

\$18 Million Combined for *Hoosier State*, South Shore **Passenger Rail Funds in State Budget**

By Donald Yehle

In an historic action, the *Hoosier State* has become a line item in the State of Indiana's 2018-2019 biennium budget. South Shore construction funds were also approved.

Lawmakers and Governor Eric Holcomb set aside \$18 million for passenger rail -- \$6 million for the *Hoosier State* and \$12 million to the Northwest Indiana Regional Development Authority for South Shore construction projects.

Meanwhile, the Indiana Department of Transportation (INDOT) is working to find additional dollars to maintain the level of service it currently has from Amtrak. *Hoosier State* proponents are actively involved with INDOT to "creatively" find those dollars, sources say.

"Passenger rail advocates across Indiana applaud these moves as steps that will move Indiana closer to the 21st Century passenger rail vision we all share," said IPRA President Steve Coxhead.

Along with Governor Holcomb, five state legislators deserve praise for seeing the importance of passenger rail to Indiana's present and future. Those legislators are State Senators Brandt Hershman, Luke Kenley, and Karen Tallian and State Representatives Tim Brown and Hal Slager. A well-deserved shout out goes to INDOT leaders and staff for their role in gaining funding for the *Hoosier State* and South Shore commuter rail improvements, added Coxhead.

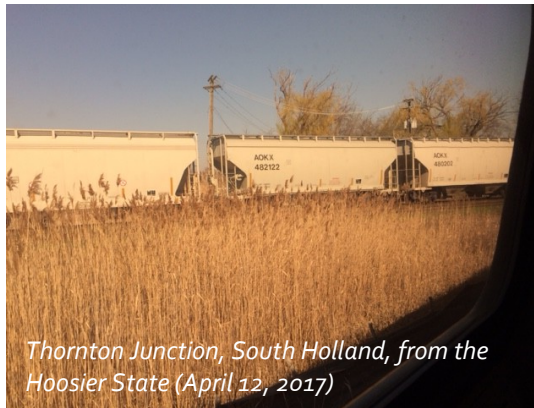
Indiana's recently approved biennium budget begins July 1, 2017, continuing through June 30, 2019.

May 1 Schedule Changes for the *Hoosier State*, *Cardinal*

Effective May 1, 2017, Amtrak trains traveling to Indianapolis along the *Hoosier State* corridor will be on a new schedule -- departing all Indiana stations 11 minutes earlier than what passengers have been experiencing. Chicago-bound trains on the same corridor will arrive in the Windy City five minutes earlier (10 a.m. Central Time) than at present.

New Indiana station departure times for the eastbound *Cardinal* (Train 50) and the southbound *Hoosier State* (Train 850) are:

Dyer, 6:44 p.m. Central Time
Rensselaer, 7:35 p.m. Central Time
Lafayette, 9:46 p.m. Eastern Time
Crawfordsville, 10:20 p.m. Eastern Time (continued)



Thornton Junction, South Holland, from the
Hoosier State (April 12, 2017)

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Arrival time in Indianapolis will be 11:39 p.m. Eastern Time for both the *Cardinal* and the *Hoosier State*.

New arrival time at Chicago Union Station will be 10 a.m. Central Time for the *Cardinal* (Train 51) and for the *Hoosier State* (Train 851).

There is no change in days of operation for all four Amtrak trains. They are:

Train 50 (Chicago to New York), operates Tuesdays, Thursdays, and Saturdays.

Train 850 (Chicago to Indianapolis), operates Sundays, Mondays, Wednesdays, and Fridays.

Train 51 (New York to Chicago), operates Mondays, Thursdays, and Saturdays.

Train 851 (Indianapolis to Chicago), operates Sundays, Tuesdays, Wednesdays, and Fridays.

In announcing the changes, Amtrak reminds passengers that reservations and information can be obtained in one of four ways. Those are:

Visit Amtrak.com

Use Amtrak's free mobile apps.

Speak with station personnel.

Call Amtrak at 1-800-USA-Rail (1-800-872-7245)

Hoosier State Ridership Up 11% March '17 vs. March '16

Ridership on the *Hoosier State* climbed 11.6 percent during March 2017 (3,012) vs. March 2016 (2,699), Amtrak figures show. The other four Amtrak trains passing through Indiana showed mixed ridership results for the same months.

