned for comfort! The MUSEUM is not hard to find and there is ample parking. The railroad tracks adjacent to the MUSEUM are "live" tracks and trains or switching movements may be expected at any time so please observe common-sense safety. The same goes for the NS YARD TOUR. Do not let carelessness spoil our day. SAFETY FIRST! Follow the instructions of our host and tourguides at all times.

TIMETABLE FOR THE DAY: SATURDAY, JULY 25, 1987
9:30am Coffee & Conversation for the Early Arrivers, at the MR & NKP "FREIGHT HOUSE" Meeting Room.
10:30am OARP MEETING FOR BUSINESS
12:00nn GUEST SPEAKER: GEORGE F. PAYNE, Assistant Director, Maryland D.O.T. Rail Administration.
1:00pm OARP LUNCHEON at McClain's [$10.00 per person].
2:00pm GUIDED TOUR of the MAD RIVER & NKP RAILROAD MUSEUM.
3:00pm GUIDED GROUP TOUR of the NORFOLK SOUTHERN (N&W) BELLEVUE YARD.
4:30pm [approximately] Adjourn.

AGENDA ITEMS for the OARP BUSINESS MEETING on JULY 25th:
1. STRATEGIES for September Hearings on S.B. #65 and H.B. #359 in the Ohio General Assembly.
2. RESOLUTION on the Toledo Central Union Terminal matter.
3. RESOLUTION to support application for Organizational Membership in The Sierra Club.
4. DISCUSSION on OARP Future Leadership Training.
5. PLANNING for the Fall OARP Meeting in Cleveland.
6. Other matters brought before the meeting.

IN CASE YOU MISSED IT... please note that last-minute registrations by phone for the July 25th OARP Meeting will be handled ONLY THRU THURSDAY the 23rd (not on Friday the 24th)!

AND... Manfred Orlow's (OARP Government Affairs Director) Dayton office will be closed July 8-29. Important matters, call Tom Pulsifer at 513/439-2355 or 372-9668. You may also contact OARP member Malinda Wolf (wife of our Dayton Area Regional Coordinator Al Wolf) at 513/294-7110. During a part of this time period, Manfred will be traveling on intercity passenger trains in Europe.
Two Amtrak detours of interest to Ohioans... The first was the eastbound CAPITOL LIMITED, thwarted by a Conrail freight derailment in Warsaw, IN, and went to Pittsburgh by way of Elkhart and Cleveland. It passed thru Cleveland, without stopping, at 7:00am on Sunday, November 30th. It was reported out of Pittsburgh at 10:30am, four hours off its original schedule, and giving it a 3 1/2 hour running time from Cleveland to Pittsburgh over the Alliance route.

The second included some very rare mileage for the CARDINAL. During Sunday, April 26th the CRX(90) train on its Cincinnati-Huntington mainline. The westbound CARDINAL was detoured to the Columbus-Toledo mainline as far as RA Junction which is a bit southeast of Chillicothe. Then the train backed up the 3.9 miles of the Renick Subdivision (B&O) to West Junction on the Cincinnati-Parkersburg mainline (or what's left of it). The train then proceeded west through Chillicothe and Midland City to Cincinnati where it turned left for Chicago at 7:00am Monday morning giving passengers a equally rare daylight trip through eastern Indiana. Word has been received of the death of OARP members AL CORDEY of Wadsworth, Oh., and VICTOR CLAUSEN of Peru, Indiana. We extend our sincere sympathy to the families.

OARP member BILL CHANDLER's name was inadvertently left off the list (in the April issue) of those attending the Region 6 & 7 Joint NARP Meeting in Chicago in March. Sorry, Bill! Thanks to KEN PRENDERGAST and HOWARD HARDING for arranging for OARP to be represented at the recent "Train Meet '87" at Quaker Square in Akron, June 20 & 21. A CARDINAL stop at Connersville, Indiana, is still being actively discussed. The Connersville Rotary Club has taken responsibility for spearheading the drive in the community, along with saving the old railroad station which was constructed in 1882. InDARP is working closely with the Rotarians on this.

Columbus area OARP members will be interested to know that a giant mural depicting old Union Station (torn down in 1977) has been painted on the wall of the Aardvark Video Store at 612 North High Street. Of the original ornate Union Station facade, only one stone arch remains; forlornly ensnared in a small park nearby. We have received works of thanks and appreciation of support upon renewing OARP's professional memberships in The Ohio Chamber of Commerce and In The Ohio Environmental Council. The Chamber provides you with valuable legislative updates in contact with their Transportation Committee. The OEC is assisting us legislatively with our push for the 3-C Corridor thanks to their established presence in the State House.
JOIN and help get Ohio moving on modern passenger trains!
OARP is not another "railfan club". We are rail transportation advocates. OARP is the statewide voice of concerned citizens working together to help achieve better rail passenger services. We're over 700 strong and we are moving forward together for better rail transportation for Ohio. We invite you to get on board! A new membership in OARP is just $10 for your first year; $15 thereafter.

