Members of the Indiana Passenger Rail Alliance (IPRA) and the Rail Users’ Network (RUN), along with anyone interested in learning more about the public-private partnership which is the Hoosier State train, are invited to a day-long meeting on Saturday, October 8, at the Big 4 Depot in Lafayette.

“Come and learn more about the nation’s only public-private partnership currently running intercity passenger rail service,” says Richard Rudolph, PhD and RUN chair. The meeting, which is free and open to the general public, begins at 9 a.m. at the Amtrak railroad station (200 North Street), next to the Wabash River and one block from the courthouse square, in downtown Lafayette.

Speakers at the October 8 event include:
- Steve Coxhead, president, IPRA
- Ed Ellis, president, Iowa Pacific Holdings
- Arvid Olson, transportation chair, Greater Lafayette Commerce
- Will Wingfield, Indiana Department of Transportation
- Several Indiana mayors and Amtrak officials may also participate.

The event supports RUN’s mission of working with local advocacy groups, and will give rail passengers and members of the general public an opportunity to learn more about the exciting partnership between Amtrak, the Indiana Department of Transportation (INDOT), Iowa Pacific Holdings, and the cities of Crawfordsville, Lafayette, Rensselaer, and West Lafayette plus Tippecanoe Co., Dr. Rudolph explains.

Efforts to improve passenger rail service across the country will be discussed during the first hour of the meeting, he says.

Mayors from 12 Indiana communities have been invited to the event. Passenger rail advocates from Michigan and Ohio are expected to join a diverse group of RUN board members who live and work throughout the United States and Canada. Media presence is expected, says Phillip Streby, a member of both organizations who is the official local host. (continued)
Those who attend could ride an on-time Cardinal to and from the East that day. Attendees who will be driving will find free parking in the county garage at the corner of 2nd Street and Columbia,” Streby adds.

Traffic congestion in Lafayette will be lighter than normal for a fall Saturday, as Purdue University’s football team will be competing out-of-town. A light continental breakfast of assorted pastries, fresh fruit, juices, and coffee will be provided by IPRA.

Indiana’s state-funded railroad is gaining acclaim across the nation. Ridership is up over a year ago August, when the partnership was launched. Revenues are also up by 14 percent. Hot meals are provided to business-class customers in the dome car and are available for purchase by coach passengers, Rudolph says.

Funding for the 196-mile Hoosier State railroad comes from INDOT, the above four mentioned communities, and Tippecanoe Co. It runs four times a week on days the Chicago-to-New York Cardinal does not operate. Amtrak provides the engineers, conductors, track access and sells and collects ticket revenue, while Iowa Pacific provides its own equipment, including locomotives, coaches and onboard service crews, plus is marketing the train in Indiana and Illinois, continues Dr. Rudolph.

More meeting details are available by emailing Streby at pstreby@aol.com or by calling (765) 473-6561. RSVPs will help us know how many continental breakfasts to order, Streby says.

IPRA Represented at Key Rail Conferences

By Steve Coxhead

The IPRA Board met on 9/15/16, at the offices of Faegre, Baker, Daniels, in Indianapolis. Highlights of Board action and discussion include the following items.

• President Steve Coxhead will represent IPRA at the Midwest Interstate Passenger Rail Commission (MIPRC) meeting in St. Louis (9/27 – 9/29). Board member Fred Lanahan will also attend as the Governor’s private sector appointment to the Commission.

• Still working on doing physical distribution of the newsletter. We are attempting to find an affordable printer. It was suggested that better use be made of modern social media. It was suggested that the Michigan Association of Railroad Passengers (MARP) include a link to the IPRA newsletter on their website.

• Still working on solicitation of advertising to defray the cost of the newsletter.

• IPRA is hosting the upcoming meeting of the Rail Users Network (RUN) in Lafayette, on 10/8/16. Ed Ellis will speak. Amtrak representatives will be present. All are encouraged to attend; Board Member Phillip Streby is the local host for this meeting.

• The upcoming Cardinal meeting in Cincinnati (9/23/16) was discussed. Both IPRA (Arvid Olson and Donald Yehle) and INDOT will be represented. Meeting organized by Amtrak. Goal: Interstate compact for seven-day Cardinal. (See related story on this well-attended event.)

• IPRA members are requested to contact their elected officials regarding desirability of enhanced Hoosier State service.