The *Cardinal* -- 9,219 (March 2017) against 9,041 (March 2016)

The *Wolverine* -- 35,139 (March 2017) against 38,313 (March 2016)

The *Capitol Limited* -- 17,776 (March 2017) against 17,646 (March 2016)

The *Lake Shore Limited* -- 26,939 (March 2017) against 31,397 (March 2016)



A young West Lafayette resident enjoyed her first train ride aboard the *Hoosier State* on April 12.

Progress Continues in Fort Wayne on Train Linking Chicago, Columbus

The Northern Indiana and Ohio Passenger Rail project is moving along with the First Federal Rail Administration (FRA) study well underway, reports Fred Lanahan, president, Northern Indiana Passenger Rail Association (NIPRA).

"We expect that the Tier I Environmental Impact Study will be completed on time and on budget by this fall," he said.

Regular conference calls between our transportation, planning, and consulting firm HNTB and key members of the Northern Indiana Passenger Rail Association (NIPRA) board of directors are helping to keep the study on track for a positive conclusion, Lanahan added.

In late May, a meeting of all stakeholders for this restored passenger rail line here in Fort Wayne is being planned at the beautifully restored, downtown Baker Street Station (formerly the Pennsylvania RR Station). Representatives from Chicago, the State of Illinois, from all Indiana cities with planned stops and the Ohio cities and towns from Lima to Columbus that have expressed interest in being part of this passenger rail project are invited and expected to participate.

In addition to Fort Wayne Mayor Tom Henry, confirmed speakers will be from the Indiana Department of Transportation and the Illinois Department of Transportation.

"NIPRA and our contractor foresee significant improvement in the transportation systems of Indiana and Ohio and economic development benefits for the States of Illinois, Indiana and Ohio once the passenger trains are again running along this line to our cities and towns," Lanahan concluded.

An interior view of the Baker Street Station



Mr. Chattin, Mr. Streby Go to Washington, D.C.

By Donald Yehle

Armed with stories about why Hoosiers ride passenger trains, two Indiana Passenger Rail Alliance (IPRA) members spent Tuesday, April 25, meeting with representatives from the state's two U.S. Senators and nine Indiana Congressional offices. Duane Chattin, of Vincennes, and Peru's Phillip Streby spent their own money and time to advocate for Amtrak, transit, and fast, frequent passenger rail service. Their effort was part of the National Association of Railroad Passengers (NARP) annual "Day on the Hill."

"Our organization is blessed to have Phil and Duane willing to listen, learn, and share their passenger rail knowledge with Washington, D.C. lawmakers and their staffs," IPRA President Steve Coxhead said.

With the uncertainty of a White House "skinny" budget proposal to eliminate funding for long-distance trains, Streby and Chattin played a key role in representing Hoosiers' passion for passenger rail before Congress, he added.

As NARP President Jim Mathews says, a proposed 13 percent decrease in funding for the U.S. Department of Transportation would ultimately "place a disproportional amount of pain on rural and working class communities by disconnecting them from critical transportation services."

In all, 120 NARP members and staff participated in the "Day on the Hill" and the organization's annual three-day Advocacy and Summit meeting.

NARP constituency was charged to ask Congress for three things:

- Fully fund and implement the passenger rail programs created by the Fixing America's Surface Transportation Act.

- Pass a multimodal infrastructure bill that addresses the deficit in transportation investment.

- Make modern passenger rail service available within 25

miles of 80% of Americans in 25 years.

Interviews conducted with rail passengers prior to the Washington, D.C., meeting showed that there is no single reason why people ride trains. "Every person rides for his/her own reason. Most reasons fall into either personal/private or business categories," says Streby, a retired Amtrak conductor.

Passengers on the *Hoosier State* and the *Hiawatha* (connecting Chicago with Milwaukee) were asked the question, "Why are you on this train?" Stories like the ones below were shared during meetings on the Hill.

A Chicago woman takes the train to see her children and grandchildren – in her case, one of the children frequently moves for his work. (Chicago's Union Station has proven to be an excellent rail hub for this passenger.)

