

Iowa Pacific's *Hoosier State* Gets High Marks from W.L. Passenger

By David Drasin

Editor's Note: The opinions expressed below represents the thoughts of a David Drasin, a longtime railroad passenger from West Lafayette. The three Hoosier State partners -- Amtrak, Iowa Pacific, and the Indiana Department of Transportation -- are welcome to comment.

We took Iowa Pacific-*Hoosier State* on November 1 to and from Chicago, Business Class, of all things. We saw the opening performance of Lyric's *Wozzeck*, a 20th Century classic. Here are some observations from our train trip:

1.) It seems Amtrak is wanting to exploit Union Station. Since we were Business Class, we used the Metropolitan Lounge, especially after arrival, where we relaxed and read the newspaper.

I took a walk inside Union Station, and saw a lot of signs of activity. There are signs encouraging people to visit the (new) Legacy Lounge, which is at the SW corner of the Great Hall. I am not sure how long it has been open. When I walked in there were no customers, but the person in charge let me look; later I returned with Jennie (my wife) and we spent about 15 minutes there. There are already times when it is very busy.

Anyone can use the lounge for \$20, which includes some free snacks and soft drinks. They have restored a lot of the original columns and ceiling there, and are developing the [former] men's barber shop, attached to the west, with its beautiful tiles still intact. There are lots of comfortable chairs and couches, and it seems that people who are taking evening trains (although it is open for all the general public) stop in with their luggage, then go in and out to see the city for the day, etc.

The manager was also a history buff, and told us to see the slide exhibit, across the great hall (to the east), in the area where the wide stairways -- leading between the Great Hall and Canal Street -- had been recently restored. The original steps had been worn down with use through nearly 90 years -- and the managers took the restoration seriously enough to use marble from the same, original quarry near Rome. Accompanying this is a nice (*continued*)



Chicago's Union Station is undergoing many changes.

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Business class seats offer lovely views and excellent service.



(*"Iowa Pacific's Hoosier State Receives High Marks"* continued from page 1) slide show detailing the history and reconstruction of the stairway. A small fragment of the original worn staircase is on the side for comparison. In the slide show, they list the movies (maybe 5 or 6) in which these (there are two) staircases played a role.

The walls of the Legacy Club are decorated with historical pictures of the station, and there is a book of photographs, including diners eating at the Fred Harvey restaurant, which used to be in the same location. Jennie and I ate there once, soon after we came to Indiana nearly 50 years ago.

While the current Metropolitan Lounge is fine, by summer it will be relocated to a larger space, which until recently had been occupied by a restaurant just on the north side of the passageway leading into the Great Hall (and the only place where, as I remember, there was free Wi-Fi). While the Legacy Club will feature the old, original building as a backdrop, it may be that there were too many alterations for the new Metropolitan Club to be able to reproduce the older atmosphere, but the sketches on display suggests it will be glamorous, and will also occupy two levels.

I think the bonus with moving the Metropolitan Lounge is that the boarding area for coach passengers will expand into the space currently used by the Metropolitan Lounge. That would be very desirable, as the current boarding area is terribly overcrowded, and finding your way to the right train often is unpleasant enough that I am glad to be considered a senior and get some extra consideration when, as usual, I am a only coach passenger.

The manager of the Legacy Club felt that the local Amtrak management had changed, and they were trying to exploit the station as a destination; one plan is that the many now, empty floors above the train area become a boutique hotel. For now most of the station is empty.

2.) Now the I-P report. The crew and efforts are superb and

impressive. The trip up was a thrill for both of us; we were surprised that having a few extra feet in the dome car made the countryside soothing and attractive as the rising sun bathed the fading fall colors into gold. Business Class occupies the top of the dome, with a special food server, Erin in this case, who comes to the job after working on a circus train for three years. There is also a formally-dressed host; the food is cooked below, where there are seats for general passengers. The food for them is the same, except that it is included with the Business Class ticket, including at least some drinks. There are separate breakfast and dinner menus; I liked the breakfast better, but both are very pleasant; no microwave, and they do make efforts to cook to order. We are served on utensils and dishes are washed and re-used, not recycled.