• INDOT was favorably impressed by the Hoosier State celebration in Lafayette, in June, and appears to look favorably on the idea of the Hoosier State growing and becoming more self- sufficient. The Hoosier State has seen encouraging growth over last four months.

• Iowa Pacific has appointed Mr. Ben Butterworth as the new general manager for the Hoosier State. (See All Aboard Indiana’s exclusive interview with Mr. Butterworth.)

• There was discussion regarding the possibility of a seven-day Cardinal being leveraged to facilitate the decoupling of the Hoosier State schedule from that of the Cardinal.

• Voted to join Indiana Citizens’ Alliance for Transit (ICAT) in their support of the 2016 Marion County Transit Referendum.

• Discussion on rehabilitation of Indianapolis Union Station. It was suggested that engaging the interest of a commercial developer would be a key factor. It was noted that redevelopment of the station should be in the portfolio of Indianapolis city development projects.

• A rail issue information sheet, followed by a request for position, will be sent to both gubernatorial and U.S. (continued)
Indiana’s partnership with Amtrak, Iowa Pacific, and the local communities served by the Hoosier State train from Indianapolis to Chicago has been a success, with ridership up 40% and on-time performance dramatically improved. (The 4-day-a-week train features cooked to order meals, a dome car, and a first-class seating option. (The other 3 days are operated as the Cardinal by Amtrak via a long distance train that runs from Chicago to New York.) Read more in the back page “IPRA Backgrounder” story.

The IPRA Board encourages all members, and friends, to take advantage of the enhanced Hoosier State whenever possible. If you have concerns about the state of passenger rail development in Indiana, please let your representatives in the state legislature know how you feel! It really does make a difference.

Amtrak put the meeting together at the request of public and private interests along the route, most notably in West Virginia and Cincinnati.

Morrell (Moe) Savoy, deputy general manager, long-distance business line, Amtrak, provided “an inside look at how Amtrak’s national network trains function.” Two representatives from the Indiana Department of Transportation joined Crawfordsville Mayor Todd Barton in hearing Moe’s presentation on what he called “Amtrak 101.”

Three Cincinnati city council representatives were also present. Staffers from several Ohio congressional and senate offices attended. Jay Westbrook, assistant vice president of the passenger operations department for CSX Transportation, was there.

Jim Horner, director of purchasing for the Boy Scouts of America, came from Irving, Texas, and spoke on the importance of the Cardinal to Scouts, especially as they look to host national and international jamborees at their new “high adventure” base camp in Fayetteville, West Virginia.

“The unique partnership between Amtrak, BNSF Railway, plus federal, three states, and local governments to solidify the Kansas-Colorado-New Mexico route portion of Amtrak’s Southwest Chief service” was pointed to as an example of a successful rail coalition. Sal Pace, Pueblo County, Colorado, commissioner told the group that without this partnership “the viability of the entire (Southwest Chief) service was threatened.”

Jim Mathews, president of the National Association of Railroad Passengers (NARP) came from Washington, D.C., on his way to another meeting in California. Part of his organization’s fight for a world-class train system in America (cont’d)
Chuck Riecks, a NARP board member from West Virginia, worked with "Friends of the Cardinal" to prepare names and addresses of people who needed to join him in Cincinnati. These grass root rail advocates heard Mathews play three NARP public service spots. Spots reinforce NARP's goal of a Cardinal train operating “daily in each direction with at least one additional sleeping car.”

“There was a lot of talk about forming an Interstate Coalition to work on the project. People want the coalition formed so as be able to start/support other passenger rail services in the same geographic area,” Riecks explained.

Money matters when groups seek to expand passenger rail services in America. Brandon White of the Federal Railway Administration (FRA) provided a 23-slide presentation on how Tiger Grants and monies from the FAST Act can provide future funding opportunities that could make the Cardinal a seven-day train.

White, a transportation specialist and the FRA’s long distance passenger train oversight manager, provided extremely useful information with a touch of humor. Congress has authorized $4.5 billion through FY 2020 in a program dubbed FASTLANE -- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, he said.

The Honorable Knox Ross, mayor of Pelahatchie, Mississippi and secretary-treasurer of the Southern Rail Commission, helped lead a panel discussion on “strategies for forming coalitions and how to build awareness of passenger rail in a community or region.” Mayor Ross spoke with authority as the Southern Rail Commission seeks to restore and improve passenger rail from New Orleans to Florida across Gulf Coast States disrupted by Hurricane Katrina.

