

## NICTD Making Progress

By Dennis Hodges

**Chesterton** - An enthusiastic Michael Noland is very happy with and proud of the progress that the Northern Indiana Commuter Transportation District (NICTD) is making in its service and with the progress of its projected proposals. Noland is the more recent and only the second executive director of 37-year-old NICTD



Dennis Hodges stands near a NICTD train.

As an example, the District has achieved its needed local match for the West Lake Corridor, which has cemented the project for completion. It will be funded by Indiana state grants for the next 30 years. While service alignments are not yet "set in stone," a proposal for a permanent alignment will be made to NICTD's board of directors this summer. Public hearings will then take place and the work will begin.

Parsons Transportation Group, which has done studies for Metra, has been awarded \$90 Million for an Environmental Impact Study, which, according to Nolan, will be completed in two years. He also said that the "\$571-million-dollar project should be completed by 2023." A Gateway Station will be built at the existing Hammond South Shore station to accommodate both that line and the West Lake line.

"Having been with Metra for 28 years, I still enjoy great friendships that are very supportive of our vision at NICTD," Noland said. He added that the two services just signed an agreement to join the Metro Electrical District. "Metra is aware of our plans and has no objections to them."

Another improvement is the double tracking of the existing South Shore line in Northern Indiana. "This has the full support of the Northwest Indiana Regional Development Authority (RDA) and other economic development agencies in Northern Indiana, as well as the various business communities." He said that this improvement will increase ridership, reduce travel times, increase economic (cont'd)



"Whistle Stop Indiana" by artist Penny Lulich. Lulich's work is featured throughout this edition of *All Aboard Indiana*. Learn more about the watercolor artist's "Train Art" in the article by the same title on page 8.

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("NICTD Making Progress" continued from page 1) developments along the route and will build communities."

Supporting the cause are the Indiana Economic Development Corporation, led by Jim Schellinger, president, and the Indiana Department of Commerce, Victor Smith, secretary.

Noland is very happy that the United States Congress approved an extension of the Positive Train Control Act which would have required all rail systems to have the safety device in place by January of this year. "For us, that deadline was just not possible, and it would have shut down our service completely," said Nolan. The new deadline is 2018 and on January 28, NICTD will make a proposal to the Federal Railroad Administration to show its confidence in meeting the expensive deadline.

In cooperation with the RDA, NICTD has laid out a 20-year Strategic Plan that outlines the service proposals and West Lake Corridor developments. It also reveals the economic, ridership and population projections for Northern Indiana over those years. For more information, click to [view a PDF of NICTD's 20-Year Strategic Business Plan](#).

"We are confident that this area will see greatly improved transportation in the near future and our partners have given us their endorsement and encouragement," he said.

## Business Class Offered Aboard *Cardinal* Trains 50 and 51 Effective January 19, 2016

Amtrak has launched Business class service aboard the *Cardinal*. This new service began on eastbound Train 50 starting January 19 and on westbound Train 51 on January 20. Passengers began making Business class reservations aboard the *Cardinal* on January 11, and are enjoying the following amenities:

- Reserved seating in a car for Business class passengers only
- Complimentary non-alcoholic beverages
- Comfortable spacious leather seats
- Complimentary access to the Metropolitan Lounge at Chicago Union Station
- Complimentary Wi-Fi and unlimited access to *The New York Times* and *Washington Post* digital newspapers in Wi-Fi coverage areas along the route
- An access pass for Philadelphia's Club Acela for \$20.00 per day

For fares and reservation information, visit [Amtrak.com](http://Amtrak.com), use Amtrak's free mobile apps or call at 1-800-USA-RAIL (1-800-872-7245).



"Rolling Hills Farm" is one of Penny Lulich's paintings inspired by Indiana train trips.

## Change Made in Food Supplier for Iowa Pacific's *Hoosier State*

A Chicago commissary, also used by Iowa Pacific's Pullman trains, makes a weekly trip to Indianapolis with fresh food and produce for the *Hoosier State*. "This is a Food & Drug Administration-approved vendor from which we purchase and sort food items, and truck them to Indy in a refrigerated vehicle," says *Hoosier State* General Manager Jody Moore.