A Chinese student took the *Hoosier State* to connect with a Chicago Metra train to O'Hare International and a return flight home. (The student is contemplating furthering his education at Purdue University in West Lafayette.)

A West Lafayette couple, traveling with an infant, was also on the *Hoosier State* and heading to downtown Chicago. (A job reassignment has prompted the couple to work and live in Chicago once every three weeks while maintaining a home in West Lafayette.)

A long-time Amtrak passenger and his wife booked tickets on two trains – the *Hoosier State* and the *Blue Water* – to attend a funeral in Chesaning, Michigan. (While there's no direct train or bus service to Chesaning, the couple traveled to Durand, Michigan, where relatives picked them up for the short drive to Chesaning.)

A Michigan native visiting in Indiana found passage on the *Hoosier State* and the *Hiawatha* for an annual family reunion in Elkhart Lake, Wisconsin. (The "last mile" is an obstacle train riders often face. In this rail enthusiasts' case, there are three car rental agencies within walking distance of Milwaukee Intermodal Station.)

Two Chicago Cubs fans lived out "two dreams" by taking the *Hoosier State* to the Windy City to see opening day for their beloved Cubs followed the following night with the World Series' Champions' "ring presentation." (One major league skipper told this reporter his team has once traveled between National League cities by train.)

Another *Hoosier State* rider regularly takes Amtrak to receive cancer treatment in Illinois. (Trains serve many individuals who otherwise would have no form of public transportation.) (continued)



The US Capitol at night. Photo by Martin Falbisoner via Wikimedia Commons.

("Mr. Chatten, Mr. Streby Go to Washington, D.C." continued from page 3)

An Atlanta couple took the *Hiawatha* between Milwaukee and Chicago as part of its one-year wedding anniversary celebration. (Another individual traveled Amtrak from Lafayette to Whitefish, Montana, in search of love. At press time, we hadn't heard if "cupid" struck.)

Phillip Streby Elected to Railroad Passenger Association's Board

The National Association of Railroad Passengers is being rebranded and has a new board member from Indiana. At its annual business meeting, April 26, in



Silver Springs, Maryland, Phillip Streby was elected to the organization's board of directors.

The organization is being rebranded as the Railroad Passengers Association. "We can now more easily identify ourselves as members of the Railroad Passengers Association (vs. the National Association of Railroad Passengers)," Streby said.

Streby brings to the association board over 30 years of actual railroad customer service and operating experience.

The Peru, Indiana, resident joined NARP in 1973 and most recently has served as one of its two council representative from Indiana.

Testing Launched on 33 Siemens' 4,400-Horsepower Locomotives

Locomotives expected to go into full-time service later this spring are being tested in Illinois and elsewhere, it was announced by the Midwest Interstate Passenger Rail Commission (MIPRC). Siemens' Charger locomotives will operate on eight state-supported railroad corridors.

Midwest states will own 33 of these 4,400-horsepower locomotives, each capable of running at 125 miles per hour with



One of the new Siemens Charger locomotives

drastic improvements in emissions.

"Testing will be conducted on each state's railroad corridor prior to

service on a route," said MIPRC Director Laura Kliever. Locomotives are destined for Illinois, Michigan, Missouri, and Wisconsin plus California, Florida, Maryland, and Washington.

MIPRC posted a [detailed article](#) on the history of and plans for the new locomotives. Charger locomotives are powered by Seymour, Indiana-made Cummins diesel engines. The Chargers are expected to cycle through Beech Grove for their final livery to be applied, an Amtrak spokesman said.

For more information, visit MIPRC's website at: www.miprc.org. Those active on social media are encouraged to "like" and/or share this article on Facebook, Twitter, and other social media, Kliever added.

Bullets from the Board

By Steve Coxhead

The Board of the Indiana Passenger Rail Alliance (IPRA) met on 3/23/17, at noon, at the Michigan City Public Library. The following items were among those discussed.

The Board heard that our colleague Derek Bauman (of All Aboard Ohio) is a candidate for City Council in Cincinnati. Derek is a long-time rail advocate, and is involved in work to extend the *Hoosier State* to Cincinnati, as well as the initiative to make the *Cardinal* a seven-day a week train.

Work continues on the Indianapolis Union Station project, with various Board members continuing to meet with stakeholders within Indianapolis city government.