“(The meeting) was amazing. (It was) an inflection point in leading to a daily Cardinal. Palpable energy with leaders from six states” is how Cincinnati’s Derek Bauman described the September 23 event. Like many residents of the Queen City, Bauman longs for the day passenger rail connects Cincinnati with the rest of America every day, not just three days a week.

For more on this story, see this Cincinnati Business Courier online article or read “Rail advocates: Coalition a must for bringing more passenger rail to Cincy” from WCPO.
(“Cincinnati Streetcar Ridership” continued from page 4) began to run, the day turned brighter and the sun finally came through.

For the first time since 1951, citizens of Cincinnati can ride a streetcar through their city and take the time to look out. For the first time since 1951, they do not have to worry about their place in traffic, but instead can observe the passing city scene. Another speaker remarked, “What a beautiful city they will see.”

So, everyone is invited to come to Cincinnati, a city no longer considered to be “20 years behind times” (a quote most often attributed to Mark Twain), but a city which, as former Mayor Mark Mallory said, “Is on the cutting edge.”

Ride the **Cincinnati Bell Connector** and see for yourself. Cincinnati is rolling into a brighter future thanks to passenger rail.

**Editor’s Note:** Ridership on opening weekend (September 9-11) was 50,646 passengers. More than 29,000 rides were provided on Octoberfest weekend (September 16-18). During a special tour for All Aboard Ohio on Saturday, September 26, operations officials said ridership had topped 100,000.

Pictures of the Cincinnati Bell Connector and its maintenance facility are available courtesy of the author in this Flickr album.

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**Meet Board Member Bill Malcolm**

Indianapolis-based board member Bill Malcolm has worked with IPRA since 2014, when he spearheaded the effort to save the train to Chicago from Indianapolis working with IPRA Board Member Doug Yerkeson. Bill and Doug met with politicians and media officials to drum up awareness and support of the issue.

Bill has been a lifelong transit advocate. Indeed, he lives on the Monon Trail in Indianapolis and uses his bicycle to get around.

To his amazement, many Indianapolis civic leaders were unaware that there is a train to Chicago, much less that it was in jeopardy of being eliminated.

Bill also writes the column in the **Broad Ripple Gazette**.

Bill has spent 40 years in the utility industry and currently works for a D.C.-based national association fighting for fair and affordable utility rates.

You can read more about Bill on LinkedIn.

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**Indy Transit Referendum Deserves Your Support**

By Addison Pollock

At the September IPRA meeting, an overview was given of the grassroots coalition, **Transit Drives Indy**, promoting the Marion County transit referendum and the need for IPRA’s support with networks in Marion County.

The **grassroots organization members** who make up Transit Drives Indy coalition are asking voters to ‘Get Onboard’ by signing up to receive action alerts and important information regarding volunteer opportunities for this important ballot question which asks voters in Marion County/Indianapolis if they would like to support a 0.25% local option income tax ($0.25 for every $100 earned) dedicated entirely to improving the Indy Go bus service outlined in the **Marion County Transit Plan**.

Specific fixed-route improvements include shorter wait times, three rapid transit lines (operating between 10 and 15 minute frequencies), every route will operate every day, longer operating hours (20 hour/weekday service), and easier grid-like transfers.

In addition to asking voters to consider the Marion County transit referendum on November 8 (it will be Question #2 on the Marion County election ballot), supporters can get involved in the following ways:

- **Register to vote** and encourage friends and family to do the same
- **Request a speaker** for an event or social gathering to learn more about the plan and the referendum
- Attend an upcoming speaking event or phone banking opportunity [here](#)
- Follow/share Transit Drives Indy on Facebook and Twitter, encouraging their personal and professional networks to sign up

Pollock is coordinator of the **Indiana Citizens' Alliance for Transit**: An initiative of **Health by Design**.

Office Phone: 317-352-3817; Cell Phone: 317-903-8993
He’s available by email at apollock@acsm.org
Editor’s Note: The following letter was written to "Fellow Amtrak colleagues" by Wick Moorman, new president and CEO of Amtrak. Mr. Moorman took over September 1.

My name is Wick Moorman, and it is a pleasure and a privilege for me to be joining you as your new CEO.