When needed, additional stock and perishables are shipped. As "we get ridership back up," Moore hopes there will be a need for many refrigerated truck trips between the two cities. Our company has been pleased with the initial interest in the passenger rail service, the general manager says.

In a conversation in mid-January, Moore acknowledged that there's always room for improvement in the operation of the train. Iowa Pacific's sparse maintenance yard outside of the Amtrak's Beech Grove facility is an example. "This maintenance area will be improved, as we grow the corridor," he continues.

Several new marketing initiatives to grow ridership are soon to be announced, Moore says.

## Corporate Discount, Family Benefit Programs Announced by Iowa Pacific

In acknowledging the importance of the business community to grow Hoosier State ridership, Iowa Pacific is now offering a **Corporate Discount Program** and an **Employee Benefit Program** for business owners and their families.

"We at Iowa Pacific Holdings know that the business community is an important component to our success. With this in mind, companies and business owners are invited to contact us directly to create discounts that will entice their *(continued)*

(*"Corporate Discount..." continued from page 2*) employees and their families to utilize our service," says Heather Hice, sales and marketing manager for the **Hoosier State**.

The **Corporate Discount Program** will be offered to companies with employees who travel on company business. "We want to serve Indiana's business travelers, as well as the college and leisure markets," Hice says.

The **Employee Benefit Program** will be offered to business owners who want to enrich their employee benefit offerings. This benefit will be offered to employees in the form of a discount for them and their families to ride the Hoosier State Train.

Company representatives may contact Hice at either [hiceh@premierails.com](mailto:hiceh@premierails.com) or 317-617-0122. Personalized service is promised, as Hice pledges to work with each company individually to create discounts that will place more Hoosiers in train seats.

"We look forward to creating many more programs such as these to meet the needs of the communities that we serve," concludes Hice.

Iowa Pacific began operating the **Hoosier State** service last August 2.

## Commuter Rail Is Sustainable; CSX Double Tracks in Muncie Key

By John Rouse, PhD

Professor, Dept. of Political Science, Ball State University

The purpose of this essay is to give argument for commuter passenger rail connections between Muncie, Anderson, Pendleton, Fortville, McCordsville, Lawrence, downtown Indianapolis (Union Station), and Ben Davis (Indianapolis International Airport). The focus is upon sustainability, or use of the existing CSX-New York Central-Conrail double tracks between Muncie and the airport.

This sustainability proposal addresses the needs of "the 99 percent," not "the 1 percent" of the population. Studies show investments in "the 99 percent" of Indiana communities are sustainable. Seven small towns along St. Rd. 67 will be given an economic boost from the commuter rail project.

Sustainability is defined as the endurance of systems and processes. CSX, as a private transportation corporation – not as a governmental body – openly engages sustainability issues.

CSX communicates regularly with customers, employees, and external stakeholders on sustainability issues, goals, and efforts.

CSX provides opportunities to customers, employees, and communities to actively participate in sustainability programs.

CSX collaborates with customers and communities to grow sustainability, while considering social, economic, and environmental affairs.

CSX builds innovative infrastructures to support operations and minimize resource use.

**Progress Rail and Electro-Diesel (EMD) opened operations in Muncie in 2011. More than 200 locomotives -- destined for international locations in 11 countries outside the United States and Canada -- have been built in the old Westinghouse Cowan Rd. facility. Progress Rail espouses CSX innovative infrastructure themes; it manufactures Class 66 diesel locomotives.**

Development of commuter passenger service changes Ball State University's political culture. Instead of being a rural university in East Central Indiana, we take on the flavor of a metropolitan university encompassing Indianapolis along with Muncie. It's a sustainable transportation trend.

