

# ALL ABOARD *INDIANA*

The Official Newsletter of the Indiana Passenger Rail Alliance

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## ***Hoosier State* Now Comes the Hard Part**

By Arvid Olson, Greater Lafayette Commerce

### **First, the easy part:**

About the time you are reading this article (early June) the new *Hoosier State* consist (the engine and cars to be used) will be undergoing its final inspection by a veritable alphabet soup of state and federal inspectors. The three car and engine consist will be gone over carefully by the FRA (Federal Rail Administration) for equipment safety compliance, the FDA (Food and Drug Administration) will inspect the food service, ADA inspectors (Americans with Disabilities Act) will ensure handicap compliance, and DOT inspectors and INDOT observers will also be involved. This heightened level of oversight is in part due to the recent passenger fatalities on the busy Northeast Corridor.



Once the static tests and inspections are successfully completed, the consist will be cleared for a trial run on the *Hoosier State* route from Chicago to Indianapolis and then return to the Iowa Pacific facility in Bensenville, Illinois. The date for this round trip is tentatively set for June 10 but is subject to change. The trip will accommodate only essential personnel and is not open for special guests or general passengers.

Both INDOT and Iowa Pacific Holdings remain confident that the new *Hoosier State* will be ready to begin operations on Wednesday, July 1 with southbound service on train #850 from Chicago to Indianapolis. By all accounts the quality of the passenger experience anticipated for the new consist will be a noticeable improvement over the standard Heritage-era fleet of passenger cars.

### **As We Go To Press:**

The Tier I Environmental Impact Study for the proposed Chicago to Columbus, Ohio, passenger rail line as submitted to the Federal Railroad Administration was not funded. At this time, rail line proponents are re-assessing options to go forward on the Tier I EIS via public/private partnership funding and/or to seek another federal grant option for the study.

### **Now, the hard part:**

While much has been accomplished over the past thirty-four months to build awareness and support for the continuation of this two-state passenger service, the next nineteen months will be critical for the long-term (*continued*)

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*("Now Comes the Hard Part" continued from page 1)* viability of the *Hoosier State*. Over the past three years, there has been considerable media coverage devoted to whether this train

would survive. Now, it is imperative for the focus to be directed toward populating the train with an ever-growing number of satisfied passengers.

Long-time rail advocates could note that until route speeds are increased along with a more acceptable level of on-time performance, the train is still hamstrung from succeeding. On-time performance during April 2015 for the *Hoosier State* was 58.8%, with the last 12 months averaging 71%. Many rail experts note that acceptable on-time stats are above 90%. The reality is that this improvement will take a goodly amount of time, funds, and a more enlightened relationship with the three parent railroads that the *Hoosier State* currently travels over (CSX, NS, and UP) to appreciably change.

The good news is that Iowa Pacific is quite aware of the route condition and on-time challenges they face. That is one reason that they have invested heavily in developing a train set that is anticipated to be more enjoyable and conducive for business and pleasure-based passengers. Amenities like WiFi, attractive interior decoration, food and beverage service, and an enhanced first-class travel experience will help to alleviate the reality of a slower-than-desired travel time to and from the destination cities.

With Iowa Pacific investing in a marketing manager and chef for the service, it is anticipated that the travel experience will be something that is arguably fun and enjoyable. The possibility of excursions and special trains similar to those operated on home IPH tracks is also intriguing.

That said, the ultimate litmus test that INDOT and our state legislators will be looking for is a measured and steady increase in ridership. Over the past four fiscal years, the *Hoosier State* has hosted between 33,000 and 36,000 annual riders. By the beginning of the next biennial legislative session in January 2017 it is paramount that we are able to talk about ridership in the neighborhood of 43,500 annual passengers

(approximately a 25% increase). This would effectively reduce the subsidy per rider which is the ultimate metric that this train will be 'graded' upon relative to its renewal of financial support via the state budget.

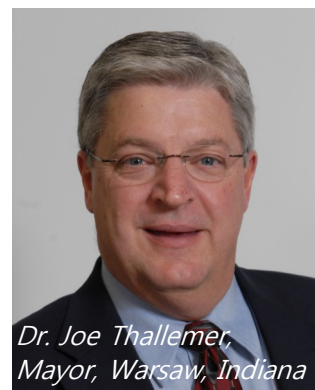
The responsibility each passenger rail supporter reading this article (thanks, by the way!) needs to assume is to 'talk this train' up to your friends and family as well as actively support the *Hoosier State* as a rail passenger.

Indiana's finally getting a better train; now it's up to us to keep it and grow it.

## Faith, Grace (College), and Rail

By Rich Davis, MPA, MCRP; Rich Davis & Associates, Inc.

On Monday March 10, 2014, I drove the 40 miles from Fort Wayne to Winona Lake on a rare sunny day in an otherwise grim winter to meet with Dr. William Katip, President of Grace College & Seminary. Grace College had made a commitment, along with other public and private entities in and around Warsaw, to support the Tier One Environmental Impact Study required to move forward with the revival of passenger rail service from Chicago, IL to Columbus, OH through Gary, Valparaiso, Plymouth, Warsaw, and Fort Wayne. I wanted to find out more about the reasons for Grace College's participation in this long-term regional economic development initiative.