It is obvious that the Amtrak crew (conductors) are delighted with I-P. It is not fair to compare Amtrak with I-P, but people will, and I-P wins hands down. On the other hand, I-P's main audience is a few mayors in Indiana, a few very sympathetic local legislators, a few communities, and a governor for whom this is pocket change and might also give some positive PR.

Amtrak has to please a national legislature where the main legislators are not only not sympathetic, but make unrealistic demands. One is that the losses on food service be minimized if not eliminated; that's just crazy---how can you pay the **Cardinal** crew to be on call for 29 hours (NY-Chicago), cook, clean, have sleeping accommodations, etc., to say nothing of food costs, and be able to offer a product that customers will accept? I doubt that I-P makes much money, if any, on the food, but it is obvious that they are hoping that this be the start of something, and it is a very good selling point.

That said, I-P offers a superb product that I encourage people to (realistically) support. The coaches are sparkling clean, and the crew goes back and forth during the trip tidying up. Bathrooms are excellent. Fresh flowers are on the tables, which feature linen tablecloths. There's pleasant meal service (OK, some of this is for Business Class only---namely the higher view and maybe the tablecloths, but in fact that is only about \$20-\$25 extra and includes meals and use of the Metropolitan Lounge.) For me a little special treat of B-C was hearing the crew negotiate with the dispatchers en route, but that may not have such broad interest.

As an example of the care they take, I mentioned that I-P seems to have resurrected the Pullman name (look up the name Pullman in Wikipedia, if it is not familiar to you), and the coasters under the drinks have the Pullman name, as does the menu.

There are comment cards (which we filled out enthusiastically), on the reverse side is an old Monon train set, very fitting, since most of this route is via the old Monon railroad, which when we came to Indiana went from Chicago (*cont'd*)

("Iowa Pacific's Hoosier State Receives High Marks" continued from page 2) to Louisville via Lafayette, Greencastle, Bloomington and French Lick.

Apparently I-P has more equipment available, and would like to increase frequencies. I have no inside information (even the crew didn't seem to know much), but having faster and reliable timing has to have a higher priority. Just as we were turning (northbound) into Dalton yards (the huge Union Pacific facility south of Chicago) we had to wait probably 15 minutes for a long freight to arrive and pass us. There was grumbling, and there should have been grumbling, since ours was a small train and we were already at the junction (the only counter argument which comes to my mind is that stopping a long freight may take a long time, and letting us through first might have cost the railroad more than 15 minutes' time, I just don't know). We did arrive in Chicago 15 minutes early, and on the way back waited 10 minutes at Dyer because we arrived early; the other stops were on time or a little early, but we did have to wait a few minutes in Lowell.

From reading train blogs, I think the top speed on the entire route is 60 mph, and for much of the time it is less than that.

My judgment (hunch, personal knowledge, plus overhearing some comments) is that getting this right is a far higher priority for I-P than it ever could have been for Amtrak, centered far away in DC. In addition, Ed Ellis seems to have real personal and political (in the good sense of the word) skills, and I am sure he and his associates are doing what they can.

Iowa Pacific has been in operation for several years, and runs several operations in the US and even the United Kingdom. Thus there is already a track record (conscious pun), and a reasonable guess is that he has investment capital behind his visions, which gives I-P far more flexibility in accepting (hopefully, short-term) losses than possible for Amtrak, which depends heavily on congressional (and often unreliable) appropriations. In the meantime, try and support the service, we are thinking of trying it one more time this winter, just for fun.

For more information, go to the link (end of story) that discusses Ellis' record (it was written while the future of the Hoosier State was not clear), but it shows that he has the



Hoosier State riders are generally pleased with Iowa Pacific's service.

kind of flexibility that must make Joe Boardman (Amtrak's president and CEO) jealous. We'll see if it works, but one can't fault their efforts.