I want to start my time at Amtrak by saying how honored I am to follow Joe Boardman. I’ve known Joe for many years, and his work at Amtrak and FRA has left us a strong and useful legacy to build on. During his eight years in leading the company (Joe Boardman), Amtrak delivered record ridership and revenue levels, while making critical investments in our assets and our people to prepare for future growth. That success is a testament to the strength of the entire Amtrak team, and to Joe’s commitment to leaving Amtrak stronger than when he arrived. That’s what I hope to accomplish myself as your new CEO, as we work together to make Amtrak a safer, more efficient, and modern company, that’s growing our business and delivering increasing value to our customers and the nation.

Let me tell you a little bit about myself, and why I have chosen to come to Amtrak.

The first thing you should know about me is that I am a life-long railroader, and from childhood I have been fascinated by the technology and romance of our business. After high school, I studied civil engineering at Georgia Tech and was fortunate enough to obtain an engineering co-op position with the Southern Railway, one of Norfolk Southern’s predecessors. Upon graduation from Tech, I joined Southern full-time as a management trainee in the Maintenance of Way department, where I was first put to work on a track gang to ensure that I knew the railroad from the ground up! It was a great way to start, and for the first 12 years of my career I worked in Southern and then Norfolk Southern’s Maintenance of Way department as a track supervisor and then as a division engineer.

Those years served as a wonderful foundation for my over four-decade career with Norfolk Southern. After a brief stint in business school, Norfolk Southern gave me the opportunity to work in transportation, human resources, labor relations, IT and strategic planning. These experiences helped me to understand what it truly takes to run a great railroad and prepared me to become Norfolk Southern’s CEO in 2005. Over the next 10 years, our company went through a period of significant change. Together, we continued to improve our safety culture. We introduced new technology and found new ways to become more efficient. And we completed several rail corridor projects that would help us grow our service capabilities and revenue levels for a long time to come.

I retired quite happily last year, with no intentions of working full-time again, but then was approached about the possibility of leading Amtrak. I started my career in the summer of 1970, not long before Amtrak started to operate. It is not an exaggeration to say I have followed Amtrak since Day One – and while my background is in freight, I have a deep appreciation for passenger rail and have ridden passenger trains all my life. Amtrak provides a great and necessary public service. It keeps people moving and businesses strong in the Northeast Corridor, and it provides connectivity and mobility to 46 of the 48 contiguous states throughout our National Network. Furthermore, as our country’s transportation needs continue to change and grow, there is more and more public interest in passenger rail service everywhere. Together, we can continue to transform Amtrak. We can expand and grow our company in ways that will help us meet these new demands, and make Amtrak the leading rail passenger carrier worldwide.

As I have talked to people over the years about my life and career, I have always stressed how extraordinarily fortunate and blessed I have been! The opportunity to become CEO of Amtrak is another chapter in that story of great good fortune, and I am excited to be starting today.

My immediate priority in the next 60 days as I transition into the new role is to spend time with the leadership team and to get out and see as many of you as I can, in order to get a better understanding of what we do, and how we do it. I also encourage all of you to let me know your thoughts on what we can do together to improve the company.

I will be communicating more with you as we close out fiscal year 2016 and kick-off fiscal year 2017. For now, thanks for everything you’re doing to keep Amtrak rolling, and I look forward to seeing you somewhere out on the railroad.

Sincerely,

Wick Moorman
10,000 Pets Help Raise $1.2 Million in Fees, Passenger Revenues Since October 2015

An expanded pet carry-on program has brought 10,000 pets on board Amtrak trains since October 2015, it was mentioned in the September-October issue of Amtrak Ink. Revenue gained was $1.2 million.

In other Amtrak news:

A seventh daily round trip was added on the San Joaquin, an Amtrak state partner railroad financed through funds made available by the State of California, Department of Transportation.

The new Milwaukee Intermodal Station was mentioned in the same Amtrak Ink article entitled, “State Partners Provide More Than Financial Support.”

Amtrak signage behind home plate has already reached five million major league baseball fans at three ball parks – Citi Field (New York Mets); Fenway Park (Boston Red Sox), and Wrigley Field (Chicago Cubs), the employee publication said.

Riding the Rails
By Donald Yehle

STREETCAR DELIVERED TO DETROIT FOR LIGHT RAIL SYSTEM -- The first streetcar for Detroit’s new light rail system has arrived in the city. The QLINE streetcar was delivered nearly two months ahead of initial projections. Final assembly and mechanical checks will be completed over the next few weeks before the streetcar makes its first appearance on Woodward Avenue. Passenger operations are scheduled to start in spring 2017. It is the culmination of the M-1 RAIL initiative that began in 2007.