*Dr. Joe Thallemer,  
Mayor, Warsaw, Indiana*

Each of these Indiana communities had pledged a share of the necessary local funding. Heading up the Warsaw community's "pledge drive" was Warsaw's Mayor Joe Thallemer, a local optometrist in his first term as Mayor. When Mayor Joe called on February 26 to let us know he had not only completed his own community's fundraising goal, but had contacted the other city partners in central and northwest Indiana to secure their pledges, he was so enthusiastic that I told him, "Mayor, you are the number one evangelist for passenger rail."

But in reality, the idea of passenger rail in this north-central Indiana community of almost 14,000 had been taking root for some years. In 2011, *(continued)*



*Dr. William Katip, President,  
Grace College & Seminary*

*("Faith, Grace (College) and Rail" continued from page 2)* OrthoWorx, Inc.-- a not-for-profit organization representing and promoting the cluster of orthopedics industries located in and around Warsaw, had commissioned its own economic impact study to estimate

the impact of a high speed rail connection to Chicago and O'Hare Airport. This study, carried out by engineering consultants Parsons Brinckerhoff, had estimated significant benefits to the orthopedics industry including 20-year travel time savings of \$32 - \$45 million, with additional productivity benefits amounting to \$39 - \$46 million. Other regional rail development studies estimated overall employment impacts of 649 - 790 full time jobs, and a total economic impact on the community of \$133-161 million over 20 years.

Certainly for OrthoWorx, which states its primary mission as supporting and sustaining Warsaw as the "Orthopedics Capital of the World," these benefits were worth the community's support and investment. Not quantified but still a key feature of the Parsons Brinckerhoff report were the benefits of utilizing a regional rail connection to underpin the recruitment and retention of key professional talent. Warsaw's competitiveness as an industry cluster is impressive-- \$11 billion of total annual sales, representing 1/3 of the world's orthopedics sales volume; 13,000 direct and indirect jobs--but no one is more aware than OrthoWorx that in this "flat world" of global high tech manufacturing, such dominance cannot be taken for granted.

As I talked to Dr. Bill Katip in the small conference



*The Manahan Orthopaedics Capital Center,  
Grace College & Seminary*

room adjacent to his office in McClain Hall, named after the Seminary's first President, Alva McClain, I learned that Grace College had also aligned itself with the future of the orthopedics industry. Not only does the College offer, in conjunction with Trine University, a degree in biomedical engineering management, but Dr. Katip's predecessor, Dr. Ronald Manahan, had also recruited significant contributions from the local orthopedics companies to build the impressive Manahan Orthopedics Capital Center, one of the newest, best-equipped sports and entertainment facilities among all Indiana colleges.

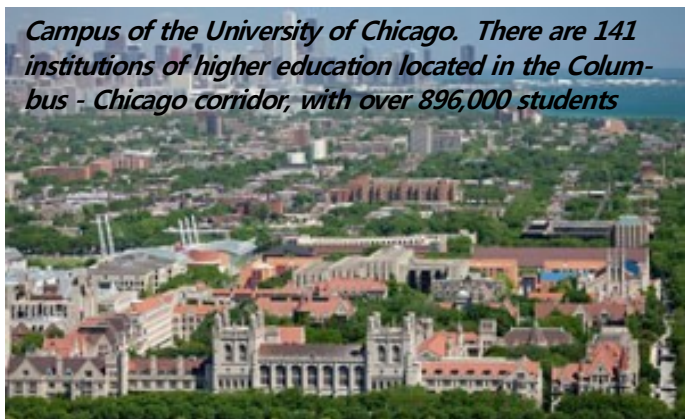
The connection between Grace College and its roots deep in the Protestant reformation is illustrated by a geographic link between Grace's students and the faith communities in Ohio and Pennsylvania from which they come. Geographic diversity is not unique to Grace College-- for example, only 30% of Valparaiso University students come from Indiana--but Grace College's grounding in the Grace Brethren churches exerts a strong gravitational attraction eastward. This, as Dr. Katip explained to me as we wrapped up our meeting, is one of the reasons he is excited about the potential for the Chicago -Fort Wayne - Columbus high speed rail line.

A further reason for Grace College's commitment to the passenger rail corridor, said Dr. Katip, was the direct involvement of Warsaw's Mayor Thallemer in promoting community investment in the future of passenger rail. In addition to his strong advocacy for the rail corridor project in his own community, Mayor Thallemer has worked with his fellow Mayors in Fort Wayne, New Haven, Plymouth, Valparaiso and Gary to solidify community commitments westward from Warsaw all the way to Illinois. Dr. Katip cited both the college's and the Grace Brethren churches' strong tradition of community participation as a guiding principle in the College's decision to help advance the rail corridor project.

### Regional Networks

The 141 colleges and universities situated in the 300-mile-long Columbus to Chicago may be separated geographically but they are often linked by various networks--academic, professional, and sports networks among them. I quizzed Dr. Katip about these various connections especially where their geography encompasses the northern stretch of Indiana from Illinois to Ohio. As a graduate of both Purdue University and Michigan State University, where he earned his B.S. and PhD degrees, respectively, Dr. Katip was *(continued)*





**Campus of the University of Chicago. There are 141 institutions of higher education located in the Columbus - Chicago corridor, with over 896,000 students**

("Faith, Grace (College), and Rail" continued from page 3) very much aware of the importance of academic networks like the Committee on Institutional Cooperation (C.I.C), the academic counterpart of the Big Ten athletic conference, which embraces all the Big Ten universities, including Maryland, Rutgers, and founding member University of Chicago. Dr. Katip was particularly impressed with research showing that nearly 900,000 students in 141 institutions of higher education were located within 25 miles of a railhead along the Chicago to Columbus corridor.

