

Large Crowd Says Keep Tracks Between Noblesville and Fishers

By Phillip Streby

An estimated 400 citizens attended a public forum held at the Noblesville City Hall on Thursday, March 23, to listen and speak about the proposal to remove the former Nickel Plate Railroad track between there (Noblesville) and Fishers, Indiana. Those who spoke for keeping the track in place [none spoke to remove the track] provided answers which ran the gamut from very emotional reasons to very practical, economic reasons.

Each speaker, upon concluding, was applauded.

The 6 to 7 p.m. speaking session was followed with another session to allow for individual questions to be asked and answered in a smaller group setting.

Those officiating on behalf of the City of Noblesville were commended for their very positive effort to conduct these sessions as openly and informatively as possible. While the City Hall was filled with people both inside and outside, in the two meeting areas where the activities occurred, the crowds were very orderly, quiet, and attentive to the issue at hand.

Late arriving citizens were directed efficiently to areas where closed-circuit TV monitors with sound allowed for the large number of attendees to both see and hear the activity in the main chamber. This City did a fine job of accommodating those individuals who appeared to be highly concerned about the possibility of losing their railroad.

Most citizens were carrying fliers advocating keeping the rail and building the trail next to it. Many spoke of a possible future with [passenger] rail going from Indianapolis through Fishers, Noblesville, and Tipton to Kokomo.

Those interested in signing a petition to "Save the Nickle Plate" are encouraged to click on the below link. The goal is to reach 5,000 signatures.

[Click here to sign the petition at Change.org.](#)

New York, Chicago and St. Louis Railroad Company (NKP) number 587 runs East through traffic on S. 8th Street en route to Hobbs Station in Noblesville, IN, home of the Indiana Transportation Museum. Photo courtesy of Mitch Goldman.



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Carmel Resident Offers His View on Proposal of a Nickel Plate Trail

By Derek Zollinger

I am a resident of Carmel. As a youth, I remember riding my bicycle on the overgrown path that was left after the railroad abandoned the Monon line, before Carmel and Indianapolis decided to turn it into a walking, running, and bicycling path. The trees lining the path had choked out most of the sunlight, but there was still an overgrowth of weeds and tall grasses. The dirt and sometimes gravel path was not exactly straight, but I could see far enough.

Years later, the Monon path was created, and as someone who values health, I appreciated the trail and the opportunity to go where the train once went and to see the areas previously only seen from a train. I would never want to deny anyone the opportunity to exercise because of a lack of trails.

I also like trains. After college when I moved back into the area, I would take the train to the state fair. I also biked on the Monon down to the fairgrounds. Experiencing both, I would pick the train more often. I become so common place on the train that I was encouraged to become a volunteer. And I did.

I am a certified brakeman, certified conductor, and engineer trainee with the museum. I have also been a coach attendant, a museum docent, and I have worked in the shops doing maintenance and restoration work. This is an organization that wants to utilize the tracks for the betterment of the communities for which the tracks run through, not just Fishers and Noblesville.

The tracks are not abandoned as was the situation with the Monon tracks in Carmel. There is an organization that is working towards operator of the line status with equipment inspected and passed by the Federal Railroad Authority. Repair and maintenance of these tracks has been ongoing as long as I have been a part of this organization.

While I have stated that I would never want to deny anyone the opportunity to exercise because of a lack of trails, I would also expect reciprocation in that I would expect that no one would deny the museum the ability to operate trains on this valued and historical (second oldest tracks in Indiana) mainline. There is an opportunity for both to exist side by side. There is an example of this on the Nickel Plate tracks where the tracks exit Forrest Park on the south end of the park, making their way to downtown Noblesville, there is a trail running alongside the tracks that accommodates people who want to walk, run, or bicycle from the Noblesville square to Forrest Park and back.

Why can't this be the norm for the rest of the line? Wouldn't that be a better compromise than for government to pick winners and losers?

I urge you to seek a compromise and build a trail with the rails, along the Nickel Plate rail line.

Thank you,
Derek Zollinger, M.S.