<http://cs.trains.com/trn/b/fred-frailey/archive/2014/04/29/the-ed-ellis-story-continued.aspx>

College Freshman Tells Iowa Pacific, Hoosier State Story in Eight-Minute Video

Submitted by Heather B. Hice, CTA

Sales and Marketing Manager for the *Hoosier State*

Drayton Blackgrove's love of trains was fostered by the stories of his great-grandfather who retired from Southern Railway. He started producing train videos when he was just in 8th grade and has since turned his beloved hobby into a profession. Drayton is a freshman at Huntington University in Huntington, Indiana, and is studying Film Production. This bright young man produces these videos to partially fund his college tuition. He has a full library of videos of various trains throughout the United States which can be found: www.delayinblock.com

He also has a YouTube Channel: <https://www.youtube.com/user/DelayInBlock>

To view his Hoosier State video, click the following link: <http://youtu.be/Eoaahoocvul>

Lafayette Area Television Station Airs Positive News Story on New IP Train

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A new upgrade coming to Amtrak and the company hopes to increase service up to 14 times a day. The Chicago company, Iowa Pacific Holdings, now runs the Amtrak line between Indianapolis and Chicago. Iowa Pacific Holdings has made changes — like free Wi-Fi, improved dining options and possibly more trains. The train currently runs just once each day from Indianapolis to Chicago and back. Republican State Rep. Randy Truitt recently rode the new train... Click to [READ MORE](#) on the WLFI website.

Hoosier State Train Launches Business Class Experience

By the Indiana Department of Transportation

The Indiana Department of Transportation, Iowa Pacific Holdings and online communities announced a unique business-class service for the Hoosier State train four days per week between Indianapolis and Chicago. Business-class service includes table seating, a hot meal served on a white tablecloth and alcoholic beverages. Now only business-class passengers have access to the upper level of a unique dome lounge and its curved glass windows that extend overhead. Click to [READ MORE](#) on the IN.GOV website.

Major Improvements Coming to Chicago Union Station

Courtesy of the Michigan Passenger Rail Association

Amtrak Announces Comprehensive Development and Improvement Program for Chicago Union Station

Advances Master Plan, Seeks Developer and Releases 2016 Work Plan

October 16, 2015

Chicago Train Heavily Marketed to New Groups; Connecting Bus Service Next for Hoosier State

By Bill Malcolm

At the National Association of Rail Passengers Fall Council and Membership meeting held in Indianapolis on October 17, Heather Hice of Iowa Pacific said they were selling the *Hoosier State* as an experience or journey using direct sales to organizations including the Girl Scouts, Army wives, and seniors as well as outreach to trade shows. These groups are not necessarily train focused, noting that many were unaware of rail service to Chicago.

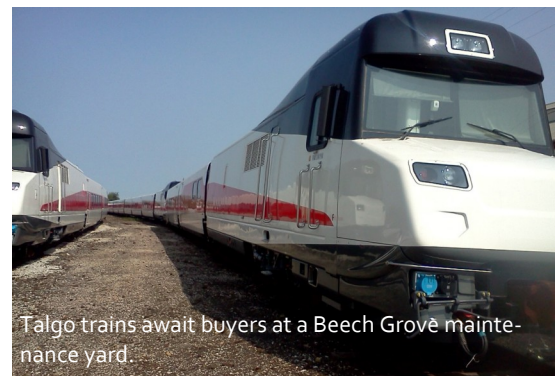
Hice, sales and marketing manager for the *Hoosier State*, also announced that there would be connecting bus service including to Bloomington and Gary using the Hoosier Ride bus company. Iowa Pacific is also focused on getting younger people to engage in rail travel. (Iowa Pacific operates the four-day-a-week Hoosier State using its own equipment.)

Venetta Keefe, senior rail planner from the Indiana Department of Transportation (INDOT) noted that Indiana has a cap in its contracts with Iowa Pacific and Amtrak -- capping the

state's annual investment (subsidy) cost at \$3,054,331. The state is paying \$226,000 (per month) to Amtrak and \$28,000 (per month) to Iowa Pacific Holdings. The local communities along the rail line also subsidize the train paying \$245,000 in year 1 and \$351,960 in year two. (Indiana is the one of two states state outsourcing its train operation under the 2008 PIRA act – the other being North Carolina. Indiana is also the only state requiring local communities to pay part of the investment/subsidy cost.)

At the “Current Issues Impacting our Cause” panel, other panelists decried the lack of multi-year Amtrak funding. Kevin Lynch, president of the Ohio-Kentucky-Indiana Regional Council of Governments and Dearborn (IN) County Commissioner, said we need a six-year bill to fund Amtrak while now we're lucky to get a three-year bill. He called on working with freight trains (who own the rail lines on which passenger trains travel) to make it economical for them to upgrade their tracks. Lynch also called for Indianapolis and Cincinnati to work regionally to extend *Hoosier State* service to Cincinnati.

