

Lafayette's Big 4 Depot Reopens to Rail Riders

By Donald Yehle

Rail passengers in Lafayette have been rewarded for their patience, with the reopening on August 3 of the Big 4 Depot. The station, which had been closed since June 2015 for major renovations and repairs, looks "absolutely stunning," said one passenger in mid-August.

While "air conditioning" is yet to be installed, rail passengers now have a waiting lobby for shelter from rainstorms, lightning storms, and as summer turns to fall, and fall to winter, a warm place to wait for Amtrak's *Cardinal* coming from the East coast three times a week or Iowa-Pacific's *Hoosier State* originating in Indianapolis four times a week.

Twelve indoor seats are available in the depot. Restrooms have been renovated. A drinking fountain is in place. With the appropriate parking pass, day riders traveling northbound have access to five nearby parking spaces and use of the nearby Tippecanoe County parking garage, noted one of 27 passengers who boarded the train in Lafayette on August 16.

Amtrak's Quik-Trak ticket machine remains at the nearby City Bus station. It's unknown when the ticket machine will be relocated back to the depot. Air conditioning at the Big 4 Depot is to be reinstalled in the spring of 2017, officials say.

During the 14 months the Big 4 Depot was closed, train passengers found shelter in their automobiles or under station/platform eaves. The nearest restroom was at Java Roaster coffee shop on North 3rd Street across from the Tippecanoe County Courthouse, added Joe Krause, who along with Julius Walker, volunteers at the depot to welcome passengers, answer their questions, and guide them to safely get on the morning trains.

Lafayette's newly renovated train station features spacious vestibules on both ends of the station, providing shelter from rain, snow, and cold. Interior doors lead to the 12 wooden bench seats, the drinking fountain, and the restrooms.

The 27 people who boarded the *Hoosier State* on August 16 used one of two routes to the platform located across the tracks from the depot.

A rainy day, many departed the waiting (continued)



Two vestibules now provide immediate shelter for passengers entering Lafayette's Big 4 Depot waiting room, alleviating some of the difficulty in keeping the interior space warm in the winter months.

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Lafayette passengers have access to five parking spaces adjacent to the Big 4 Depot for same-day trips; the nearby Tippecanoe County Parking garage is available for extended rail adventures.

("Lafayette's Big 4 Depot Re-opens" continued from page 1) lobby, then walked through the loggia to the east side elevator, took the elevator from floor 1 to floor 3, crossed the Riehle "Rail" Bridge to the west side elevator, and took that elevator down to the platform.

Others walked across Riehle Plaza, took stairs to the rail bridge, crossed that bridge, down a flight of stairs heading west to the John T. Myers Bridge (extending over the Wabash River), and down a ramp heading east and then north and finally to the Amtrak platform.

It was obvious to all that safety and appearance were considered in the remodeling project. As an example, high gauge steel on both sides of the bridge protect passengers walking across the bridge. The surface of the bridge uses a nonslip material. The waiting room lobby and the bathrooms are made of polished concrete, which as reported in an earlier issue of **All Aboard Indiana** is the fastest growing trend in the industry.

Stamped concrete, reddish in color, greets passengers entering the vestibule at the north end of the historic train station. People using the loggia are experiencing better lighting and a ceiling offering more protection from the elements. Other building improvements include new copper gutters and downspouts, new windows and doors, and a complete mechanical upgrade – cooling, electrical, heating, and plumbing, sources say.

A major ongoing project on the West side of the Wabash River is the construction of a handicapped-accessible pedestrian ramp that will connect the John T. Myers Bridge with the Riehle "Rail" Bridge.

This ramp is on the West side of the Amtrak platform



A series of ramps are under construction in Lafayette to give handicapped people access to bridges near the train depot.

nearest the South end of that platform. This handicapped ramp will provide a second way to negotiate a way over the Riehle Bridge; in short, the elevators will continue to be available.

On August 20, a huge yellow crane arrived and lifted four prefabricated concrete ramps onto pedestals which had been erected several days and weeks before. Those interested are encouraged to visit the site to see how the ramps are going to be interconnected – with persons leaving the Amtrak platform by first going to the West side of the platform up to the Myers Bridge and then heading to the east end of that bridge and ascending ramps (which actually run north and south) up to the Riehle Bridge.