Grace College's library, as one example, is linked to libraries throughout the world by its membership in the Online Computer Library Center, Inc. -- "a nonprofit, membership, computer library service and research organization dedicated to the public purposes of furthering access to the world's information and reducing information costs." The OCLC, headquartered in Dublin, Ohio near the eastern terminus of the proposed rail corridor, provides not only research, management, and professional development support, but also works to increase the availability of library resources to individual library patrons and to reduce the rate-of-rise of library per-unit costs -- all for the fundamental public purpose of furthering ease of access to and use of the ever-expanding body of worldwide scientific, literary and educational knowledge and information.

The Crossroads League (National Association of Intercollegiate Athletics, Division II) represents a highly competitive cluster of colleges centered on Indiana, in



**Basketball at the Manahan Orthopaedics Capital Center**

a crescent curving northward from Indianapolis (Marian University) through Huntington (Huntington University) and Fort Wayne (University of Saint Francis) to the Michiana borderlands (Goshen College in Goshen, Indiana and Bethel College in Mishawaka), and even into Michigan (Spring Arbor University) and Ohio (Mount Vernon Nazarene University). Five of the ten colleges and universities in the Crossroads League would be located within 25 miles of a railhead on the Chicago - Fort Wayne - Columbus corridor. It was easy to imagine teams and their supporters from northwest and north central Indiana and from central Ohio traveling conveniently and comfortably by high speed rail to an all-conference tournament located in Fort Wayne -- or in the new OCC arena at the Grace College campus in Winoona Lake.



Other networking opportunities are unique to the relationship Grace has cultivated with the orthopedics industry clustered in Warsaw. OrthoWorx, Inc. was created in 2009 to represent and foster the industry group that collectively employs, directly or indirectly, over 13,000 people and contributes over \$3 billion annually to the economy of Indiana. March 20, 2014 marked the creation of the OrthoWorx University | Industry Advisory Board intended to connect the technology and talent needs of the orthopedic industry with the resources and capabilities of Indiana institutions of higher education. The Advisory Board includes not only Grace College, one of OrthoWorx's early partners, but also Indiana University; the University of Notre Dame; Ivy Tech Community College; Manchester University (located a few miles southeast of Warsaw); and Trine University in Angola, Indiana. More recent joiners have included Ball State (Muncie); Indiana University / Purdue University Fort Wayne (IPFW); and Purdue University (West Lafayette).

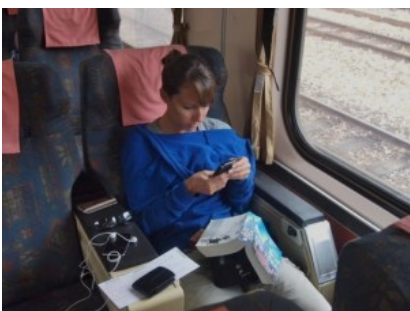
A study released in 2013, commissioned by the Central Indiana Corporate Partnership (CICP) and conducted by the Battelle Technology Partnership Practice, found that Indiana does not produce enough high-skilled job opportunities for the number of students who graduate from four-year colleges. As a result, the study concluded that the lack of job opportunities (continued)

*("Faith, Grace (College), and Rail" continued from page 4)* for these graduates "leads to their migration, and ultimately to the state's low adult educational attainment ranking relative to the nation, despite a strong higher education pipeline."

According to Sheryl Conley, President and CEO of OrthoWorx, Inc., stronger connections between the orthopedic medical device industry and Indiana's higher education institutions can help close that gap. "Many companies would like a stronger recruiting presence at Indiana schools and many Indiana schools desire to create more experiential learning experiences for students, as well as to place more graduates in our industry," Conley said. "What has been lacking is an appreciation on both sides of the strengths and capabilities of each other. We think that should change and we are grateful to those universities who have committed their time and resources to joining us in this important collaboration."

### Higher Education, Jobs, and Passenger Rail

Better transportation connections through the region are not just about Grace College and other institutions of higher education connecting to their student base in more populous states. Rail travel also offers a better way to connect with the job market. Offering undergraduate degrees in education, business, behavioral sciences, math / science, nursing, and engineering, and graduate degrees in business administration, clinical mental health counseling, and education, Grace College also stands by the "Grace Placement Promise": Students who meet certain criteria and who do not find employment or gain acceptance to graduate school within 6 months of graduation may be eligible to earn an additional year of undergraduate education tuition-free.



### Michigan's Example: the Knowledge-Based Economy

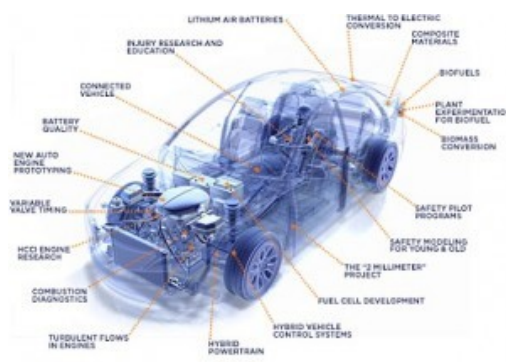
To the north, Michigan offers another example of a university / industrial alliance in building a knowledge-based economy. The University Research Corridor (URC) has taken shape as an alliance between Michigan State University, the University of Michigan, and Wayne State University (in Detroit) to transform, strengthen and diversify the state's economy. (Note that East Lansing, Ann Arbor, and Detroit are all linked to Chi-

cago via existing Amtrak routes).