NARP's Sean Jean-Gail, who moderated the panel, said that a tour of the new Talgo trains (built for Wisconsin but abandoned



Talgo trains await buyers at a Beech Grove maintenance yard.

and now sitting for two years at Beech Grove awaiting a buyer) really opened his eyes (in having new equipment to improve the rail experience). NARP members toured Amtrak Beech Grove's maintenance yard on Friday, October 16, before the education and advocacy portion of its three-day conference. The colorful, two new train sets built by Talgo and rejected for delivery by the State of Wisconsin, sit in the yard for sale.

Beth Nachreiner of the Federal Railroad Administration noted that rail is the only federally-supported transportation system without dedicated funding.

For more information on the four-day-a-week, Indianapolis to Chicago *Hoosier State* train operated by Iowa Pacific, see www.hoosierstatetrain.com. For information on the three-day a-week Indianapolis to Chicago and Indianapolis to New York City *Cardinal* train, go to www.amtrak.com. Both may be ticketed at www.amtrak.com.

Neighboring Ohio Launches Campaign for Chicago-Indy-Cincinnati Service

Hoosiers for passenger rail woke up October 30 to a big surprise from our Ohio neighbors whose lead story in the November issue of *All Aboard Ohio* shines the spotlight on the need for daily train service to/from Chicago -- Indianapolis -- Cincinnati. (Click to see [the article on their website](#) for details.)

Eight benefits for faster, more frequent, and more modern trains along the *Hoosier State* corridor are outlined along with specific corridor improvements. A sample resolution, sample letter, and one-page briefing piece are also part of Ohio's campaign for improved Chicago-Indy-Cincinnati service.

Individuals wanting to support Ohio's push are urged to contact Derek Bauman, Southwest Director for All Aboard Ohio. Bauman can be reached at (513) 262-0345 or by email at derekbauman@gmail.com

General All Aboard Ohio inquiries can be directed to (844) 464-7245 or info@allaboardohio.org

The Big Picture

By J. Charles Riecks, Vice Chair--Government Relations, National Assn. Of Railroad Passengers

My "job" in NARP is the job of every passenger rail advocate. I am responsible for "Government Relations." This means I "supervise" how we as an organization, as an advocacy movement, as individual members, relate to that single most important "player" in passenger rail today, "The Government." Whether it be at the City level, the State level, or the more familiar Federal level, like it or not, "the Government" is an active partner in passenger rail today. If we are really concerned about the future of passenger rail service in this country we must realize that we have to relate to the Government, but more importantly to the people, elected, appointed, or simply civil servants, who through their positions in various capacities address the passenger rail needs of our country.

I have found that one of the keys to advocating before people at the various levels of "the Government" is to have a clear idea of what I call, "The Big Picture." That is to say, you must have a clear idea about why passenger rail is important, so important that for many of you, you volunteer your time and your money. What is in "it" for you? Government officials at all levels are besieged these days with Advocates from everywhere and "for" seemingly almost everything. In order to stand out from the rest of the crowd you must have an idea, in your mind, as to how you see passenger rail fitting into life in these United



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States both now and in the future. You must have The Big Picture.

In articles to come I will present MY idea about The Big Picture. For now I want to challenge you to start developing your own Big Picture.

House Favors Transit Bill, 363-64; Easy Cheat Sheet Has Details

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The House of Representatives' highway and transit bill was approved November 5 by a vote of 363 to 64, setting up a momentous round of negotiations between the House and the Senate on what the final transportation bill will look like. On November 4, NARP alerted passengers about some big opportunities—and threats—they should be aware of, including an [easy cheat sheet](#) created Vice President Sean Jeans-Gail for transit- and train-related amendments that NARP has taken a position on. Because you responded, we were able to claim some big victories on the House floor, posted [here](#) on our blog. Stay tuned next week for more updates -- including a list of the Senate conferees that will help craft a final bill -- as NARP works to bring you all the latest developments affecting the trains that keep America connected!

One of the items included in the recently passed short-term transportation extension was a three-year extension for rail companies to install Positive Train Control (PTC) technology. This week, the *New York Times* wrote about a previous attempt to utilize technology used by airlines to track the location of planes and help prevent accidents in the rail industry.