Legislation is moving forward in the West Virginia state legislature, which would lay the groundwork for an interstate commission to manage seven-day service along the *Cardinal* corridor. This could facilitate increasing frequencies in the Indianapolis-Chicago corridor. The assumption now is that IPRA would encourage Indiana to join any such commission.

The Federal Railroad Administration (FRA) Regional Planning Study for the Midwest is proceeding. IPRA has been designated as an "interested party" by the FRA, and will be kept informed of developments.

Status of *Hoosier State*:

The Board continues to monitor (continued)



Noblesville's Joe Hughes (left) serves a Hoosier State customer.

("Bullets from the Board" continued from page 4) progress on the state budget, particularly the INDOT line item for the *Hoosier State*. Some concern was expressed about whether the final budget line item would match the price quoted by Amtrak for continuing the enhanced "post Iowa Pacific" service. The Board will continue to follow budget developments.

Amtrak is running a two for one special on the *Hoosier State* during March, wherein two tickets may be had for the price of one. Amtrak has produced a flyer advertising the special, a copy of which was shared with the Board.

The Michigan City reroute of the South Shore commuter railroad (with the central route being chosen) has moved beyond the public input & decision making stage, and now awaits funding.

IPRA Treasurer, Phil Streby, will attend the Rail Users Network (RUN) conference, in Seattle on May 6. He will represent IPRA, and present on Midwest passenger rail issues.

The Federal budget, as proposed by President Trump, would not only eliminate the three Amtrak trains passing through Indiana (the *Cardinal*, the *Lake Shore Limited*, and the *Capitol Limited*), but put at risk two other railroad projects -- the Northern Indiana & Ohio passenger rail project and the South Shore commuter railroad expansion.

The long-term viability of the *Hoosier State* would also be put at risk by the proposed Federal budget. The Board will work to encourage Federal legislators to restore funding for Amtrak long-distance trains to the budget.

There will be 220 Scouts boarding the *Cardinal* at Indi-

anapolis, to travel to the Boy Scout Jamboree, in July. IPRA will reach out to the Scouts to offer assistance boarding the train at Indianapolis Union Station.

The rail line from Indianapolis to Tipton, via Fishers and Noblesville, is controlled by the Hoosier Heritage Port Authority. Part of the route hosts the annual Fair Train, operated by the Indiana Transportation Museum. There is a movement to convert the right of way between Fishers and Noblesville into a trail, eliminating the tracks. The Board opposes the idea, as there is potential for eventual commuter rail linking Indianapolis to Tipton, through Fishers and Noblesville.

The next meeting of the Board will be on Thursday, 5/25/17, at Baker Street Station, in Fort Wayne. All members are welcome to attend! Please send us a note at info@indianahighspeedrail.org, for details.

Finally, don't forget that it's never too late to pay your 2017 IPRA dues, a bargain at only \$30. The simplest way is through the website, at www.indianahighspeedrail.org/join.html. Otherwise, checks may be sent to Indiana Passenger Rail Alliance, 2017 Dues, 7032 Olcott Ave., Hammond, Indiana 46323.

Visit Chicago Union Station Saturday, May 13 for Train Advocate Meeting

By Judith-Kay M. Chase

The Michigan Association of Railroad Passengers (MARP) is planning a special meeting for Saturday, May 13, at Chicago Union Station. The meeting will take place in the historic Barbershop that has been impressively restored as a meeting room.

The historic Union Station 'Barbershop' is located adjacent to the new Legacy Lounge off the southwest corner of the Great Hall. The meeting will begin at 11:30 a.m. Informal socializing starts at 11:00 a.m.

MARP cordially invites its colleagues from eight other passenger rail advocacy groups to attend and provide brief updates (5-10 minutes) from your organization on passenger rail developments in your respective states.

Advocacy groups invited are: All Aboard Wisconsin, Wisconsin Association of Railroad Passengers, Indiana Passenger Rail Alliance, Northeast Indiana Passenger Rail Association, All Aboard Ohio, Ohio Passenger Rail Association, and All Aboard Minnesota.