Indiana Transportation Museum 'Pushing Back' on Trail Proposal

By Donald Yehle



NOBLESVILLE – Clayton, 2, and Oliver, 1, may never ride the Fair Train, the Polar Bear Express, and experience the Indiana Transportation Museum if plans by the Cities of Fishers and Noblesville materialize to convert the local landmark, Nickel Plate railroad, to a walking and biking trail.

Hamilton County is at risk of losing a major historic and economic differentiator, as well.

Consider:

The Nickel Plate track was laid in the early 1850's. Fishers quickly grew up around the tracks, known as Fishers Station.

In 2015 (the last year operating), the Indiana Transportation Museum (ITM) carried just shy of 50,000 guests – 14,000 on the Fair Train.

In 2015, 11,000 guests traveled the Polar Bear Express (weekends between Thanksgiving and Christmas week).

ITM brings a \$1 million economic impact to Fishers, Noblesville, and other towns along the historic Nickel Plate Line.

With downtown developments carrying the Nickel Plate theme, the railroad as a historical, tourism-oriented entity has the capacity to continually enrich the area's market appeal and economic footprint, say ITM officials.

ITM is one of Hamilton County's top attractions.

Is it little wonder ITM officials are disheartened by the direction local leaders have chosen?

Museum officials believe a joint-use-plan for the rail corridor is needed. It would allow both attractions to coexist. It would allow the ITM to implement a master plan for increased excursions and events to further maximize (cont'd)

(*"ITM 'Pushing Back'" continued from page 2*) the economic and cultural benefit of the rail corridor.

The State of Indiana, Metropolitan Indianapolis, and Hamilton County are all stakeholders in this proposed conversion. "Many American cities have walking and biking paths, but few have a heritage railroad operating through bustling business districts with access to a large metropolitan market," ITM officials continue.

Convenience stores, restaurants, bars, and hotels among other businesses will be impacted if the heritage railroad is removed.

It's time for greater collaboration among the ITM and the Cities of Fishers and Noblesville, many believe. The unique icon that is the Nickel Plate railroad is at stake. So are Clayton and Oliver's chances to ride the Fair Train, the Polar Bear Express, and to experience the ITM.

Mayor Hogsett Knows About Train-Bus Station

By Bill Malcolm

On March 17, Bill Malcolm rode the bus from Broad Ripple to downtown. On the bus was Mayor Joe Hogsett of Indianapolis.

Malcolm discussed recent *Hoosier State* and *Cardinal* train developments.

Mayor Hogsett was familiar with the bus rail station (350 S. Illinois) and the trains to Chicago.

Malcolm emphasized that Denver, St. Paul, Milwaukee, Bloomington-Normal, Champaign-Urbana, and other cities had transformed their bus rail Union Stations into intermodal bus stations as well as adding new restaurants and shops and suggested Indianapolis could consider this.

Hogsett seemed intrigued by the idea.



*IPRA Board member Bill Malcolm updates Indianapolis Mayor Joe Hogsett on the *Hoosier State*, Amtrak, and the Indy Bus-Rail station/IPRA clean-up efforts on a ride on the #18 Nora bus on March 17. Mayor Hogsett was on his way to the St. Patrick's Day Parade and was on the bus in honor of Transit Drivers Appreciation Day.*

Take the *Empire Builder* to Seattle, Fly Back Non-Stop

By Bill Malcolm

Starting May 11, one of the best airlines in the world starts service to Indianapolis from Seattle. Alaska Airlines will offer once a day nonstop service to Seattle (620pm) and return service (leave Seattle in the morning). The 4-hour plus flight will allow convenient connections throughout the Northwest. Take the Amtrak *Empire Builder* to Seattle and fly back non-stop to Indy will be one idea. Details and vacation packages at www.alaskaair.com.

Fares one way, SEA-IND \$200.

Hammer Congress with Calls To Save National Network Trains

Fellow Rail Advocate,

The White House released its' "skinny budget" – a general budget outline with few programmatic details last month. And while infrastructure investment has been a major theme of President Trump's campaign and first 100 days, his administration's first budget guts infrastructure spending, slashing \$2.4 billion from transportation. This will jeopardize mobility for millions of Americans and endanger tens of thousands of American jobs.