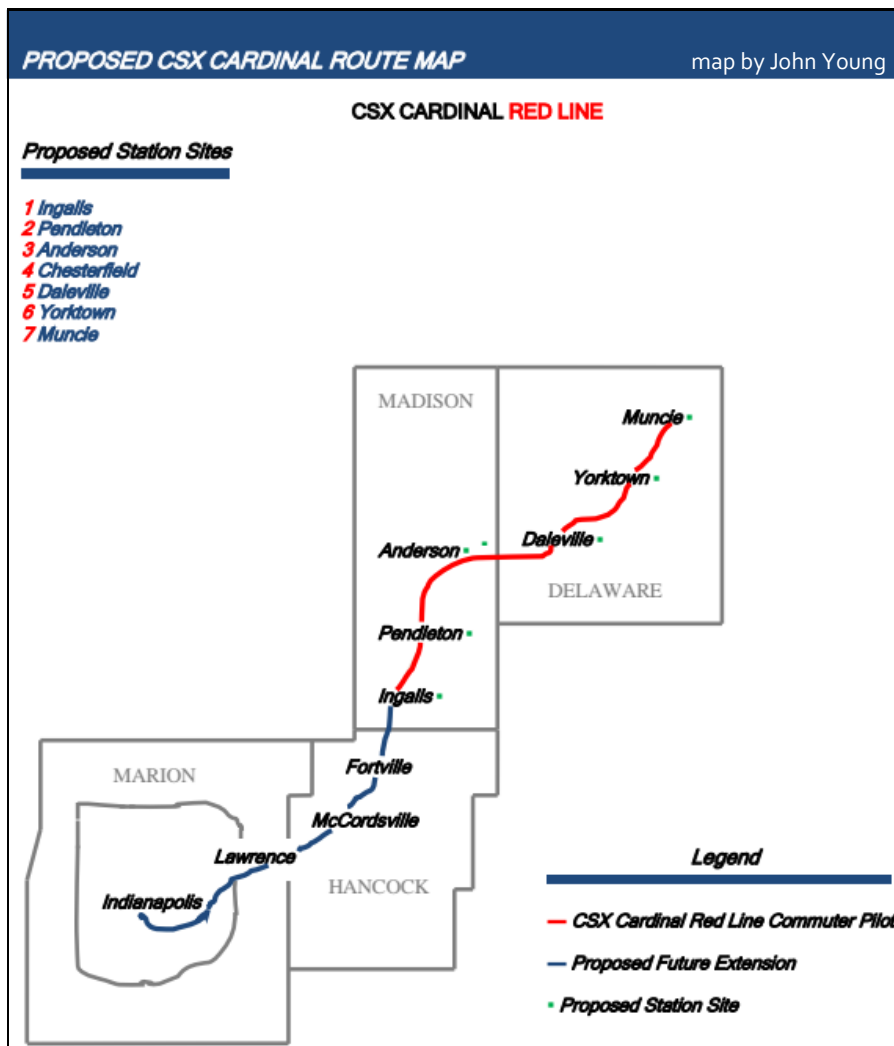
**The CSX double track goes through 12 towns and cities between Muncie and Lawrence. The CSX road bed is paid for by the private sector. It will be a commuter rail project, not light rail or streetcars. Access to this commuter rail line may boost enrollment at Ball State.**

CSX has operations in the following Indiana cities and towns -- Hammond, East Chicago, Lafayette, Nappanee, Terre Haute, Evansville, Jeffersonville, and Indianapolis. The company has no operations in either Madison or Delaware counties. CSX's major rail yards are in Indianapolis/Avon and Evansville. (*continued*)



"Indiana Winter" is one of Penny Lulich's paintings inspired by Indiana train trips.





Passenger rail advocates understand the benefits rail brings over interstate highways. The cities of Muncie and Anderson and the counties of Delaware and Madison want to forge new civic identities boosted by commuter rail. While the Indiana General Assembly tends to fund the status quo (i.e. highway construction), we hope they'll also financially support our project as they have the *Hoosier State*.

The NYC/Conrail/CSX railroad double tracks have been sustainable since approximately 1885. That number adds up to more than 130 years of systemic production. If citizens and state elected officials want to carry on a service that has seen multiple lifetimes of sustainability, look to the East Central Indiana commuter rail project as a good place to invest taxpayer dollars.