The idea was the brainchild of Richard M. Bressler, then the chairman of the Burlington Northern Railroad and a former airline executive. A small group of his employees created the *(continued)*

("House Favors Transit Bill" continued from page 5) Advanced Railroad Electronics System (ARES), placed on several trains on a section of track in Minnesota. But after five years in operation, the project was abruptly shut down in 1993. The company cited the system's expense and resistance from many managers who did not see how the benefits outweighed the cost of the technology.

Chicago Tribune, Washington Post Weigh In on Positive Train Control

This story from the *Washington Post* (October 25) provides excellent background on one of the railroad industry's most important issues – safety for railroad passengers, railroad crews, and for communities through which rail freight passes. David Thomas, an *All Aboard Indiana* reader from Texas, contributed this story idea.

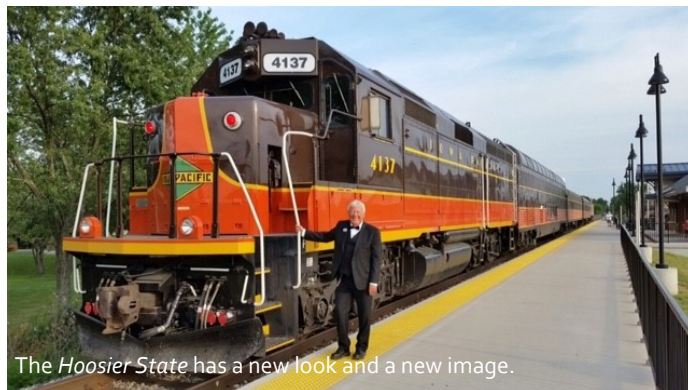
Three days later, the *Chicago Tribune* (October 28) informed its readers that a three-year extension has been granted to install positive train control on the nation's rail system. With 1,300 trains – freight, Metra, and Amtrak – operating daily in Chicagoland, this was welcome news. [See their article.](#)

Rail Users Network Members Debate How To Improve the Hoosier State

By Philip Streby

An informal luncheon meeting was held last month among members of the Rail Users Network (RUN) and the Indiana Passenger Rail Alliance (IPRA). Members Fritz Plous and Dave Allen, Steve Hostallis, Steve Coxhead, and Phil Streby enjoyed the hospitality and good food of Jason's Deli in the theater district of Chicago's Loop while discussing various issues concerning passenger rail. Steve Hostallis also represented the interests of the disabled when the discussion turned, as it always does, to the issue of providing more seamless connectivity to the various modes of public transportation.

IPRA was welcomed as a new member of RUN, and best practices for maintaining and improving the route of the *Hoosier State* service provided for quite a bit of lively debate. While points of view were very nearly unanimous concerning the desperate need for vastly improved passenger rail service connecting mid-western cities economically, there were also individual discussion points concerning how this might be best accomplished on a local level. All agreed that the local level would be the best starting point for our grassroots effort.



Bullets from the Board

By Steve Coxhead, IPRA President

The October Board meeting was held on Thursday, 10/8/15, in the offices of the Greater Lafayette Chamber of Commerce, on the square, in Lafayette. The meeting was held earlier in the month than usual, so as to occur before the Fall Council Meeting of the National Association of Railroad Passengers (NARP), held in Indianapolis.

While IPRA has no formal association with NARP, it is one of the organizations with which we cooperate, for the common goal. NARP does on a national level what IPRA attempts at the state level.

Highlights of the October IPRA meeting are as follows:

- There was a wide ranging discussion of the performance of the new *Hoosier State* over the last month. Our Iowa Pacific marketing rep was able to contribute to the discussion.
 - o Performance has been mixed. The train has been sold out several times, but has also been covered by bus service on several occasions.
 - o Amtrak inspections of Iowa Pacific equipment appears to have been responsible for many of the canceled trains. There was some question as to whether Amtrak inspectors were being overly "hard nosed" on this issue. INDOT has appointed its' own inspector. It was thought this would help to clarify the issue.
 - o A fourth car, the "Durant," has been added to the consist.
 - o A business class service is now offered. It was noted that the provision of business class service is an important part of the plan to make the "Hoosier State" self-sustaining, as there is a hefty price premium for business class service.
 - o Primary maintenance base for Iowa Pacific is in Bensenville, Illinois.
 - o The current INDOT contract with Iowa Pacific is for two years.
 - o Interest in a daily "Hoosier State", and an extension to Cincinnati was once, again, expressed, as well (*continued*)

("Bullets from the Board" continued from page 6) as the idea of the train terminating at Chicago's LaSalle Street station.