The budget appears to be modeled on an outline produced by the ultra-conservative Heritage Foundation. Cuts include:

Elimination of all federal funding for Amtrak's national network trains, which provides the only Amtrak service to 23 states, and the only nearby Amtrak service for 144.6 million Americans;

Cuts \$499 million from the TIGER grant program, a highly successful program that invests in passenger rail and transit projects of national significance;

Elimination of additional funding for the Federal Transit Administration's "New Starts" Capital Investment Program, which is crucial to launching new transit, commuter rail, and light-rail projects.

It's up to Congress to turn this proposal into a real budget. Members of Congress look to see which cuts produce the most pushback from advocacy groups, local officials, and members of the public to gauge where cuts can be made. If we stay silent, these cuts will be enacted into law!

Call your congressman and senators today! (*continued*)

("Hammer Congress with Calls..." continued from page 3)
Even an email will take too long.

Elimination of national network trains will result in the loss of the following trains serving Indiana:

1. The *Cardinal*
2. The *Capitol Limited*
3. The *Lakeshore Limited*

Without the national network as a backbone, maintaining the *Hoosier State* as an isolated operation could be problematic. Without the national network as a backbone, plans for the Chicago-Fort Wayne-Columbus route could, easily, go nowhere.

Large cuts in transit funding could endanger the expansion and improvement of the South Shore commuter railroad.

Call your congressman and senators today! **The Capitol Hill switchboard 202/224-3121 connects to all Hill offices.**

The Amtrak national network is the backbone upon which state and regional service depends. Let your congressmen and senators know that it, and other transit funding, must be preserved.

Best Regards,
Steven Coxhead
President
Indiana Passenger Rail Alliance

Letter to the Editor: Save Long Distance Trains

By Bill Malcolm

Just when we thought the Indy train to Chicago advocacy issues couldn't get more complicated, we now have a budget proposal to eliminate all long-distance train service from any Federal subsidy.

The three-day-a-week *Cardinal* appears very vulnerable compared to the seven day a week trains.

Worse, the state would no doubt wonder why it was involved with the four day a week *Hoosier State* train service.

In a word, we have work to do.

Let's keep it simple by urging INDOT to continue to use Amtrak to operate the *Hoosier State* and the *Cardinal*.

We have bigger fish to fry.

Next Steps for Improving Beleaguered Indy Bus-Rail Station

By Bill Malcolm

Stay tuned for the next meeting of the new task force created to fix the beleaguered bus rail station in Indy, 350 S. Illinois.

Editor's Note: Bill Malcolm also writes for *The Broad Ripple Gazette*.

Last Run of Iowa Pacific's Hoosier State

By Doug Yerkson

The *Hoosier State* passenger train transitioned from Iowa Pacific to Amtrak on March 1, 2017. The last run of the Iowa Pacific version of the *Hoosier State* was train 851 to Chicago on February 28th. The following day, Amtrak again returned as sole operator of the *Hoosier State* with train 850 to Indianapolis.

I had the privilege of riding the last Iowa Pacific train to Chicago. Our train departed Indianapolis Union Station on time. Shortly after departing, I enjoyed a cooked to order breakfast of scrambled eggs, bacon, roasted potatoes and toast.

It was great to visit with INDOT representatives Katie England and Venetta Keefe as they rode the train to Lafayette. A large contingent took photos of the train as we made our way north. After a pleasant ride, we arrived in Chicago about 15 minutes early. Passengers took the time to photograph the Iowa Pacific equipment on the platform before heading into Union Station. *Amtrak conductor Pam Fogarty prepares for the departure of the last Iowa Pacific Hoosier State from Indianapolis Union Station. Photo by Doug Yerkson.*



The Iowa Pacific on-board service crew were professionals to the very end. Given circumstances beyond their control, it would have been easy for them to throw in the towel. Instead, they represented Iowa Pacific with class and dignity to the very end as they bid farewell to their passengers at Chicago Union Station. *(continued)*



The Iowa Pacific **Hoosier State** stops in Rensselaer on its last run. Photo by Doug Yerkeson.