Ball State University President Paul Ferguson (who resigned mysteriously, suddenly, and unexpectedly January 25) endorsed sustainability criteria. Commuter passenger rail would help the university in these ways:

Small business establishments would benefit, at every spot, along the 65-mile journey. Marion County neighborhoods of Yorktown, Daleville, and Chesterfield would benefit, as would Pendleton, Ingalls, Fortville, McCordsville, and Lawrence, among others.

Ball State would better be able to reach into the Indianapolis student market. Diversity at the Muncie-based school would be enhanced. The BSU academic experience would become more conscious of outside views, inputs, and learning realities.

University professors living in Marion County neighborhoods would work on the train, grading papers, relaxing, even dozing. The dangers of driving automobiles for long hours on the I-69 expressway would be diminished.

The best of Indianapolis would be more available to rail passengers in Delaware and Madison counties. The best of Muncie (i.e. Emens Auditorium, Mid America conference sports, its dining establishments) would be more available to Marion County residents.

Major momentum economically would be possible, with Ball State entrepreneurs receiving recognition far and wide. Creativity is the ability to combine novelty and usefulness in a particular social context, so claims University of New Mexico professor Rex Jung.

**"Change transportation access. Markets develop. People walk and ride in different directions," Jung says. (continued)**

("Commuter Rail Is Sustainable" continued from page 3) CSX is big in Indiana, with 2,500 miles of track; in excess of 2,500 miles of public and private grade crossings; nearly 2,000 employees, who reportedly were compensated more than \$166 million in 2014.

Indiana's economy and the way of life for Hoosiers benefit from commodities carried by CSX trains. Commercial products include automobiles, chemicals, coal, consumer products, and food and agriculture products.

East Central Indiana's economy needs the boost that commuter rail would provide. It would be a transportation option not presently available. Small businesses would emerge, while real estate development would be impacted in a positive way.

Nobody knows how long it will take for this commuter passenger rail service to come of age. Its form and developed infrastructures are unknown circa 2016. What specific benefits commuter rail will have for Delaware and Muncie, specifically, looms as a larger question and challenge.

*("Commuter Rail Is Sustainable" continued from page 4)*

Is it time for a Middletown-Muncie-Daleville-Anderson commuter passenger rail case study? Ball State University might consider such an institutional idea. Students and faculty could get engaged. Muncie could be known as Middletown U.S.A. again? Business, government, and video majors could offer a plan of economic development along the CSX-State Rd. 67 corridor.

## Highways Don't Make Money; Give Commuter Rail a Chance

By John Rouse and Donald Yehle

Ignore the naysayers who oppose heavily-subsidized public transportation like commuter rail, says Ball State University political science professor John Rouse.

"All transportation is subsidized, especially highways and airports and waterways. Funding popular state highways is an exercise in continuous deficit spending that doesn't make money," he continues.

An Indiana mass transit study penned nearly a decade ago concluded that commuter rail is feasible along the Bloomington, East Central Indiana, and Muncie corridor, wrote Seth Slabaugh, a Muncie Star Press reporter.

"Indianapolis is the growth hub of the state, and continued expansion of the region can be supported by rail transit and commuter rail investments that connect to major commute origins as well as suburban cities such as Muncie and Bloomington," study authors said in 2007.

Concluding Bloomington-Marion County-Muncie agenda arguments are:

As stated in an adjacent commuter rail article, this proposed leap into Indiana's future is completely sustainable, defined as enduring systems and processes as positioned by the New York Central-Conrail-CSX double railroad tracks between Muncie and Indianapolis-

Marion County, with links to Indianapolis International Airport and Indiana University-Bloomington. Most importantly, this central Indiana economic de-

velopment is geared to enhance the per capita incomes of the middle class, not the economic elites or the wealthy one per cent.

These commuter passenger rail investments are directed towards small towns between Muncie, Indianapolis, and Bloomington. Small businesses, homemakers, farmers, entrepreneurs, chefs, and developers are encouraged to take root in passenger stops, or small "burbs," along the corridor.

The CSX Corporation maintains current rail infrastructures. Passenger commuter rail commerce will give right-of-way to CSX traffic. Muncie-Indianapolis-Bloomington commuter passenger rail will not be charged with maintenance and upkeep of rails.