“JOHN ROBERT” BRINGS RAIL MESSAGE TO MICHIGAN RAIL ADVOCATES – The chairman of Transportation for America was in Durand, Michigan, on Saturday, September 24, talking at the 43rd annual meeting of the Michigan Association of Railroad Passengers (MARP). John Robert Smith, described in a MARP newsletter as an “enthusiastic and energetic champion of passenger trains,” currently works closely with the Southern Rail Commission in an effort to restart passenger train service between New Orleans and Florida.

While mayor of Meridian, Mississippi for 16 years, “Smith facilitated public-private partnerships to redevelop the city’s Union Station as the Southeast’s first multi-modal transportation center, a venture that spurred an additional $430 million of infrastructure projects that bolstered the economy and quality of life for the people of Meridian,” MARP reported.

Smith was chairman of Amtrak’s board of directors from 1998-2003. As chairman of Transportation for America, he and his organization help “local leaders across the country develop smart, homegrown, locally-driven transportation solutions while making sure that the states and the federal government make the necessary investments, continued MARP in its August 2016 e-bulletin, On Track. For more information on MARP, go to www.marp.org.

(Cost $5 or $30 if taking a chartered bus, according (cont’d)
Interested IPRA members must reserve space on the tours by contacting Mr. Haap at 8431 Woodreed Dr., West Chester, OH 45069. Please provide your email address, mailing address, and your check.

IPRA members may either meet Railroad Club members at Beech Grove at 11:30 a.m. or if you wanted to ride a chartered 56-passenger bus from Cincinnati, be at the Cincinnati Museum Center North Parking Lot at 9:15 a.m. The Beech Grove tour is set to begin at 11:30 a.m. on November 7.

Lunch at a Culver's Restaurant follows the Beech Grove tour at 2:15 p.m. The tour of the Indiana Transportation Museum will run from 3:15 p.m. to 5 p.m.

**New Hoosier State GM Likes Building Train Cars**

By Donald Yehle

Ben Butterworth, a Greenwood, IN, resident, has taken on a new challenge – exploring service opportunities for the *Hoosier State* which many hope will produce more on board revenue and require less taxpayer dollars. “As Ed Ellis (Iowa Pacific’s president) says, ‘Our job is to get people on the train and educate them about passenger rail,’” Butterworth explained.

The newly-named general manager of the *Hoosier State* excitedly talked of a fifth passenger car Iowa Pacific will put into service to replace an existing one. “The car, yet to be named, will look like the Durant. This will give us a spare, which we will gradually refurbish,” he said.

The *Hoosier State’s* consist currently is two locomotives, a dome/dining car for business class upstairs and food service downstairs, and three passenger coach cars. The train (#851) runs four days a week, departing Indianapolis Sunday, Tuesday, Wednesday, and Friday morning. Sister train (#850) leaves Chicago Sunday, Monday, Wednesday, and Friday evening.

**Butterworth, who has been in railroading for 23 years, tries to ride the train one day a week. “I seek to listen to what passengers say. You just never know what those devoted to the service will come up with,” he continued.**

Ideas under consideration all could mean additional revenue. Does the public want a baggage car to transport bikes and checked baggage/parcels? What would a snack bar do for the *Hoosier State*? Is there interest in a lounge car such as the Adirondacks Club that ran between Indianapolis and Lafayette in June, Butterworth noted.

In explaining that several generations of Americans have not been on trains since the mid-1950s or 1960s, can we get school kids on the train, taking them from one town to the next or even into Chicago? To help make that happen, Iowa Pacific employs Heather Hice as its sales and marketing manager, he continued.

Changes or improvements and new revenue streams require Butterworth and his team to work with the Indiana Department of Transportation (INDOT), Amtrak, and in the case of a snack bar, the Food and Drug Administration. Iowa Pacific Holdings is one of several partners in this Chicago to Indianapolis, 196-mile train service. Other partners are the cities of Crawfordsville, Lafayette, West Lafayette, Rensselaer, Tippecanoe County, INDOT, and Amtrak.

B Butterworth’s company prides itself in showing what (customer) service is. “There are no microwave [ovens] on any of our trains (including Pullman Rail Journeys). Food is cooked from freshly prepared ingredients. One cook actually quit because a train once had a microwave,” he said.

Fifteen people are employed by Iowa Pacific on the *Hoosier State*, serving as stewards and service attendants. All employees are cross trained. “As general manager, I’m part of the support staff for the people who do the job and bring to us ideas that will please customers and Indiana’s taxpayers, Butterworth added. (Indiana taxpayers invest $2.7 million a year to help finance and support the train.)