("Last Run of Iowa Pacific's **Hoosier State**" continued from page 4) As always, the Amtrak and Iowa Pacific employees worked well together to deliver excellent service. As a final sendoff to passengers, Iowa Pacific president Ed Ellis was on the platform in Chicago.

The Iowa Pacific version of the **Hoosier State** was a great experiment, illustrating how a public-private partnership can deliver high quality passenger rail services.

We now look forward to Amtrak's new and improved version of the **Hoosier State**, delivering reliable, efficient and comfortable service between Indianapolis, Crawfordsville, Lafayette, Rensselaer, Dyer and Chicago.

West Virginia Legislature Pushing 7-Day **Cardinal**

Courtesy of the National Association of Railroad Passengers

Looking at the benefits and overall possibilities that expanded passenger rail service can bring, the House of Delegates in West Virginia approved new legislation that would allow for daily Amtrak service. The proposal seeks daily service on the Amtrak **Cardinal** line in the state, which currently only runs three days a week. Authors of the legislation, including Delegate Brent Boggs, D-Braxton, noted that the limited schedules hinder ridership for local residents, as well as out-of-state tourists.

Supporters hope the expansion of Amtrak **Cardinal** service will provide a boost to tourism and economic development in southern West Virginia. The bill would also allow the state Tourism Commissioner to enter into compact agreements with other states served by the train and with Amtrak, in order to improve **Cardinal** service. After passing the House by a vote of 95 to 5, the legislation will now have to be reviewed and voted on in the state's Senate.

"We're monitoring the legislation in West Virginia and stand at the ready to answer any questions that policymakers there might have," said Charlie Monte Verde, Amtrak State Relations.

For more on a seven-day **Cardinal**, click on the link below from the **Charleston, West Virginia, Gazette-Mail**.

[WV House votes to push for daily Cardinal](#)

Save the Date -- November 2-5

NARP's 2017 Passenger Rail EXPO and 50th Anniversary Celebration - Chicago, IL

- Thursday, November 2 to Sunday, November 5, 2017
 - Four days packed with an exciting array of presentations, speakers, exhibits, tours, and events
 - Celebrating NARP's accomplishments over the past 50 years and looking ahead to the future of passenger rail in the United States
 - Host Hotel: Millennium Knickerbocker
- Hotel Reservations and Event Registration Will Open In Early May

Meet the Board: Liz Solberg

By Bob Garity

Liz Solberg is closely associated with the Lafayette Railroad Relocation Project (LRRP), a complex, multi-decade infrastructure project that relocated CSX and Norfolk Southern into a consolidated rail corridor eliminating 42 dangerous at-grade crossings.

Liz was with the City of Lafayette for 23 years, much of that time as the LRRP department head. She is quick to tell you that the bedrock of the project was strong, continuous support and a remarkable mayor, which lead to local, state, and federal bi-partisan funding and administrative support.

One of the 16 LRRP construction contracts moved the 1902 Big Four Depot three blocks to its present location where, in coordination with Amtrak and City Bus, it became an intermodal transportation facility. The growth of City Bus in recent years caused them to move to a larger facility, but just a block away.

Liz, along with others from the City of Lafayette and City Bus, hosted a team from Valparaiso in February. They are working on their own exciting plans for transit-oriented-development (TOD) and wanted to see Lafayette's depot and all the related TOD. Valpo's rapidly growing decade-old transit system needs a new station, but they are not precluding future options such as high speed passenger trains running from Chicago through Fort Wayne. (cont'd)



Board member Liz Solberg stands overlooking Lafayette's Big Four Depot and the Hoosier State train.

("Meet the Board: Liz Solberg" continued from page 5)

You might ask – how did this Toledo, Ohio, native with BA and MA degrees in history from the University of Michigan, get involved in relocating railroads? Liz starts her answer with the League of Women Voters and their emphasis on active citizen participation in government and non-partisan examination of issues, which for Liz was the environment.

When the 1970's brought an awakening regarding the importance of environmental issues, Liz took advantage of opportunities to learn about and advocate for clean water, air, proper solid waste management, and served in leadership roles at the local and state level.