It's unknown when this work will be completed. Work hasn't been started on ramps on the east side of the Riehle Bridge to 2nd Street and Riehle Plaza. This construction is related to a planned promenade to Columbia St. and to the Old National Bank project.

Construction Timeline at Lafayette Train Depot

Past issues of All Aboard Indiana have regularly covered work at the Big 4 Depot. Here are snapshots of what appeared beginning in February 2015 through present.

February 2015 -- Dismantling and replacement has begun on two elevators on either side of the Riehle Plaza "Rail" Bridge. Without the elevators, rail passengers on the east side of the Wabash River ascend metal stairs to the Riehle Bridge, walk across the bridge, and descend another set of stairs to the Amtrak loading platform.

Major safety repairs are needed on the Riehle Bridge. Access across the bridge is limited. Ultimately, the bridge is closed to rail passengers. Trains continue to use the three heavily used tracks – two closest to the depot by Norfolk Southern Railway Company and the third, by CSX Transportation, which allows Amtrak to run its passenger trains on these rails.

April 2015 – An agreement is reached between the City of Lafayette and Greater Lafayette Public Transportation Corp. (City Bus) to provide shuttle bus service between Riehle Depot on 2nd Street and the western end of the John T. Myers Bridge over the Wabash River. Startup of the temporary shuttle service is delayed pending approval from the Federal Railroad Administration (FRA).

May 2015 -- Old National Bank announces a \$24 million, mixed-use construction project that features 96 luxury apartments, regional headquarters for the bank, an Old National branch bank, and additional retail space. The current facility, opened in 1961 and adjacent to the Big 4 depot, (*continued*)

(*"Construction Timeline at Lafayette Train Depot"* continued from page 2) will be razed.

June 2015 – Shuttle bus service continues every morning from the east side of the Wabash – at 7:00, 7:15, and 7:30 a.m. The shuttle bus also waits at the west side of the Myers Bridge to take any evening passengers who have de-boarded the southbound train back to their cars parked on the Lafayette side of the river.

While workmen continue to pound and grind to repair the Riehle Bridge, different people with additional equipment arrive to begin renovating the Lafayette Amtrak station. Renovations are extensive, including the waiting room; new plumbing for the rest rooms; new electrical, heating, ventilation, and air conditioning (HVAC); ceiling tile replacement; and the addition of new floor tiles and red pavers to the station's second deck.

August 2015 – Pre-stressed concrete slabs, which will be covered with concrete, are laid on the floor of the Riehle Plaza Bridge. Painting of the iron bridge will begin once there's 48 consecutive hours of no rain. Over at the John T. Myers Pedestrian Bridge, concrete is poured and being cured in the center of the bridge. Various exposed joints are filled with pavers. The West side elevator has been replaced, is now operating, but not available to passengers. Meanwhile, floor tile has been removed from inside the Amtrak station waiting lobby.

September 2015 – Amtrak passengers once again have access to the Riehle Plaza Bridge and the new elevators. The City Bus (Greater Lafayette Transportation Corp.) shuttle worked successfully. City Bus' management, dispatchers, and drivers shined in providing this service.

November 2015 -- 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. A vestibule is being created to act as a barrier against cold air coming into the lobby every time the outside doors are opened. A heating system is being installed.

Without a waiting room, it's getting quite cold and uncomfortable for passengers and volunteers. Passengers are sent to the nearby Java Roaster coffee shop when either the *Hoosier State* or *Cardinal* are late.

December 2015 -- Efforts to increase *Hoosier State* ridership to and from Lafayette has been hampered by ongoing construction projects to the Lafayette Depot, the Riehle Plaza bridge, and the John T. Myers bridge. When people must stand outside in lieu of a heated depot and have any confusion as to how to access the train loading platform, they're going



Old National Bank is building a \$24 million multi-use facility next to the Big 4 Depot.

to use other forms of transportation, rail advocates say.

February 2016 – The John T. Myers Bridge over the Wabash 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.