CSX, the corporation, is a mix of labor (employees), market production development, and clientele rationale. These items are not mutually exclusive. They are inclusive to each other. Commuter rail adds to the quality of life; it does not take from it.

The political economy of Ball State University becomes adjunct to the vast opportunities, commerce, and diverse culture of the Circle City and its worldwide outreach.

All investments realized are technological, or technology-based. As a byproduct, commuter passenger rail makes Bloomington-Indiana-Muncie citizens more competitive. More freedoms emerge. Options come to the middle and lower middle classes.

CSX maintains statewide operations throughout Indiana, but not along the Madison-Delaware County double-track properties. Muncie's Progress Rail exports locomotives to countries throughout the world. Madison-Delaware counties need investments by CSX equal to those in other Indiana communities.

The ceiling of political economy throughout East Central Indiana is low. The old industrial base is either diluted or deceased. The two industries of note, in Delaware County, are IU-Ball Hospital and Ball State University. Both are grounded in deficit spending. Socialism also has markets.

Real estate in the small burbs along the commuter passenger rail will be impacted. Mike Lunsford, Dave Taylor, et al, should welcome infrastructure developments in the boonies.

The massive I-69 interstate highway from Evansville, past Bloomington, through Marion County, adjacent to Highway 67, into and around Anderson and Muncie, needs pedestrian commerce alternatives. Interstate highways, like commuter passenger rail, do not make profits.

Infrastructures cost, but they also provide. Why not invest in infrastructures for commerce at home?

"Christmas Tree Farm" is one of Penny Lulich's paintings inspired by Indiana train trips.



## Building America's Airports Isn't Cheap; Massive Amounts of Public Dollars Required

By Ms. Benet J. Wilson, Director of Communications, National Association of Railroad Passengers

In the April 2015 issue of this newsletter, Phillip Streby and Donald Yehle made the case for finding a different way to fund passenger rail. They also promised to look at how airport financing is handed.

I have covered the airport industry as a journalist since 2006. Many of the stories I've written have been about airports making the case for more funding to pay for \$75 billion over five years for projects across the country, according to Airports Council International-North America's [2015 Capital Needs survey](#).

Fifty-six percent of the funds are needed to accommodate growth in passenger and cargo activity, while another 38 percent is needed to rehabilitate existing infrastructure, maintain a state of good repair and keep airports up to standards for the aircraft that use them.

U.S. airports fund their projects using the following mechanisms:

- The Airport and Airway Trust Fund, which helps fund the Airport Improvement Program grant;
- The Passenger Facility Charge, an optional fee capped at \$4.50; and
- Bonds backed by PFC funds and customer facility charges.

### Indy International Cost \$1.1 Billion; \$100 Million in Federal funds received

The 1.2 million square-foot Indianapolis International Airport, which opened on November 11, 2008, cost \$1.1 billion to build. At the time of the announcement of the project in 2005, the Indianapolis Airport Authority said that airport revenues would pay most of the cost from the airlines, retailers parking and other items, emphasizing that it got no state or local tax dollars for the project.

The airport authority received nearly \$100 million in federal AIP grant funds for projects including a new air traffic control tower, access roads, runway and taxiway grading and paving. The facility also includes a new terminal, a new fire station,

new roadway systems, new surface parking lots and garage, a new Ground Transportation Center and \$4 million in specially commissioned, original public art.