In the same period the LRRP was winning awards for exemplary fulfillment of a then relatively new requirement, that an EIS (Environmental Impact Statement) be done for projects making use of any federal funds. When Liz joined the City's LRRP staff, she became part of a project based on public input and committed to environmental integrity.

Through the years LRRP was recognized for its public participation and effective remediation of contaminated remnants of early industrial sites, as well as excellence in rail design and construction.

When Indiana joined the Midwest Interstate Passenger Rail Commission, the governor tapped Liz as his "citizen appointee," which led to her co-chairing the Commission.

She has also been a long-time member of other groups advocating for passenger rail (IHSRA/IPRA, ELPC, HEC, MHSRA, NARP). Liz appreciates the opportunity to work with fellow IPRA board members to realize the vision of all that intercity passenger rail and vibrant transit systems can do for our communities.

Riding the Rails

By Donald Yehle

Editor's Note: Much has been written about President Trump's "skinny budget" for FY 2018 as released late last month. Earlier in this edition, IPRA President Steve Coxhead wrote an inspiring piece encouraging our members to call – not email – Indiana's U.S. Senators and congressmen. In the next story, IPRA Board Member Bill Malcolm comments that members should contact INDOT about the *Hoosier State*. The National Association of Railroad Passengers (NARP) continues to send email blasts to its members, including many of us. Below please find some of their material on this all-important topic. *Courtesy of the National Association of Railroad Passengers*

Restructures and reduces Federal subsidies to Amtrak to focus resources on the parts of the passenger rail system that provide meaningful transportation options within regions. The Budget terminates Federal support for Amtrak's long distance train services, which have long been inefficient and incur the vast majority of Amtrak's operating losses. This would allow Amtrak to focus on better managing its State-supported and Northeast Corridor train services.

--President Trump's "skinny budget" for FY 2018 released March 26, 2017

https://www.whitehouse.gov/sites/whitehouse.gov/files/omb/budget/fy2018/2018_blueprint.pdf at page 35; detailed budget expected in May

Now is the time to call your senators and U.S. representative to express your opposition to the budget's attack on Amtrak's long-distance trains. The Capitol Hill switchboard 202/224-3121 connects to all Hill offices.

Some basic questions are raised by any proposal to "terminate Federal support for Amtrak's long distance train services."

Could the surviving system survive?

1. Eliminating long-distance trains would mean shifting many fixed costs onto the NEC and state-supported trains, and reduce revenues on those trains that currently have passengers connecting from the LD trains.
2. As one example of fixed costs, the salaries of most Amtrak vice-presidents would not change. At terminals and other facilities now shared by short- and LD trains, there would be a substantial reallocation of costs to the short-distance trains.
3. Elimination of all LD trains presumably would result in creation of four isolated systems with attendant costs associated with the need to run deadhead moves over long freight-only segments rather than using Amtrak's LD trains (*cont'd*)

(*"Riding the Rails"* continued from page 6) to shift equipment. (Those four "systems": Pacific Northwest; California; Midwest; Northeast. The number would be five if California failed to extend its *Surfliners* north from San Luis Obispo to San Jose. It is assumed that the *Heartland Flyer* could not survive in isolation, with the *Texas Eagle* gone.)

Would Congress fund a system that served maybe 22 states and DC?

Do the LD trains incur the vast majority of *all* Amtrak's losses (not just *operating* losses)? The skinny budget craftily uses Amtrak's own language – "*operating losses*" – which diverts attention from the huge costs of Amtrak's infrastructure. What is the composition of net depreciation, which Amtrak's monthly report for September 2016 shows as \$821.6 million for Fiscal 2016.

South Shore Rail Projects at Risk with Budget Proposal

Courtesy of National Association of Railroad Passengers

A Lake County, Indiana, commuter rail project (South Shore) is one of 16 major transit projects in several metropolitan cities and regions that would be put at risk should Congress approve President Donald Trump's final proposed budget, reported the *Washington Post*.