The knowledge-based economy has opened doors to cooperation between Big Ten powerhouses. In February 2014, *Columbus Business First* reported that the Ohio State University is teaming up with the Edison Welding Institute and the University of Michigan to open a \$148 million high-tech manufacturing research institute near Detroit. The consortium claims the project will create 10,000 jobs over the next five years in the metal stamping, metalworking, machining and casting industries, and will

"encompass the entire transportation supply chain," presumably including both automotive and rail technologies. The

new institute is one of a series of announcements as part of the federal government's National Network for Manufacturing Innovation (NNMI), consisting of regional hubs that will accelerate development and adoption of cutting-edge manufacturing technologies for making new, globally competitive products.



The State of Michigan's commitment to passenger rail improvements serving this research corridor remains significant, as the Michigan Department of Transportation completed in 2014 a multi-year, \$3.2 million Environmental Impact Study focusing on upgrading and improving speeds on the existing Detroit - Ann Arbor - Jackson - Kalamazoo - Chicago line. In addition, early in 2015,



the State of Michigan announced the launch of a feasibility study for a so-called "Coast to Coast" route connecting Detroit with Holland (on Lake Michigan) through

*(continued)*

*("Faith, Grace (College), and Rail" continued from page 5)* Lansing and Grand Rapids (Michigan's second-largest city). This route may potentially also connect with Ann Arbor.

### Networks and Faith

As I told Dr. Katip during our tour of the campus and lunch afterward, the proposed Chicago - Columbus passenger rail corridor contains elements of a "faith-based" mission -- much like that of Grace College. In their own ways, both enterprises seem firmly rooted in the experience of community, in a belief in progress, and in the deep power of personal connections across the barriers of time and space. The joining of various public and private institutions, and the collaboration of varied types and levels of government across the dividing lines of states and counties, is indeed inspirational.

It is important, I suggested to Dr. Katip, that Grace College in Winona Lake, Indiana was the first of the 141 institutions of higher education to come forward in support of the Chicago - Columbus passenger rail corridor. (Later in 2014, Valparaiso University; Indiana Tech, in Fort Wayne; Ancilla College, near Plymouth; and the Culver Academies in Marshall County also made commitments to support the passenger rail study).

This same commitment is reflected by the entire civic and institutional community in and around Warsaw. Joining Grace College in responding to Mayor Thaller's call on behalf of the rail corridor are the Town of Winona Lake; Kosciusko County; OrthoWorx, Inc.; the Warsaw / Kosciusko County Chamber of Commerce; the Kosciusko Economic Development Corporation; and the Kosciusko County Community Foundation -- in addition, of course, to the City of Warsaw itself.

The consortium of Indiana cities and towns plans to solidify local and state commitments to the next pre-development phase of the passenger rail corridor through Indiana. As of the final quarter of 2014, these jurisdictions have joined with Ohio communities to sign a Memorandum of Agreement pledging to cooperate in joint fund-raising, appropriation, and procurement activities necessary to carry out the planning, environmental, engineering, and operational analyses involved in an Environmental Impact Study (EIS), and to share in planning, coordinating, and decision-making activities to advance the passenger rail corridor.

## College-Aged Train Advocates Highlight Indy's 2015 Train Day

By Donald Yehle

Indianapolis' National Train Days traditionally features middle-aged rail advocates singing praises for America's passenger rail system. On May 9, 2015, 18 college-aged students beat the drum for mass rail transit in Indiana.

There was the unveiling of the 30-minute documentary, ***Indiana Crossrails: A Transit Choice***. Of equal importance, an overflow crowd of 100 people at Ball State University's Indianapolis Center heard first-hand accounts of what the students had to say about their semester-long project.

Go to [www.indianacrossrails.org](http://www.indianacrossrails.org) to view the 30-minute presentation.

Producers Kiefer Wiseman and Andrew Frey talked of how the students "worked together, lost sleep together, and sacrificed together" to begin a conversation that many hope will change the thinking of Hoosiers about passenger rail.

The National Train Day crowd heard how the students became educated about public transit and passenger rail by talking with industry experts. Those interviewed included representatives from Amtrak, Charlotte (N.C.) Area Transit, the City of Chicago, the City of Indianapolis, Indiana Citizens Alliance for Transit, the South Shore Line, and the Hoosier Environmental Council.

**America can only put down so many miles of concrete, students said.**

Walking, biking, busing, and rail is often preferable to "sitting in idling cars," it was explained to train day participants--some of whom were ushered into the second floor of Ball State's downtown Indianapolis Center.

***Indiana Crossrails: A Transit Choice*** is just the beginning of a project whose momentum is growing. Train blogs, train fan websites, train magazines, and "reddit" are featuring the students' work.

Says Chris Flook, the project's faculty adviser and a telecommunications instructor: *(continued)*



*("College-Aged Train Advocates" continued from page 6)*  
 "The United States is one of the few industrialized nations that doesn't have a comprehensive transit plan with viable rail options.

**"This documentary poses the question – 'What if we were paying close attention to the revised plan [for the Hoosier State] that Amtrak, the Indiana Department of Transportation, and Iowa Pacific [are developing]?"**

See related story, **"Indiana Crossrails: Building A Passion for Rail Transit,"** a story by Yorgo Douramacos, a creative writer, who himself was one of the project's 18 participating Ball State students.