Name ____________________________
Address ____________________________
City/State/ZIP _______________________
Phone ______________________________

Mail this entire page with your check/money order made payable to "OARP" to: OARP MEMBERSHIP SERVICES, P.O. BOX 653, XENIA, OH 45385

SEND ME __ OARP "MAKE A NOTE TO TRAVEL BY TRAIN" PENCILS @ $5 @ $1.00 postpaid. NEW ITEM
SEND ME __ OARP (logo) METAL LAPEL PINS @ $3.50 ea., postpaid.
SEND ME __ OARP MAGNETS with Amtrak logo, train "800" number imprinted @ $4 @ $1.00, postpaid. HANDY NEW ITEM! 2"x2".
SEND ME __ OARP (logo) WINDOW DECALS @ $50 ea., postpaid.
SEND ME __ OARP "LET'S GET OHIO MOVING ON PASSENGER TRAINS" white on blue BUMPER STICKERS @ $1.00 ea., postpaid.
SEND ME __ OARP 1988 CALENDARS @ 10q ea. in any quantity plus a minimum $1.00 donation to help cover calendar mailing costs.

SEND ME __ OARP OHIO LEGISLATIVE DIRECTORY
SEND ME __ OARP MEMBERSHIP FLYERS
SEND ME __ SAMPLE COPIES of "the 6:53"
SEND ME __ OARP RAIL TRIP REPORT FORMS
SEND ME __ OARP WASHINGTON GUIDE TO THE OHIO CONGRESSIONAL DELEGATION & OFFICIALS OF AMTRAK.
SEND ME __ OARP WALLET-SIZE CARDS LISTING AMTRAK INFORMATION & RESERVATIONS PHONE NUMBERS.
SEND ME __ AMTRAK EAST-MIDWEST TIMETABLE
SEND ME __ AMTRAK NATIONWIDE TIMETABLE (Please send a self-addressed business letter size #10 envelope with 73¢ postage [22" + 17" + 17"] suffixed for this item to expedite handling. We are not always able to offer these timetables in quantities at all times. OARP appreciates your understanding.)
Note: Amtrak (1-800-USA-RAIL) will mail you single copies free.

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A NOTE FROM JOHN KELLER... "I want to assure you that your concern for me is appreciated! I am most grateful for the card from the meeting and for those from individuals. Will you please mention this in the 6:53? My condition is improving -- just need to act my age." /s/ John H. Keller

We reported in the April 6:53 that noted rail historian and OARP's Lima Area Regional Coordinator John H. Keller had been hospitalized. John had suffered a slight heart attack, but we are most pleased to report his recovery has been very good and he has been permitted to resume some activities. At our OARP Annual Meeting in Mansfield we had everyone there sign a cheery greeting card for John Keller which was then hand delivered to him by OARP member Russ Heine of Lima.

WE APOLOGIZE that about 50 copies of our April 6:53 sneaked into circulation with several unprinted pages. These copies were supposed to have been discarded and got into the wrong pile. The situation came to light when we got notes from several unhappy members; but we did make things right for those who did contact us about it. Things like this can happen from time to time. If it does happen to you, will you kindly let OARP know about it so we can make things right for you. If we don't know about it we can't correct it.
"the 6:53" is the official bi-monthly publication of the OHIO ASSOCIATION OF RAILROAD PASSENGERS, an incorporated, not-for-profit educational organization of some 700+ concerned citizens working on a volunteer basis to PROMOTE TRAVEL BY TRAIN and to HELP WORK FOR IMPROVED AND EXPANDED RAIL PASSENGER SERVICES IN AND THROUGH OHIO. The work of OARP is supported solely through membership dues and by extra donations of time, talents and dollars by our members and friends. JOIN OARP NOW and HELP US FIGHT FOR THE RAIL TRANSPORTATION ALTERNATIVE! Annual dues are $10 (min.) for NEW MEMBERS and $15 (min.) for all renewals. Look for the handy membership application/materials order form printed in this issue. ALL ABOARD!

OARP's 1987 MIDSUMMER MEETING
BELLEVUE, OHIO  SAT., JULY 25th
MAD RIVER & NKP R.R. SOCIETY MUSEUM
10:30am-4:30pm    $10.00
Speaker: GEORGE F. PAYNE — Maryland D.O.T. Rail Administration
Luncheon     NS (N&W) Yard Tour

FALL MEETING / CLEVELAND  [tentative]