While work progresses on the inside of the Big Four Depot, the lobby itself remains closed. On bitterly cold days, passengers are encouraged 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.

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 sidewalks and steps. Train passengers and volunteers appreciate their efforts.

May 2016 – Projects like the Old National Bank development adjacent to Lafayette's Big 4 Depot lead to rising property values and more private-public development opportunities near train stations, says the Midwest Regional Rail System. Potential property value increases from joint private-public development at the Lafayette multimodal transportation facility could be \$39-\$58 per square foot.

High-Speed Diesel Engine Manufactured in Seymour

Special from Cummins Corporation's Tracy L. Kiser

Cummins QSK95 is designed and manufactured at the Seymour Technical Center and Seymour Engine Plant in Seymour, Indiana.

The 16-cylinder high-speed diesel engine provides 4400 horsepower, the highest output of any 16-cylinder high-speed diesel in the market. That output allows the engine to deliver a top speed of 125mph for passenger rail applications. (*cont'd*)

("High-Speed Diesel Engine Manufactured in Seymour" continued from page 3)

The QSK95 is the first locomotive prime mover for single engine installations to be certified to meet the Environmental Protection Agency's Tier 4 emissions levels. Since the EPA implemented the first emissions regulations for locomotives in 2001, Particulate Matter (PM) emissions levels have been reduced by 95% and oxides of nitrogen (NOx) emissions have been reduced by 86%, resulting in the ultra-low emissions levels required of current diesel engines.

Siemens new diesel-electric Charger locomotive is powered by the QSK95. Built in their nearly 1,000-person Sacramento, CA manufacturing facility, the locomotives are fully Buy America compliant. The Charger locomotives will operate in six states across the US including Illinois, California, Michigan, Washington, Maryland and Missouri. In addition, the Charger will power trainsets for Florida's new Brightline passenger rail services.

The Charger locomotives are currently undergoing rigorous testing, including maximum speed runs, acceleration and braking and overall performance capabilities to ensure that it is performing as designed and is ready to provide reliable service for passengers.

The first trainsets for Brightline, each of which will be pow-

ered by two Charger locomotives, will ship this fall. The Illinois Department of Transportation (IDOT) will receive their first Charger locomotive later this year, with additional customers to follow throughout 2017.

Try Amtrak as Best Way to Milwaukee, Madison

By Bill Malcolm, IPRA Board Member



Going to Milwaukee or Madison? Take the train. The newly remodeled Amtrak platform is open in Milwaukee.

The Milwaukee Inter-Modal station serves Amtrak, Greyhound, Mega Bus, Milwaukee County Transit, and many other regional bus carriers. The newly remod-

eled Amtrak platform is a gem (see picture). The Hiawatha Amtrak train to and from Chicago runs 7 times a day each way. Those going to Madison can take the 7 times a day Badger Bus (as well as Greyhound, Lamers Bus, and Jefferson Lines).

The Inter Modal station even has shared bike rentals.

The station also has a cafe and store or you can walk a few blocks east to the Milwaukee Public Market.

The train between Milwaukee and Chicago takes 90 minutes and makes just 3 stops (including the Milwaukee Mitchell Field Airport).

You can leave Milwaukee at 3pm daily on the Hiawatha and connect with the Hoosier State or Cardinal trains to Indianapolis.

Editor's note: Bill Malcolm also writes for the Broad Ripple Gazette and covers sports and travel for a monthly publication in Indianapolis. He is a member of the IPRA board.

Siemens Charger Locomotive Testing, TTCL, Pueblo, CO 8_9_16



FAEGRE BAKER DANIELS

This month the Indiana Passenger Rail Alliance would like to offer a note of appreciation to the firm of Faegre Baker Daniels, for the support they have given us in carrying out the work of the organization. It is with the support of such private sector organizations that IPRA will succeed in its' goal of informing all Hoosiers of the benefits that could accrue to our state from modern 21st Century passenger rail systems.

Faegre Baker Daniels is a full service law firm providing business solutions to local, national and international organizations. They have 14 locations in the United States, U.K. and China.