(continued)

("Visit Chicago Union Station..." continued from page 5) Martin Bloedt, sales and product manager-locomotives, Siemens Industry Inc., will speak about next-generation passenger train equipment, including the SC-44 Charger locomotives currently being delivered for use on Michigan, Illinois, and Missouri routes.

Laura Klierer, Midwest Interstate Passenger Rail Commission (miprc.org), will update us on the FRA-led Midwest Regional Rail Planning Study (MidwestRailPlan.org) that has recently gotten underway. A 43-member stakeholder planning group has been named and has undergone the first of four workshops to be held throughout the 18-month study period.

There will be a guided tour of the Joseph C. Szabo Chicago Control Center that oversees nearly 510 train movements, which carry almost 130,000 people daily in Chicago Union Station, on the Michigan Line and to New Orleans.

Some pleasant surprises are in store if you have not visited Chicago Union Station lately. Ticketing and queuing to board trains now takes place in the Great Hall. As you approach the Great Hall, you will envy the business and first class passengers seen on the other side of the large windows who are enjoying the comforts and amenities of the new Metropolitan Lounge.

The former Ladies' Lounge, a space unused for many years, has been beautifully and meticulously restored and is available to rent for large gatherings. Guided tours are available most weekday afternoons.

The famous steps have been rebuilt with travertine from the same quarry as the original. Among the stonemasons who worked on the steps are descendants of some of the original workmen. We hope to have time to tour these reclaimed spaces and others slated for upgrades. In any case, participants will have an opportunity to look around and be impressed.

INDOT Executive Among Eight Speakers at MWHSR Meeting

By Steve Coxhead

The 2017 Annual Meeting of the Midwest High Speed Rail Association was held on April 1st, at Maggiano's Little Italy restaurant, in downtown Chicago. It was an all-day affair, with a full program of speakers, broken by lunch.

Among the featured speakers were:

Tim Hoeffner, Office of Rail, Michigan Department of



INDOT's Katie England

Transportation

Mark Walbrun, VP, Practice Leader – Rail & Transit, US East, Mott MacDonald
Derrick James, Director of Government Affairs, Amtrak

Jesus Garcia, Cook County Commissioner

Mike Quigley, Illinois Congressman

Gene Skoropowski, All Aboard Florida

Katie England, Director of Multimodal Planning & Pro-

grams, Indiana Department of Transportation

Richard Harnish, Executive Director, Midwest High Speed Rail Association

Tim Hoeffner gave the group an overview of the state of rail planning and development in Michigan. He made the point that equipment defines service, with the right amount and type of equipment being key to the public's perception of service, and hence their support for passenger rail. An important recent step forward was the decision of several states to jointly acquire up to date locomotives and cars. The locomotives are coming off the assembly line. The cars were to be built in Illinois, but some problems have been encountered, which have resulted in delays. It was noted that the Federal budget proposal, currently before Congress, has introduced a significant degree of uncertainty into the planning process, due to the sparseness of funds proposed for infrastructure projects.

Mark Walbrun presented facts and figures making the point that frequency (the number of trains per unit of time) is a make or break factor for passenger rail. With examples from both the U.S. and Europe, he demonstrated that perceived wait time, and convenience of scheduling are factors as important as raw time in transit. The number of trains, and time between trains, speak to usability, which is key to the potential rider perceiving the transit system as being accommodating to his schedule, and not vice versa.

Amtrak's Derek James spoke to the future of Amtrak as a contract operator to state supported systems of less than 750 miles. He noted that Amtrak is positioning itself to be a significant player in that area, as well as fulfilling its' traditional role of the primary U.S. long distance passenger carrier.

Cook County (Chicago's county) Commissioner Garcia took the podium during lunch to explain the importance of rail transit to the economy and well-being of the Chicago metropolitan area.

Congressman Quigley was also one of the luncheon (cont'd)

("INDOT Executive Among Eight Speakers" continued from page 6) speakers. He spoke of the need for advocates, such as ourselves, to educate and inform members of Congress of the technical requirements of modern rail transit systems. We should conceive of this as a necessary, on going task. The congressman noted that his work life is quite interesting; currently, he serves on both the House Appropriations and Intelligence Committee.