## Are You Ready for a Commuter Line Between Muncie and Indy?

Special thanks to John Rouse, Ball State University

Ball State University students are leading a charge to see 21st Century Rail Transportation in Indiana. In addition to students who have prepared a 30-minute documentary on **"Indiana Crossrails – A Transit Choice,"** others are engaged in a case study on commuter rail connecting Muncie with Indianapolis.

"The focus is on public-private, community impacts of commuter rail to the Circle City," says John Rouse, a professor of political science and long-time Muncie resident.

Students are looking at institutions, ideas, and people who would be impacted by the commuter rail line, he says. Their work to date has pointed to the following benefits of the service:

- Small businesses along the 65-mile route would receive a significant shot in the arm.

- Ball State's reach into Indianapolis would be greatly extended, bringing about additional diversity of the student body while enhancing the educational opportunities for current students.

- University professors who reside in Indianapolis could grade papers, relax, and even doze on the train.

- Dangers associated with long hours behind the wheel and winter weather would be things of the past.

- Indianapolis' culture would be brought to the doorstep of all Cardinals.

- Muncie and Ball State could more fully participate in the political economy of the Circle City.

The entire East Central Indiana economy would "break out of the State Road 67 doldrums," Rouse says. Ball State student entrepreneurs would gain additional state-wide if not national recognition from greater exposure to a far larger city.

Parents of Ball State students could more easily visit their sons and daughters and be observers of their campus-wide activities.

Interest in this commuter line is well-established, positioned, and effective. "To break the proverbial logjam to moving along the idea, we're hopeful of generating emails and letters to Ball State University President Paul Ferguson," continues the professor, now in his 40<sup>th</sup> year of service teaching state and local government.

As Rouse and the students know, the train could operate along the former double-track New York Central/ current CSX corridor, which dates back to 1885.

Do you have interest in helping develop this commuter corridor? John Rouse would like to hear from you. He can be reached at [jrouse@bsu.edu](mailto:jrouse@bsu.edu) or by calling 765-282-9292. In addition, interested parties can view the 2008 Feasibility Study for this commuter route by visiting <http://www.in.gov/legislative/igareports/agencyarchive/reports/INDOT08.pdf>.

## Indiana Crossrails: Building a Passion for Rail Transit

By Yorgo Douramacos

South Meridian Street in downtown Indianapolis sits at the crossroads both of rail history and, hopefully, its future. At one end of the street sits Indianapolis's iconic Union Station.

Mere blocks away is the site where once stood the largest interurban shed in the world, which connected nearly the entire state by means of convenient electric rail. All of this lies dormant in the present but its significance is *(continued)*



*Kathie Green and Cassandra Eiler film on Massachusetts Avenue in Indianapolis. Photo by Adam Shigley.*

(*"Indiana Crossrails"* continued from page 7) beginning to resonate with the future. Inside Ball State's Indianapolis Center at 50 S Meridian St. on the afternoon of Saturday, May 9, a group of 18 Ball State University undergraduates presented the results of a semester's diligent work entitled, ***Indiana Crossrails: A Transit Choice***.

The 30-minute documentary takes as its broad subject the importance of public transit options and specifically the intelligence and necessity of integrated rail. The Crossrails crew is an interdisciplinary team, coming from educational backgrounds as diverse as Telecommunications, History, Architecture and Planning, Communications, and English.

*Kathie Green captures a view of Chicago from Navy Pier. Photo by Yorgo Douramacos.*



### **Students Traveled to Four States To Make 30-Minute Documentary**

In the process of making this documentary, students traveled first to Utah and Colorado in order to contextualize the scope of rail service and rail needs in America. Next they went to Charlotte, North Carolina, in order to observe and film a city of comparable size to Indianapolis now in the process of successful rail transit expansion. And then they went to South Bend and Chicago to gain perspective on the nearest and indeed only short distance rail services relevant to Indiana.

They conducted interviews with policy makers, rail users, business owners, representatives of the rail lines, and historians in the process of assembling their documentary and building their understanding of the subject. The project was conducted through a grant from The Virginia Ball Center for Creative Inquiry.

### **Muncie Industrialist's Mansion Provided "Think-Tank" Environment**

The students spent their days in an early 20<sup>th</sup> century Industrialist's Mansion, The Kitselman House, near the

Ball State campus in Muncie, Indiana. The house has been dedicated for hosting these grant-funded projects every semester. There they planned their approach to the project, conducted research, and worked to give the project shape and substance during what would otherwise have been normal on campus class hours.

The project was largely self-guided with project planner and faculty advisor Chris Flook, a professor in the Telecommunications Department, setting loose goals and time tables but otherwise giving the students range to define and fulfill the terms of their own success.

The resulting campaign consists of a 30-minute documentary, three shorter form commercial spots, four broadsheet research reports and four academic research papers. In the course of the project, the students came to realizations about the past and present of rail travel. They also became more convinced of its relevance for the future.

The students are justly proud of the campaign's quality, are anxious to see the conversation around mass rail transit grow, and are to be engaged in it as their work moves the topic forward.

Here are reflections from team members on their successful and effective semester's work:

### **Students "In Love" With Trains, Their Potential**

Cassandra Eiler, Co-Director -- The Indiana Crossrails project demonstrated to me the importance of the public getting actively involved in the issues of their community and state. The most amazing aspect of this experience was beginning the semester with our group of 18 college students who had little knowledge about rail transit (except a couple of people), and then getting to witness the change as every one of us fell in love with trains and the opportunities they could provide.