It was observed that funding for the "Hoosier State", and other programs, was assumed to come from the proceeds of the Governor's tax amnesty program. In any event, there are funds in the INDOT budget to fund the service through the life of the contract.

The NARP Council meeting included Ed Ellis (Iowa Pacific) as a featured speaker, and both Heather Hice (Iowa Pacific) and Helen Hudson (Crawfordsville activist). Copies of the October issue of "All Aboard Indiana" were distributed at the meeting.

☐ **Long time Board members Mark Dobson and Ted Wetekamp tendered their resignations, citing the requirements of recent job changes.**

☐ Membership in the Indiana Chamber of Commerce continues.

☐ **IPRA will pursue the idea of joint activities/operations with both the Michigan Association of Railroad Passengers (MARP) and All Aboard Ohio (our counterpart in Ohio).**

☐ The November Board meeting is targeted for 11/19/15, in Indianapolis. Efforts to set up a meeting at the Chicago/Gary Airport were not successful, but we will try for that location again in the future.

Remember to include the "Hoosier State" in your Thanksgiving travel plans if possible!

Riding the Rails

By Donald Yehle

LAFAYETTE, IN -- Work on the **Riehle Plaza Bridge** over the railroad tracks here is nearly finished, reports Joe Krause, an Amtrak volunteer passenger assistant. Scaffolding has been taken down and with cold weather setting in, it's uncertain how much more work can or will be done this fall.

Some of the railings on the pedestrian bridge still need to be installed, while workmen also need to give attention to replacing cracked pavers at the edge of the platform. Some of those pavers were damaged, chipped, or cracked when scaffolding was first installed. Much of the plat-

form still isn't accessible for passengers waiting for the train, Krause said.

Re-arrangements of the front doors to the **Depot Waiting Room** have been made, specifically doors have been moved to the right and no longer are centered on the parking lot. There also appears to be a plan to create a foyer within the downstairs lobby, which would act as a barrier against cold air coming into the lobby every time the outside doors are opened, he said.

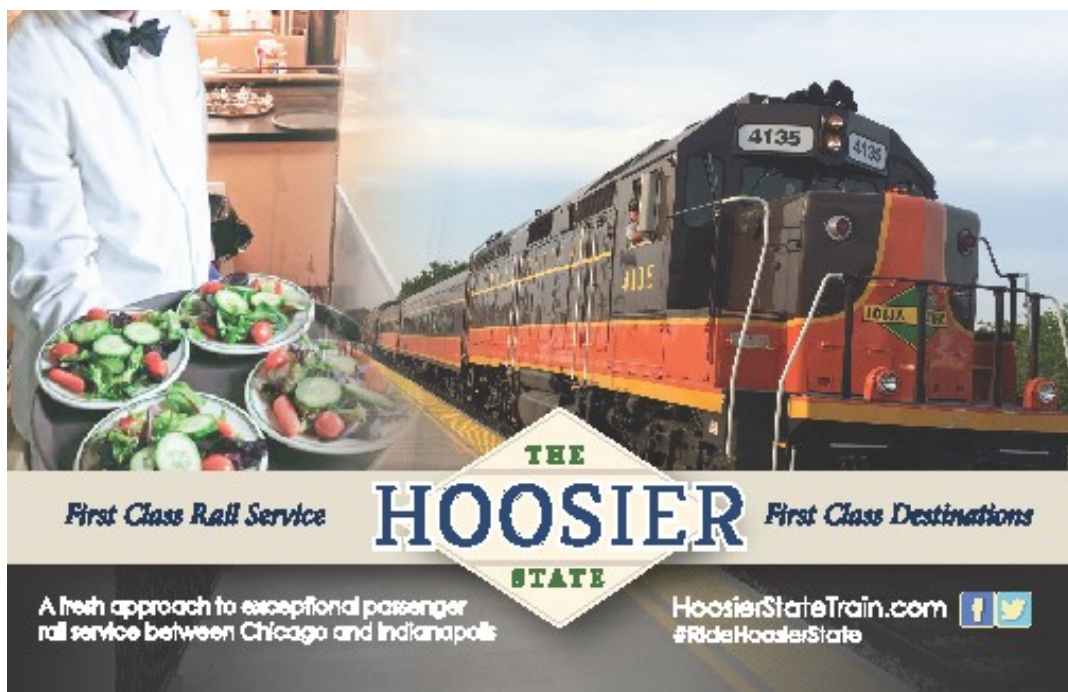
It appears that much of the heating system downstairs has been installed, but there's no evidence that it's working yet. Unofficially, we've been told the waiting lobby will be finished "something like the first of the year," Krause said.