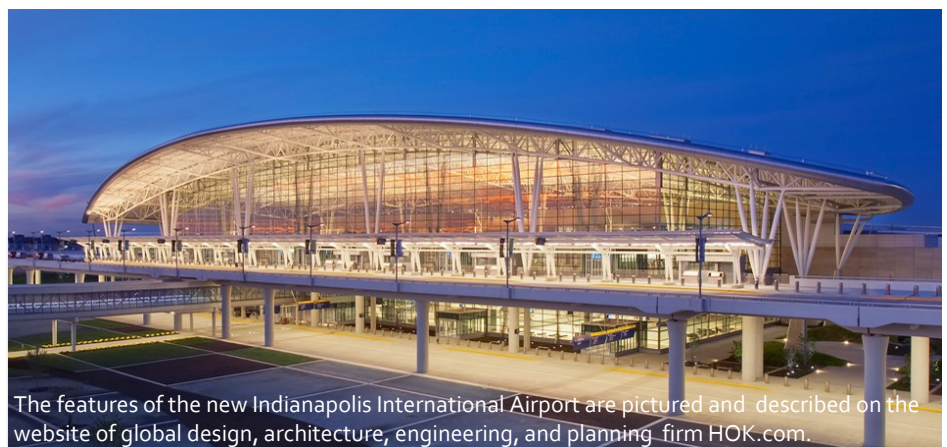
The project provided jobs for about 3,000 workers over three years. The airport claimed that the new airport facility made a significant impact in central Indiana's economy. According to the Indy Chamber, the airport is an important contributor to Central Indiana's economy, employing 10,000 people daily with an economic impact of \$4.5 billion a year.

Associations like ACI-NA and the American Association of Airport Executives (AAAE) have worked hard, battling against the major U.S. airlines, to get Congress to boost funding for airport projects. The groups have been trying to raise the PFC cap from \$4.50 to \$8.50 since 2006, with no luck. Their argument has been that inflation has eroded the value of the PFC, hamstringing their efforts to fund badly needed projects. And they have also tried, with no luck, to get Congress to boost funding for AIP grants.

But unlike Amtrak, at least the airports have access to steady and dedicated sources of funding through PFCs, AIP grants and access to the bond markets. They also have funds from sources including airline rents, landing fees, parking, concessions, rental cars and hotels. None of these funding sources are available to Amtrak, which is still forced to go to Congress, hat in hand, begging for money to maintain a network that needs \$208.57 billion in funding, according to NARP's "United States of Underinvestment" report. And since more people fly and drive than take the train, aviation and highways continue to get more attention.

**In the April article, Streby and Yehle noted that if passenger rail should be —self-sustaining in the marketplace, so should airports, highways, and waterways. "Are they? It's time for a level playing field for all transportation modes."**

Ms. Wilson can be reached at [bwilson@narprail.org](mailto:bwilson@narprail.org) or (202) 408-8362



The features of the new Indianapolis International Airport are pictured and described on the website of global design, architecture, engineering, and planning firm HOK.com.



## Riding the Rails

By Donald Yehle

**February 11 is Transit Day at Statehouse** – The Indiana Citizens' Alliance for Transit (ICAT) has scheduled its 2016 annual state transit day for Thursday, February 11, from 9 to 11 a.m. Says Addison Pollock, event coordinator: "This is the one day during the Indiana General Assembly session dedicated to mass transit advocacy and provides transit supporters the chance to join others from around the state to meet with their state legislators, share information, and build support for transit funding."

"The ability to meet with state elected leaders is the most important aspect of Transit Day!

"Our lawmakers often need to be reminded as to why transit is important in their districts, to their lives, and livelihoods of their constituents," Pollock says.

Expected participants are riders, local elected officials, transit agency staff, nonprofit/community partners, transit supporters, local government employees, individuals with disabilities, disability advocacy organizations, interested citizens/neighbors, and anyone interested in improving public transit in Indiana.

Steve Coxhead, president of the Indiana Passenger Rail Alliance, encourages Hoosier rail advocates to attend.

For more information, contact Pollock at [apollock@acsm.org](mailto:apollock@acsm.org) or at 317-352-3817.

**Free Rail Travel Show Stops in Indy, South Bend** -- America by Rail, the East Lansing, MI, organizer of many first class rail tours across America, hosts its annual rail travel shows in Indianapolis (Thursday, February 4) and South Bend (Friday, February 5). Both events start at 2 p.m. The Indianapolis event will be at the Crowne Plaza Indianapolis Airport Hotel, 2501 S. High School Rd., while the South Bend event is at the Waterford Estates Lodge, 52890 State Road 933. Call 1-888-777-6605 to register; space is limited.