Meet Steve Coxhead, President

By Bob Garity

Northwest Indiana's Steve Coxhead has more than 40 years of experience working in the Information Technology sector, both as a staff and independent developer. He has served as President of the Chicago Chapter of the Association for Computing Machinery (ACM). Major areas of focus have included the financial, project planning and non-profit sectors. Steve has a BSIM from Purdue University and an MBA from the University of Chicago. Although currently a resident of NW Indiana, Steve spent his early years in down-state Illinois, and grew up in Indianapolis.

Steve has long had an interest in transportation systems, especially rail based systems. He has been a long time daily commuter on the South Shore Line (NW Indiana's commuter railroad), and a frequent user of the Chicago Transit Authority's (CTA) subway and elevated systems. He prefers to travel by train whenever possible, and has utilized Amtrak service to the east coast, around the Midwest, and to the Southwest. Steve is currently a member of the Council of the National Association of Railroad Passengers (NARP), representing Indiana, and a long-time member of the Midwest High Speed Rail Association (MWHRSR). He is the current President of the Indiana Passenger Rail Alliance (IPRA).

His vision for Indiana is the implementation of a modern, 21st Century, passenger rail network throughout the state. This is defined as a system running reliably at 80 – 110 mph, using modern, state of the art intercity equipment. There would be two main corridors, one being Chicago-Fort Wayne, and the other being Chicago-Indianapolis-Cincinnati. Indianapolis-Louisville would be a supporting corridor. The intercity network would be fed by modern commuter rail systems in NW Indiana, SW Indiana and the central part of the state. Both airports and central cities would be connected.

Steve views modern rail passenger development as of vital importance to Indiana's ability to compete in a 21st Century world economy, and to be an attractive location for the millennials, and following generations, to live and work. This last point is of importance because it defines the state's long term ability to attract the high quality labor force needed to compete in the world today.



Coxhead, center, heads an IPRA meeting in Fort Wayne.

Bullets from the Board Meeting of July 31

By Steve Coxhead

We are in the process of forming a "legislative subcommittee" to craft an effective strategy for carrying our message to members of the General Assembly. It was noted that the third Tuesday after the first Monday in November is organization day in the General Assembly. It was suggested that the organizations of both the gubernatorial candidates be approached in the run-up to the election.

Board member Phil Streby is busily organizing a meeting of the Rail Users Network (RUN) to be held in Lafayette, on 10/8/16.

A meeting was held with the Indianapolis Department of Public Works (the landlord for Indianapolis Union Station), at which there was a discussion of the physical state of the station, and what might be done to remedy it.

Iowa Pacific reports that as of May, both ridership and ticket revenue for the "Hoosier State" are up.

It is thought that the future of an economically viable "Hoosier State" must include additional frequencies, and a schedule decoupled from that of the "Cardinal" (on the same route from Indianapolis to Chicago – originates in New York City).

IPRA continues to be a member of the Indiana Chamber of Commerce, and is active on the Infrastructure Committee. *(continued)*

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("Bullets from the Board Meeting of July 31" continued from page 5) The original CDM Smith study concerning various alternatives for the "Hoosier State" (commissioned by INDOT before the advent of Iowa Pacific) was distributed to the Board. Copies can be requested at info@indianahighspeedrail.org.

A worksheet summarizing the Indiana transportation budget was distributed to the Board. Copies can be requested at info@indianahighspeedrail.org.

The next Board meeting will be on 9/15/16, in Indianapolis. Details are to be forthcoming.

Remember to make sure that your representatives in the legislature, as well as your preferred candidate in November's gubernatorial election are aware of your positions on the development of modern, 21st Century, passenger rail in our state.

New Amtrak CEO Coming Out of Retirement To Lead Company

The National Passenger Rail Corporation (Amtrak) announced that longtime industry executive Charles "Wick" Moorman will be the company's next president and CEO beginning September 1.

"Wick comes to Amtrak after more than 40 years at Norfolk Southern (NS) where he rose from management trainee to CEO," stated Amtrak in an employee advisory.

"Having worked at NS from the ground up, he and his team modernized the way that NS conducted business, served customers and worked with communities.