The 16 projects are:

- Phoenix Light Rail
- Los Angeles Westside Subway Extension (Section 3)
- San Jose and Santa Clara BART Silicon Valley extension (Phase 2)
- Santa Ana/Garden Grove Streetcar
- Fort Lauderdale Streetcar
- Lake County, Indiana, commuter rail**
- Maryland Purple Line
- Minneapolis Light Rail (Blue Line)
- Minneapolis Light Rail (Southwest)
- Durham-Chapel Hill Light Rail
- New York-New Jersey Hudson Tunnel
- New Jersey Portal North Bridge
- New York Second Ave. Subway (Phase 2)
- New York Bus Rapid Transit (Woodhaven Blvd.)
- Seattle Light Rail (Federal Way)
- Seattle Light Rail (Lynnwood Link Extension)

These large, multi-year, multi-step projects will be put at risk because they do not yet have "full funding grant agreements," which are needed in order to receive a "New Starts" grant from the Federal Transit Administration. If that requirement sticks, these projects would have to seek other sources. Just as likely, they won't get built at all.

Rail agencies and advocates are pushing back and are voicing their concerns about the budget cuts. Many are calling upon Congress to preserve funding avenues for these critical projects that are unlikely to move forward without federal money. For example, New Jersey legislators and Port Authority officials gathered on Capitol Hill this week to encourage federal lawmakers to keep funding available for the Gateway Project. Back in 2015, federal officials and Amtrak agreed to finance half of the project, while New York and New Jersey covered the rest of the project, which includes adding two new tunnels under the Hudson. It would also allow Amtrak to repair the current tunnel that is more than 100 years old and was damaged during Superstorm Sandy.

Advocates of the tunnels are also puzzled by the administration's decision to cut funding. Len Resto, of the Association of Railroad Passengers of New Jersey stated, "The cutback in funding for Gateway, by a president who is a native New Yorker, is mystifying."

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Three Indiana Amtrak Routes at Risk with President's Budget

Courtesy of National Association of Railroad Passengers

Beyond the 16 projects mentioned above, there are more than 220 communities nationwide that could end up without passenger rail service if the funding is cut for Amtrak. The proposed budget currently calls for the elimination of subsidies to long-distance train routes, and would see Amtrak services disappear nationwide. Last year, long-distance Amtrak routes carried 4.6 million passengers.

Examples of states and cities that could lose Amtrak service include, but are not limited to:

Ohio, which would see all seven of the state's Amtrak stations lose their routes and end intercity train service.

Indiana would lose three Amtrak routes – the *Cardinal*, the *Lake Shore Limited*, and the *Capitol*.

Texas would see the elimination of the *Texas Eagle* service, which carries people from Chicago to San Antonio.

Cities throughout Alabama could see service severely reduced or completely eliminated.

Following a terrible White House budget proposal, NARP asked all passengers to rally in support of trains—and you answered!

That pressure has resulted in tangible benefits on Capitol Hill: Representatives Seth Moulton (D-MA), Elizabeth Esty (D-CT), and Louise Slaughter (D-NY) are spearheading a Member Submission to the House Appropriations Subcommittee on Transportation leadership—Chairman Mario Diaz-Balart and Ranking Member David Price—asking appropriators to provide full funding for Amtrak and passenger rail programs authorized under the Fixing America's Surface Transportation (FAST) Act, a bipartisan, bicameral law passed with overwhelming support in 2015.

Now, these Members of Congress need your help!

NARP needs you to ask your representatives to sign on to this Members' Letter. NARP's Take Action page (<http://www.narprail.org>) will provide you with talking points to guide your call. If they've already signed the letter, please remember to thank them.

The House deadline for submissions is April 4th, so call today!

Citizens for Transit, Dependent Riders Speak Out on Budget

The president's 2018 budget seeks to stop federal funding of many new transit projects, saying local governments should take the lead, says Citizens Taking Action for Transit (www.CTAriders.org)

Despite Trump's push for new spending on transportation and other infrastructure, his proposed Transportation Department budget represents a 13 percent decline from current funding.

The plan would end federal support for Amtrak's long-distance train service, which budget documents said "incur the vast majority of Amtrak's operating losses. This would allow Amtrak to focus on better managing its state-supported and Northeast Corridor train services."