Upgrading of tracks is one improvement which would allow the *Hoosier State* and Amtrak’s *Cardinal* to run at higher speeds and more frequently. This is important particularly if we’re to operate more than one train a day, he continued.

Butterworth reminded *All Aboard Indiana* that he is not an island. In doing so, he also reminded *Hoosier State* advocates and passengers that Ed Ellis is a business development (guy unlike no other. “Ellis is a visionary in railroading.”

To contact the new *Hoosier State* general manager, write ButterworthB@IowaPacific.com or call him at 317-374-1802.
IPRA Backgrounder: Supporting Passenger Rail: Indiana Leads the Way

The State of Indiana partnered with Amtrak, Iowa Pacific, and the local communities served by the Hoosier State train from Indianapolis to Chicago to fund operating and capital costs not covered with ticket revenue. The communities that are contributing funding have a vested interest in improving on-time performance of the train and ensuring accountability for the tax dollars being invested.

This partnership has been a success, with ridership up 40% and on-time performance dramatically improved. However, challenges remain, including finding a permanent funding source, cleaning up the beleaguered Indianapolis Bus-Rail Station, improving the scheduled run time, and adding additional daily departures to provide same day service each direction.

Indiana’s public-private partnership with Amtrak, Iowa Pacific, and the local communities served by the Hoosier State train from Indianapolis to Chicago has been a success with increased ridership, revenues, and on-time performance. The four day a week train features cooked to order meals, a dome car, and a first class seating option. (The other three days are operated as the Cardinal by Amtrak via a long distance train that runs from Chicago to New York.) The following information is taken from the INDOT website:

Hoosier State Passenger Rail
The Hoosier State train and Amtrak’s long-distance Cardinal services combine to provide daily roundtrip passenger rail service between Indianapolis and Chicago, which includes intermediate stops in Crawfordsville, Lafayette, Rensselaer and Dyer...

Public Funding
Congress voted to end federal support for the Hoosier State and other Amtrak routes of less than 750 miles effective October 2013. The State of Indiana partnered with local governments along the line to fund Hoosier State operating and capital costs not covered with ticket revenue. The tax amnesty program of 2015 will reimburse INDOT up to $6M for these costs during the current (FY16 – FY17) biennium budget.

Hoosier State Partners
INDOT anticipates paying $254,527 per month for the operation of the Hoosier State and the communities of Crawfordsville, Lafayette, Rensselaer, Tippecanoe County and West Lafayette pay a combined $21,194 per month in FY16...

Iowa Pacific Holdings Agreement
Iowa Pacific was selected as the state’s contractor to provide the train equipment, train maintenance, marketing of the service, and food and beverage service...Indiana’s contract continues through June 30, 2017, and INDOT may prolong the service with Iowa Pacific for up to four additional years.

Amtrak Agreement
Amtrak serves as the operator for the Hoosier State, working with host railroads for track age rights, providing train and engine crews, and managing ticketing and reservations...

IPRA applauds INDOT’s leadership; however...
Challenges to the continued success of the train include:
finding a permanent funding source,
evaluating the idea of requiring local communities along the route to fund part of the cost as Indiana is the only state with such a requirement,
changing the departure time from Indianapolis to Chicago from the too early 6 a.m.,
cleaning up the beleaguered Indianapolis Bus-Rail Station,
improving the run time from the too long 5 hours and 5 minutes, and
seeking additional daily departures so that passengers from Chicago can travel to Indiana and return the same day.

Related Links
Amtrak
Iowa Pacific Holdings
Passenger Rail Service in Indiana
INDOT Rail Office

Contributors
All Aboard Ohio – Derek Bauman
Indiana Citizens’ Alliance for Transportation – Addison Pollock
Indiana Passenger Rail Alliance – Steve Coxhead, Bill Malcolm, Phillip Streby
National Association of Railroad Passengers – J. Charles Riecks
Rail Users’ Network – Dr. Richard Rudolph, PhD and Chair

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 via USPS or email:
Indiana Passenger Rail Alliance
3951 North Meridian Street, Suite 100
Indianapolis, IN 46208

info@indianahighspeedrail.org

IPRA President: Steven Coxhead
Newsletter Editor: Donald Yehle
djyehle@gmail.com or 765-418-4097
Newsletter Publisher: Shereen Vinke