**New East Lansing Amtrak Station Opens** -- A new state-of-the-art multi-modal facility opened January 25 in East Lansing, approximately 250 feet west of the former station. The Capital Area Multi Modal Gateway "features seamless connections between trains, intercity buses, and local Capital Area Transit Authority (CATA) bus services. Lansing is the state capital of Michigan; East Lansing is the home of Michigan State University.

**Two IPRA Board Members To Be Honored** -- Fred Lanahan and Dennis Hodges, board members of the Indiana Passenger Rail Alliance, have contributed chapters to a college text book

entitled, "Emerging Challenges and Opportunities of High Speed Rail Development on Business and Society." The book is the effort and inspiration of Dr. Raj Selladurai at Indiana University Northwest in conjunction with the Kelly School of Business in Indianapolis. Twelve prestigious transportation experts have made contributions to this book, which will be published in March or April of this year.

**Beech Grove Electrician Honored** -- Jared Jones, an electrician at Amtrak's Beech Grove Heavy Maintenance Facility, has been recognized by Amtrak President Joseph H. Boardman as a recipient of a President's Service and Safety Award for 2015. "Jared is an exemplary employee who models the behavior he expects from others," according to an article in the November 2015 issue of *Amtrak Ink*.

"His focus on safety sets a strong example for others. He always has the proper personal protective equipment while on Amtrak property and sets an example for following the safety guidelines and regulations," the article says of the Operations Department – Mechanical employee.

At Amtrak since 2009, Jones is also a founding member of a Communication team, which is a subcommittee of the Beech Grove Improvement Committee. "The latter was created to bring together management and labor employees to identify ways to streamline car overhauls, work more efficiently and focus on business opportunities," it was reported.

Jones is a team captain for Beech Grove's corporate challenge, which competes and raises money for charitable causes.

**Town of Waterloo Seek Bids** -- Waterloo, Indiana, is seeking bids for its Amtrak station. [Click to read more.](#) (continued)



Celebrate the centennial of the U.S. National Parks with one of many Amtrak Vacations National Parks travel packages. Book now by calling 1.877.777.8991 or visiting [AmtrakVacations.com](http://AmtrakVacations.com).



*("Riding the Rails" continued from page 7)*

**Hoosier State Featured in Trains** -- The March 2016 issue of *Trains* Magazine is publishing "Private Operator: Indiana's 'Hoosier State,' from Amtrak to Iowa Pacific." The issue goes on sale on February 9, 2016.

## Annual Membership Renewals Sought; Cost Is Tax-Deductible Donation of \$30

One important and effective way to support the Indiana Passenger Rail Alliance (IPRA) is for members to renew your annual membership with a donation of \$30, which would represent membership dues for the 2016 calendar year. Donations are tax deductible. Individuals who paid dues in the fourth quarter of 2015 are not expected to pay again now, says Steve Coxhead, president, IPRA.

You may make a donation either through our website ([www.indianahighspeedrail.org](http://www.indianahighspeedrail.org)) or by sending a check made out to the Indiana Passenger Rail Alliance, 3951 North Meridian Street, Suite 100, Indianapolis, Indiana 46208.

To donate through the **website** click the "join/donate" button in the lower left hand corner of the homepage. Then scroll to the bottom of the page that appears, and click the "donate" button in the lower right hand corner. Then follow the on-page instructions. Payment can be made by major credit card or by PayPal account.

"The effort to bring a modern, 21st Century, passenger rail system to Indiana is far from over, all though we have made significant progress this past year," Coxhead adds. IPRA's president points to four ongoing initiatives (below) as examples of the progress still needing support:

The development of the "Hoosier State" corridor (linking Chicago with Indianapolis & Cincinnati).

The development of the northern Indiana corridor (linking Chicago with Fort Wayne & Columbus, Ohio).

In Northwest Indiana, we need to make sure that the South Shore expansion proceeds (see story on page one of this issue).

And we must find a way forward with the idea of a central Indiana commuter rail corridor through Muncie, to Indianapolis, and Bloomington (see stories on pages three, four, and five of this issue).

Members should be receiving monthly e-mail notices with a link to our electronic newsletter, "All Aboard Indiana." If you are not, please remind us of your current e-mail address. It can either be sent to our Indianapolis address (above) or to [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)

"Finally, please feel free to share with us your concerns and aspirations for modern 21st Century passenger rail in Indiana," Coxheads concludes.