The budget would also cut nearly a half-billion dollars from one of the most popular federal transportation programs, known as TIGER grants.

A 3 minute, 42 second video on the proposed budget can be accessed in the link below.

https://www.washingtonpost.com/local/trafficandcommuting/proposal-shifts-air-traffic-control-outside-federal-government-cuts-funding-for-transit-and-amtrak/2017/03/15/db066ee2-099e-11e7-93dc-o0f9bdd74ed1_story.html?utm_term=.7b97932184ad

Contributors

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Indiana Transportation Museum – Staff

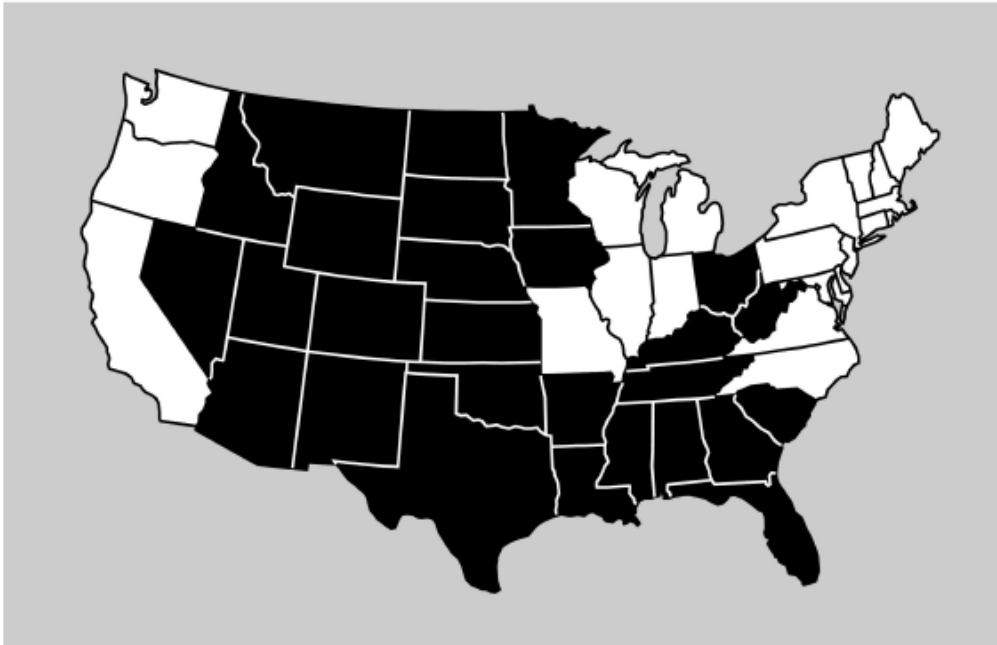
National Association of Railroad Passengers – J. Charles (Chuck) Riecks, vice chair for Government Affairs; staff

Rail Pictures – Mitch Goldman



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www.narprail.org

WHITE HOUSE BUDGET CUTS ALL LONG DISTANCE RAIL SERVICE



STATES IN BLACK WILL HAVE NO TRAINS

Unless...

YOU CALL CONGRESS

capitol switchboard: 202-224-3121

- Be sure to provide your ZIP code, and speak to your Representative, as well as both Senators.
- Tell them you are calling to oppose the proposed cuts to Amtrak, and that you use the trains. Tell them why they're important to you!
- You will probably speak to a staff person in the member's office. This person keeps track of how many people called and their positions on issues.

Trains under threat

- Gulf Coast Restoration - In development
- Silver Star - Daily service
- Cardinal - 3 trains/week
- Silver Meteor - Daily service
- Empire Builder - Daily service
- Capitol Limited - Daily service
- California Zephyr - Daily service
- Southwest Chief - Daily service
- City of New Orleans - Daily service
- Texas Eagle - Daily service
- Sunset Limited - 3 trains/week
- Coast Starlight - Daily service
- Lake Shore Limited - Daily service
- Palmetto - Daily service
- Crescent - Daily service
- Auto Train - Daily service

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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Discounts

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

AAA and NARP members save 10% off Amtrak tickets at www.amtrak.com if booked three or more days in advance.