As the director of the environmental segment of the documentary, I was surprised by the comparison of how much land destruction occurs due to highway construction versus rail construction. Highways cover Indiana to such an extent that I hadn't thought to consider how much they damage the landscape, which was frustrating – but eye opening – to learn. This was one of the most valuable pieces of information that I took from the project because as an environmental advocate, I realized how crucial rail implementation could be in protecting the state that I've always called home. (*continued*)



*("Indiana Crossrails" continued from page 8)*

### INDIANA TRAILS MICHIGAN IN RAIL DEVELOPMENT

Garret Brubaker, Co-Director and Editor-- The biggest insight that I took away from the creation of the film *Indiana Crossrails: A Transit Choice* was how vastly different the same train system can be in two neighboring states. Our crew traveled to Lower Michigan to film the Amtrak "high-speed" rail line between Niles and Kalamazoo. This Amtrak line reaches speeds up to 110 miles per hour, and if you're around that train, you can feel the power as it zooms through the countryside.

A train travels between these two cities a total of seven times in one day and the amazing part is they are always on time.

The day after we filmed these fast, efficient trains, we traveled 20 miles south across the Michigan-Indiana border to film some Amtrak trains in Elkhart. The differences between the two states couldn't have been starker. In Elkhart, only two trains left in the early morning, and two trains came back in the late evening.

The biggest difference between the two systems was timing. We arrived at our Elkhart location at 7 a.m. to film a train going through. Eventually, it arrived by around 9:30 am, two and a half hours late. Then, not 10 minutes after, an unnecessary second Amtrak train followed the first. I never knew that 20 miles could make such a difference in the return on investment of passenger rail. Michigan has obviously put the effort into making their Amtrak rail lines quicker, on time, and reliable while Indiana's have become the butt of many jokes.

Hopefully, our film -- *Indiana Crossrails: A Transit Choice*-- will enlighten the people of Indiana about the benefits of a great passenger rail service and cause us

to work together to achieve the systems that many other states already have.

### NEW PASSION FOUND FOR "SOMETHING THAT MATTERS"

Nathan Wilson, Commercial Director -- Since working on *Indiana Crossrails: A Transit Choice* -- I have found a new passion for being a real advocate for something that matters. For years there have been movements that I have participated in, but I never actually had a burning passion for those things.

When it came to this project, I found that mass rail transit is something that would actually benefit the state as a whole. I found myself researching and doing the most I could in order to help bring this idea into fruition. I found myself standing up for something I believe in and standing up for a better Indiana.

### WHEN WILL INDIANA CATCH UP ON RAIL?

Kiefer Wiseman, Producer and Co-director -- Going into this project, I had no idea what to expect. I also hardly knew of what mass rail transit consists. The project has completely changed my perception of rail.

After seeing how different cities have benefited, I really hope Indiana follows suit. Rail could benefit not just me, but it would also benefit my state. One question I'm left with is how much longer do we have to wait in Indiana to catch up to what other cities are already doing?

### STUDENT LEARNS TRAINS GREAT WAY TO TRAVEL

Adam Shigley, Production Assistant -- I got to experience Chicago and its elevated train service for the very first time while working on *Indiana Crossrails: A Transit Choice*. It's interesting to think that right outside of Indiana's borders is a national hub for train travel, yet we only have a few passenger rail lines in Indiana.

I learned from the project that trains are a great way to get around and I think we should be able to access this type of transportation in Indiana and connect the state regionally.

### RAIL INFRASTRUCTURE EXISTS IN INDIANA

Jalen Mangis, Production and Post Audio -- Working on this project has really given me a much better understanding of the current state of rail transit in Indiana. I now understand how we have gotten to this specific point in our transit history. *(continued)*



*Andrew Frey and Dan Edwards film along the South Shore Line between Michigan City and Dunes State Park. Image by Yorgo Douramacos*

*("Indiana Crossrails" continued from page 9)* The best part of this project has been gaining an understanding of how much easier it would be for Indiana to implement a rail transit system because the infrastructure already exists.

### RESERCHER ZEALOUS ABOUT RAIL PROSPECTS

Ariel Wagner, Historical Researcher -- Participating in ***Indiana Crossrails: A Transit Choice*** was an experience of a lifetime, and I have become very zealous about mass rail transit. I worked on the project as a historical researcher. Understanding the history of the railroad allowed for me to better grasp the impact rail will have for our future. Trains are a part of history AND they are the connecting to what lies ahead. If it wasn't for my involvement in I never would have recognized the allurements and dependability mass rail transit has to offer, and that many Americans desire the choice of mass rail transit but lack the proper knowledge.

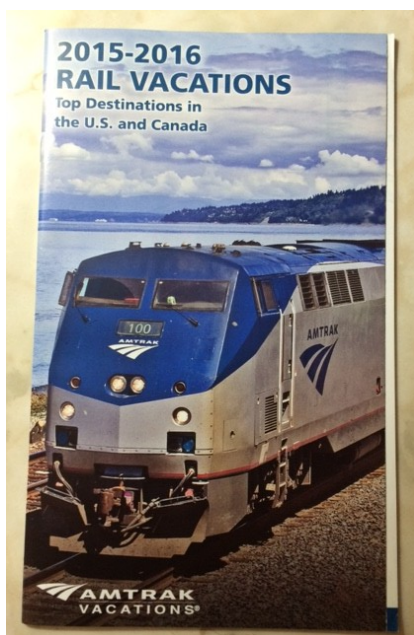
I am glad that I was able to participate in a project that will further educate people on the topic of passenger rail transportation.