## "Train Art" Done in Watercolor While Riding Indiana's Railroads

By Donald Yehle

"I have done a number of paintings in the series I call 'Train Art,'" says Penny Lulich, a frequent *Hoosier State* passenger with grandchildren in Bloomington, IN. This month, she is sharing her work with All Aboard Indiana readers.

Lulich, who with her husband is relocating from Portland, Oregon to Bloomington to be closer to family, looks forward to adding to her series through more frequent Indiana train trips. Recent paintings are titled "Christmas Delivery," "Indiana Winter," "Lakeshore Summer," "Rolling Hills Farm," "Whistle Stop Indiana," and "Christmas Tree Farm Painting."

"I love the bucolic scenery of barns, fields, and trees.

"One of the pleasures of train travel is having the time to focus on my watercolors, uninterrupted for mile after mile," continues Lulich, who also was featured in the January 2016 issue.

"There's nothing more enjoyable than viewing the changing scenes before me, out the large picture windows on the train, and then putting those scenes on paper to remember for a lifetime, she continues.

"I do paint quite a lot on the train, but also from photos taken while traveling through Indiana and other states.

"Using photos allows me to paint with mixed mediums, as seen in 'The Christmas Tree Farm, which is mostly watercolor but also mixed mediums,'" adds Lulich. *(continued)*



"Christmas Delivery" is one of Penny Lulich's paintings inspired by Indiana train trips.



("Train Art" continued from page 8) One of the best parts of painting on the train is there's an immediate, satisfying response from car attendants and conductors. They walk by Lulich's seat and check out how the painting is going.

"They love it, and that makes me love doing it all the more," Lulich concludes.

## Some Progress; Patience Needed from Lafayette Depot Travelers

The John T. Myers bridge over the Wabash River is open to pedestrians and cyclists. This allows access to the Amtrak platform from the West side of the Wabash River. The handicapped ramp on the bridge's north side also allows access to the Wabash River Heritage Trail.

Work progresses on the inside of the Big Four Depot, but it's not obvious within the lobby which serves as the waiting room for Amtrak passengers. The most optimistic "estimate" for project completion is by "early March" or perhaps "March or April," says Joe Krause, lead station volunteer.

Despite bitterly cold weather, Julius Walker (another station volunteer) and Krause continue to work every morning outside the Depot on 2<sup>nd</sup> Street from about 6:40 a.m. until either the *Cardinal* or the *Hoosier State* departs. When a late train arrival is expected, the two volunteers ask passengers to wait in their own cars or if that's not possible, to walk one block east to the Java Roaster Coffee Shop, which happily accommodates, Krause continues.

Work crews continue installing new pavers on the second level deck outside the Big Four depot. This work is 50 percent completed, with workers beginning their work days around 7:30 a.m. and laboring in the inclement weather throughout the day, he says.

A crew from the Lafayette Parks Department uses snow blowers, shovels, and salt to clear ice and snow from the Riehle bridge, from the Amtrak platform, and from adjacent side-walks and steps. Train passengers and volunteers appreciate their efforts, Krause adds.

## Dallas Reader Offers Link to 7 "Best" International Train Trips

"If you don't want to do the whole cruise or road trip thing, you need a train," says *Wired.com* in their article "7 Best Train Trips in the World." (Click link to view article.)

"Enjoy!" says David Thomas, an *All Aboard Indiana* reader.

## Contributors

**Anderson/Muncie Area**—John Young

**Ball State University** – John Rouse

**Dallas Reader** – David Thomas

**Indiana Passenger Rail Alliance** – Steve Coxhead, Dennis Hodges, Joe Krause

**National Association of Railroad Passengers** – Ms. Benet J. Wilson

**Railroad Artist** – Penny Lulich

## 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](http://www.indianahighspeedrail.org)

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## 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](http://www.amtrak.com) if booked three or more days in advance.



"Lakeshore Summer" is one of Penny Lulich's paintings inspired by Indiana train trips.