As CEO, Wick emphasized performance and teamwork across all aspects of the company, helping to drive a new culture of safety and service throughout NS's system. When he retired, NS was well-positioned to leverage opportunities and manage future challenges."

"Wick's 40 years of railroad experience at Norfolk Southern, along with his obvious commitment to a strong and thriving national rail network, positions him perfectly to execute a vision for a 21st Century Amtrak," said NARP President & CEO Jim Mathews.

"It's my understanding that Wick was looking forward to enjoying well-earned time off with his family. The fact that he came out of retirement to help Amtrak meet the opportunities and challenges that come with 15 years of explosive growth demonstrates a true passion for America's rail system.

"With more 300-plus trains connecting over 500 destinations across America each and every day, it's a big job," continued Mathews.

"Moorman's experience with building teams focused on service and safety will serve America's passengers well. (continued)

NARP Is Coming To Denver This October...

The National Association of Railroad Passengers Is Holding Its 2016 Citizen's Advocacy Conference In Denver - Friday & Saturday, October 14 - 15, 2016

Friday Evening Will Feature A Networking Reception At Denver Union Station 6:30pm - 8:30pm

Saturday's Program At The Embassy Suites Downtown Will Offer Keynote Presentations And Panels Of Interest To All Public Transportation & Smart Growth Advocates...

Topics Will Include...

- How Can Freight & Passenger Rail Effectively Share Corridors
- Is Transit-Oriented Development The Answer?
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- How To Fulfill High-Speed Rail's Promise
- Engaging Young Users In Shaping The Systems They Will Need
- Rail Opportunities For Colorado & The Front Range

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("New Amtrak CEO" continued from page 6) "And of course we'd be remiss to not to take the opportunity to thank Joe Boardman for his service," added Mathews. "NARP has greatly valued working with Joe as president of Amtrak. He understands that for the railroad to thrive, it needs to be a national service, and that long distance trains are—as Joe said himself—the 'backbone' of America's national network."

Riding the Rails

By Donald Yehle

APTA Conference – Joe Krause, Indiana Passenger Rail Alliance (IPRA) board member and volunteer at the Lafayette Amtrak station, will attend the annual meeting of the American Public Transportation Association in September. Also a member of Lafayette's City Bus board, Krause will ride Amtrak's Southwest Chief to and from the Los Angeles meeting.

RUN MEETING IN LAFAYETTE -- The Big 4 Depot in Lafayette is the setting for an October 8 meeting of the Rail Users' Network. Tentative speakers for the all-day meeting include:

Ed Ellis, president, Iowa-Pacific Holdings, on the status of the *Hoosier State*.

Will Wingfield, spokesperson for the Indiana Department of the Transportation (INDOT), on the upcoming two-year extension, and INDOT's expectations.

Arvid Olson, transportation chair, Greater Lafayette Commerce, on the "desires of the communities through the economic development councils."

The mayors of Lafayette, West Lafayette, and Rensselaer on what passenger rail has and will continue to do for their communities.

Steve Coxhead, president, IPRA, on the organization's goals for passenger rail in Indiana.

Invitees to the meeting include representatives from Purdue University's student body and rail advocates from Michigan, Ohio, and Indiana, plus RUN members.

For details, call Phil Streby, IPRA treasurer, at 765-473-6561.

PULLMAN CHRISTMAS EXTRAVAGANZA AT THE GREENBRIER – Tickets are on sale for Pullman Rail Journeys round trip journey to White Sulphur Springs, West Virginia, departing Chicago. Trip dates are December 17 to 22. The Greenbrier, known by some as "America's Resort," is decked out with over 30 decorated trees and over 2,000 poinsettias during the holidays.

For more information, contact 888-978-5563 or www.travelpullman.com

LEBANON BUSINESS PARK WELCOMES CSX – CSX Transportation officials say that a portion of the Lebanon Business Park northwest of Indianapolis is a new CSX Select industrial site.

The \$4 million investment in the rail spur was made possible through a public-private arrangement between the City of Lebanon and Duke Realty. Current plans call for the construction of 8 million square feet of industrial manufacturing and distribution space in 17 buildings.