## Use Amtrak Thruway Buses: Summer Vacations on Amtrak

By Bill Malcolm

Don't forget to consider Amtrak and Amtrak Thruway buses for your summer vacation. They give you options besides the daily Cardinal/Hoosier State train at 6 a.m. Note Amtrak guarantees connections so wait times can be long. Use the time to explore the city you are connecting in. Urbana and Normal are both cute college towns near the rail stations.

The two daily Amtrak Thruway buses offer connections



in downstate Illinois cities like Galesburg, Champaign-Urbana, and Bloomington/Normal. Amtrak also co-markets the Greyhound Express service to Chicago as an Amtrak Thruway bus. The bus stops first at the Greyhound Station in Chicago and then continues onto Chicago's Union Station.

Going to St. Louis? Take the 7:30 a.m. bus from Indy to Bloomington/Normal and connect with a train to St. Louis. Take the 12:50 p.m. bus and connect at Bloomington/Normal as well (or connect with the Texas Eagle). You can also connect in Chicago using the 11 a.m. Thruway bus. Always ask at your connecting city if you can connect on an earlier train. Fares from \$63.

For Denver, take the Amtrak Thruway bus from Indy. Leave at 7:30 p.m. and connect in Galesburg, IL.

Going to New Orleans? Make the 2 hour trip to Effingham, Illinois to connect with the City of New Orleans. Or leave Indy at 12:50 p.m. and connect at Champaign Urbana using the Thruway bus. Fares from \$145.

Summer travel on Amtrak is a way to go. Take the Cardinal 3 days a week from Indianapolis \$106 to Washington, D.C. Or get off in West Virginia and see the New River Gorge or enjoy the Greenbrier Resort. This is the best trip in the east with beautiful scenery the whole way.

More ideas-

Indianapolis to Seattle fares from \$158 one way  
Indianapolis to Glacier National Park in Montana from \$153 to Whitefish.

Lafayette to Los Angeles is \$191 using the Southwest Chief.

I sampled June 30 and July 4 for fares.

## IPRA Joins Amtrak in Sympathy for Crash Victims

By Dennis Hodges

The hearts and sympathies of Indiana Passenger Rail Alliance members go out to the families and friends of the eight victims who died in the crash of Amtrak's Northeast Regional Train 188 in Philadelphia in mid-May.

Passenger trains are among the safest forms of transportation, but more needs to be done to *(continued)*

*("IPRA Joins Amtrak in Sympathy for Crash Victims" continued from page 10)* ensure that such a tragedy does not happen again. Serious money needs to be found to implement positive train control upgrades in the Northeast Corridor, throughout the Midwest, and across Amtrak's nationwide system.

No matter the travel mode -- every life, every passenger needs to feel safe.

In this developing story, here is what Amtrak's president and CEO Joe Boardman said in the days following the accident:

"The derailment of Northeast Regional Train 188 was a terrible tragedy that we are responding to with every resource we have available. The National Transportation Safety Board is leading the investigation to determine the cause of the incident, and Amtrak is providing full cooperation.

"With truly heavy hearts, we mourn those who died. Their loss leaves holes in the lives of their families and communities. On behalf of the entire Amtrak family, I offer our sincere sympathies and prayers for them and their loved ones. Amtrak takes full responsibility and deeply apologizes for our role in this tragic event.

"We recognize that for everyone onboard the train, including those who suffered injuries, the healing process may be long. Within 24 hours of the incident, Amtrak set up a Family Assistance Center in Philadelphia to work closely with the family of passengers and crew on the train. We are also working with the individuals and families affected by this event to help them with transportation, lodging, and of course, medical bills and funeral expenses.

"Amtrak is ever grateful to the City of Philadelphia--its first responders who bravely worked in difficult conditions, including the dark of night, to rescue and provide aid to hundreds; its hospital personnel who went into full alert as patients arrived at emergency rooms; its officials who quickly implemented a response plan; and its citizens who opened their doors to offer assistance.

"Although our current focus is on the passengers and employees affected by this incident and the resulting service disruption along the Northeast Corridor, we must also take time to learn from this event. Passenger

railroading is at its core about people; the safety of our passengers and employees was, is and always will be our number one priority. Our goal is to fully understand what happened and how we can prevent a similar tragedy from occurring in the future. We will also continue to focus on completing Positive Train Control implementation in the Northeast Corridor by December of 2015.

"Thank you for your support of America's Railroad during this difficult time."

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## **Fort Wayne's Baker Street Station Site of April IPRA Board Meeting**

By Steve Coxhead, President

The April board meeting of the Indiana Passenger Rail Alliance was held at the historic Baker Street Station, in downtown Fort Wayne, on Saturday, April 25.

Two items on the agenda had to do with personnel changes.

Mr. George Vande Werken (Highland), our long-time Treasurer, tendered his resignation from that office, as he is relocating out of state and felt that it would be difficult to perform the duties of the office remotely. The Board accepted George's resignation with thanks for his many years of service. Mr. Phil Streby (Peru) was then elected to fill the office of Treasurer.

Long-time Board member, Joe Seaman (Lafayette), tendered his resignation from the Board, citing his retirement from the Greater Lafayette Chamber of Commerce and the need to focus on other things for a while. Joe has our thanks for his long-time service to the organization, and our continuing best wishes.