It's getting quite cold and uncomfortable for passengers and volunteers like Julius Walker and myself who do our work every morning on Second St. Passengers are sent to the nearby Java Roaster coffee shop when either the **Hoosier State** or **Cardinal** are late.

Work on the **Wabash River bridge** has been sporadic, although it's rumored that work is to be completed by mid-November. Existing railings there are being painted white, Krause added.

The **Hoosier State** train has had its issues this last month – ridership from Lafayette doesn't appear to be up and there have been instances where the train has been cancelled or replaced by a bus, he concluded.

INDIANAPOLIS – Six million to support the **Hoosier State** passenger rail line is being collected by the Indiana (*continued*)



THE HOOSIER STATE

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("Riding the Rails" continued from page 7) Department of Revenue through the state's second tax-amnesty program of the past decade. The program, which began September 15 and concludes November 16, is expected to at least reach its \$90 million goal, of which six million goes to the state-financed railroad and \$84 million to Governor Pence's Regional Cities program.

NARP'S FALL CONFERENCE, INDIANAPOLIS – Participants at the fall conference of the National Association of Railroad Passengers meeting in mid-October were impressed watching young people and regular members interact. Referring to student presenters at a breakout session on the Future of Rail and Public Transportation, conference participants heard young people address three questions:

Who will be the next generation of public transportation users?

What will this generation be looking for?

How do we plan for these needs?

Jim Stevenson, in the process of relocating from Pinehurst, North Carolina, to the Greater Cleveland area, praised the conference hotel (Crowne Plaza) and the conference city (Indianapolis). "It was nice to put faces with names," added his wife, Carolyn, who hasn't been as active in NARP as her husband but was in attendance for the October meeting.

NORFOLK, VIRGINIA -- In a letter to "valued Norfolk Southern customers," the freight railroad rescinded and revoked its notice of cessation of Poisonous-Inhalation-Hazard (PIH) service that was to take effect on December 1, 2015. This action was taken on the heels of Congress extending the deadline for implementing an interoperable Positive Train Control (PTC) system under the Rail Safety Improvement Act of 2008.

"Due to the uncertainty associated with the potential extension of this unattainable deadline, the last few months have been difficult for Norfolk Southern and our customers. Despite our best efforts, compliance with the original December 31, 2015, deadline for implementing PTC was impossible, necessitating the need for Congress to extend the deadline, wrote Alan H. Shaw, executive vice president and chief marketing officer.

"Norfolk Southern, along with many of you, advocated the extension, and our collective efforts prevented a rail service crisis that could have had a profound impact on all of us. We thank you for weighing in with Congress in support of the extension," he continued.

"Norfolk Southern remains committed to installing a fully functional and interoperable PTC system on our rail network as quickly as reasonably and safely possible, and in compliance with the law. Please be assured that Norfolk Southern

remains unyielding in our vision of being the safest, most customer-focused, and successful transportation company in the world," Shaw added.

Many passenger trains, including the **Wolverine** that runs through northern Indiana, operate on Norfolk Southern tracks.

Contributors

All Aboard Ohio – Derek Bauman

Amtrak – Marc Magliari

Delay in Block Productions -- Drayton Blackgrove

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Michigan Passenger Rail Association – Judith-Kay M. Chase, John D. Langdon

National Association of Railroad Passengers – J. Charles Riecks, Benet Wilson

The Hoosier State Train – Heather B. Hice

West Lafayette, AAI, reader – David Drasin

For More Information

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

To learn more about IPRA, visit www.indianahighspeedrail.org or contact us at

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

Member Discounts

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 if booked three or more days in advance.