"Lebanon Business Park's designation as a CSX Select Site further enhances the steps Duke Realty and the City of Lebanon have taken over the years to make this a premier rail-served development site," says Mayor Matt Gentry.

Select sites are development-ready locations along CSX's network where land use issues and due diligence items have already been addressed by the railroad. The sites are designed to meet the needs of a manufacturer or other rail-served business.

Midwest High Speed Rail Association
REINVENTING TRAVEL. REINVENTING THE MIDWEST.

Join us on September 16th to learn about the network approach to establishing high-speed rail. This approach turns individual projects into a series of building blocks towards a long-term vision.

[Register for our 2016 Fall Luncheon Here](#)

Keynote Speaker: Marco Stegher, Americas Area Manager, Italferr S.p.A.

When: Friday, September 16th, Noon-1:30 PM

Where: Maggiano's Little Italy, 516 N Clark St, Chicago, IL 60654

Many countries have used the network approach to successfully construct their high-speed rail networks. Our keynote speaker, Marco Stegher, will share with us how his company used this approach to establish high-speed rail in Italy and explain how it can be used in the Midwest.

Iowa Pacific Posts Gains in Ridership and Revenue

The months of May, June, and July have been favorable ones for the *Hoosier State*, which August 2 celebrated its one-year anniversary.

Compared with the previous months in 2015, ridership was up 13.6%, 3.5%, and 7.8%, respectively. (Repair work on Monon tracks affected June numbers.) Meanwhile, revenue grew by 65.3%, 62%, and 70.8% in May, June, and July.

IPRA Says, “Add, Don’t Reroute Train Service from Indiana”

Indiana Passenger Rail Alliance hopes Amtrak will consider adding connecting service between Toledo and Southeast Michigan, rather than rerouting an important train out of our state, thus leaving Hoosiers with one less passenger rail option.

Here’s the background that prompted IPRA to take the above position.

The *Ohio Passenger Rail News* reported this month of a possible trial re-route of the **Lake Shore Limited** through Michigan. The publication wrote:

“For a one-month trial in October, Amtrak may re-route its **Lake Shore Limited** (Chicago-Toledo-Cleveland-New York City) west of Toledo to Chicago via the Michigan stations of Dearborn, Ann Arbor, Jackson, Battle Creek, Kalamazoo, and Niles. The goal is to test the market and operating conditions especially Norfolk Southern’s busy Detroit line north of Toledo and the Conrail Share Assets Junction Yard Secondary through River Rouge, MI. Amtrak isn’t yet commenting officially, however train & engine crews learned from their union representatives that they will be qualifying over the new trackage. If the reroute happens and it proves workable, Amtrak may make it permanent to give Michigan better access to the East Coast. More details in coming newsletters.”

Joe Krause, an IPRA board member and passenger assistant in Lafayette, concluded that this would mean the following northern Indiana stations would lose access to the **Lake Shore Limited: Waterloo (Ft. Wayne), Elkhart, and South Bend.**

It is true that those three stations still would serve as stations for **The Capitol Limited**. But that train goes to Washington DC. Passengers going all the way from Chicago to the East Coast would still have a direct train (via Michigan) to New York City and Boston. But Indiana passengers boarding at Waterloo (Ft. Wayne), Elkhart and South Bend) would have to (a) first go to Chicago by rail or (b) drive to any of the Michigan stations and then board the rerouted **Lake Shore Limited**. This is a potential net loss for Indiana rail passengers!!

In reality, there ought to be (a) a train from Chicago through Michigan to the East Coast and (b) a train from Chicago through Northern Indiana to the East Coast (New York City and Boston).

I have no objection to a one-month test, but there should

be consideration for those Indiana stations. After all, we are all members of the Indiana Passenger Rail Alliance.

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Indiana Passenger Rail Alliance – Steve Coxhead, Bob Garity, Dennis Hodges, Joe Krause, Bill Malcolm, Arvid Olson, and Phillip Streby.

Midwest High Speed Rail Association – Dylan Hayward, program manager.

National Association of Railroad Passengers – Bruce Becker and Jim Mathews.

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

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Member Discounts

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

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