A new standing Board committee (Membership) was formed, under the Chairmanship of Mr. Ted Wetekamp. The new committee will have overall membership development as its scope and mission. There was also an extended discussion on the usefulness of establishing committees to address the areas of education, research and governmental relations. IPRA members interested in working on the Membership Committee should contact Ted Wetekamp directly at [ted.wetekamp@yahoo.com](mailto:ted.wetekamp@yahoo.com) or 317-652-2677 (cell). Those *(continued)*



*("IPRA Board Meeting" continued from page 11)* interested in the other committees discussed may contact any Board member, to indicate their interest.

The Chair reported to the Board on conversations that have taken place with Mr. John Owen, of the Kentucky Indiana Rail Advocates group, concerning the possibilities of collaboration to advance our mutual interests of building support for 21<sup>st</sup> Century passenger rail in southern Indiana. The possibility of a joint Board meeting was raised, and will be explored.

Mr. Rich Davis, a transportation/management consultant, gave an interesting presentation to the Board. Mr. Davis has assisted the Northeast Indiana Passenger Rail Association (NIPRA) in their efforts to establish Chicago-Fort Wayne-Columbus (Ohio) service. He explored various aspects of financing and conducting a business case study (such as the proposed TEMS study) of the "Hoosier State" corridor, including extensions to Cincinnati and Louisville. The presentation served to further acquaint the Board with the issues involved in performing this type of empirical work.

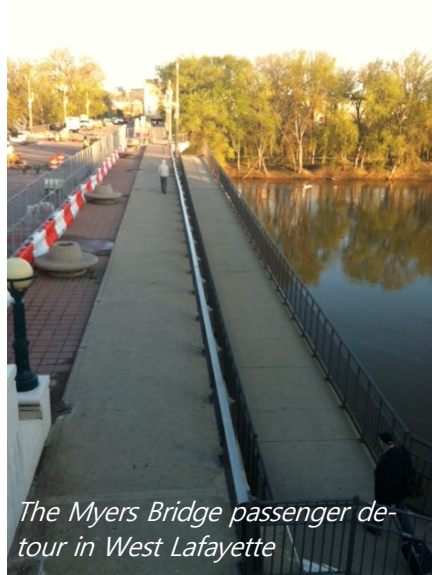
The Chair then shared with the Board the PowerPoint presentation made by Mr. Ed Ellis, of Iowa Pacific Holdings, at the 4/14/15 meeting held in West Lafayette by the Greater Lafayette Chamber of Commerce. In the presentation, Mr. Ellis shared his vision for how the "Hoosier State" service might be improved, and developed in the near future. Iowa Pacific Holdings has been selected by the Indiana DOT to be its private sector partner, along with Amtrak, to provide "Hoosier State" service in going forward. It is expected that a final agreement will be in place, and that service under Iowa Pacific management could begin as early as July 1<sup>st</sup>.

## Lafayette Repairs Continue

By Joe Krause

Amtrak passengers are using this bridge to reach the passenger loading platform for both the *Hoosier State* and the *Cardinal*.

Meanwhile, workmen continue to pound and grind to repair the Riehle Pedestrian Bridge that crosses three railroad tracks to connect the Big Three Depot with the passenger loading platform. Estimated completion date is June 30.



*The Myers Bridge passenger detour in West Lafayette*

Until repairs are completed on the Riehle Pedestrian Bridge, the CityBus shuttle drops will continue to bring passengers to the west side of the Myers bridge where a volunteer meets to guide them to the platform. "It is possible to get down to the platform without using any steps," says Joe Krause, Amtrak Station

volunteer passenger assistant.

The CityBus shuttle usually makes three trips over from the Riehle Depot Amtrak Station (7:00, 7:15, and 7:30 a.m.). The shuttle waits on the west side of the Riehle Bridge after the third trip to take any de-boarding passengers over to the Lafayette side. Purdue students graduating on May 13-14 made up most of the passengers being transported across the river.

The evening shuttle seems to be operating as planned; however, there are no volunteers available to assist passengers on either side of the river. (Joe Krause can be reached by email at [jkrause5182@gmail.com](mailto:jkrause5182@gmail.com))

## NARP Annual Fall Conference



This doorman will welcome participants to the National Association of Railroad Passengers (NARP) annual fall conference, October 16-18, at the Crowne Plaza at Union Station, 123 West Louisiana St., Indianapolis 46255.

## For More Information:

*All Aboard Indiana* is a monthly publication of the Indiana Passenger Rail Alliance (formerly Indiana High Speed Rail Association).

To learn more or to join IPRA go to [www.indianahighspeedrail.org](http://www.indianahighspeedrail.org) or contact us at Indiana Passenger Rail Alliance, 3951 North Meridian Street, Suite 100, Indianapolis, IN 46208

To follow rail news on Facebook go to Indiana Passenger Rail Alliance, Hoosiers for Passenger Rail, and/or Hoosiers for the Hoosier State.

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Newsletter Publisher: Shereen Vinke

Note: This group is not affiliated with Amtrak, the National Railroad Passenger Corporation.

Crowne Plaza Union Station Indianapolis: Ask for discount 100329414 and receive 12% off the best flexible rate.

AAA and NARP members save 10% off Amtrak tickets at [www.amtrak.com](http://www.amtrak.com) if booked three or more days in advance.

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