The afternoon session was led off by **Gene Skoropowski**, who gave the assembly a briefing on the status of the Brightline passenger rail system under construction in southeast Florida. The system is being developed by All Aboard Florida, a wholly owned subsidiary of Florida East Coast Industries. Brightline will be the first privately owned company to develop and operate an express passenger rail system in the U.S. since 1983. The complete project will connect Miami and south Florida to Orlando, with the first segment connecting Miami and West Palm Beach, via Fort Lauderdale.

Closing off the speakers' program was **Katie England** from the Indiana Department of Transportation. She presented an overview of Indiana's current rail projects, including the *Hoosier State* project, South Shore commuter rail expansion in NW Indiana, and the Northern Indiana & Ohio project, which will link Chicago with Columbus, Ohio, via Fort Wayne and other northern Indiana communities. *Hoosier State* operations successfully transitioned from Iowa Pacific to Amtrak operation when Iowa Pacific found that it was unable to continue. The Indianapolis-Chicago service has gained increased support over the past two years. Future improvements are possible, but cost remains a major factor. Work in progress on the South Shore includes double tracking as far as Michigan City, and a spur line linking Hammond with Dyer, Indiana.

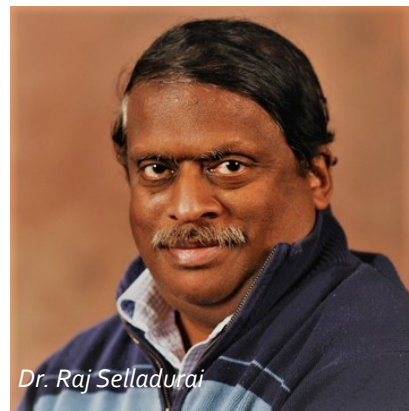
Rick Harnish (MHSRA Executive Director) brought the day to a close as he presented an overview of the Association's 'near future' strategic plan. Key elements of the plan involve continuing to work with the numerous government agencies involved with all aspects of transit planning, as well as continuing the effort to build grass roots, citizen support for modern passenger rail systems, including true high speed rail systems.

It is the observation of this writer that despite budgetary and political uncertainties, Midwest states continue to press forward in the development of modern 21st Century passenger rail systems. Indiana was well represented at this meeting. Along with the Department of Transportation contingent, those Hoosiers present were from IPRA, NIPRA, and NARP. The really good news is that Indiana is in the game, and has the potential to do great things in passenger rail!

IU Northwest Students Studying IPRA Rail Vision

By W. Dennis Hodges

Editor's Note: Professor Raj Selladurai and IUN students are invited to present their recommendations to a future IPRA board meeting. Researchers, whose report is due out May 6, are encouraged to more closely examine three existing projects -- the development of the *Hoosier State* corridor (extended to Cincinnati and Louisville), the Northern Indiana and Ohio passenger rail project, and South Shore improvements.



Dr. Raj Selladurai

Gary -- Under the tutelage and guidance of Professor Dr. Raj Selladurai, two separate groups of four College of Business and Economics students at Indiana University Northwest (IUN), are assessing the Indiana Passenger Rail Alliance (IPRA) and will make recommendations to the not-for-profit organization next month.

The two groups are examining IPRA's marketing, finances and mission statement to help the organization best 'message' its position on 21st century passenger rail projects. In doing so, they plan on making recommendations as to how to better approach business leaders, legislators and even university students.

Dr. Selladurai, an associate professor of management at IUN and the director of the school's Small Business Institute, says that this type of research is part of an on-going IUN program for senior business and economics' students. (Professor Selladurai, an IPRA member, also teaches a Management Capstone, Business Strategy, and Policy class.)

"The two university groups are considering recommendations in the areas of identifying the market for high-speed trains, the costs of those projects congruent with their beneficiaries, and the need for public and private funding to make such projects successful," Dr. Selladurai says.

The students are also looking at how to better address the issue of political will (leadership) and to show that projects will politically meet the interests of constituents, Dr. Selladurai adds. (*continued*)

(*"IU Northwest Students Studying IPRA Rail Vision"* continued from page 7) "It is very important to bring businesses on board with the project and to possibly obtain lobbyists to sell the high-speed rail project to government officials," the professor says.

The students are also likely to recommend the Gary/Chicago International Airport as a major transportation hub, which would include a high-speed passenger rail terminal.

Professor Selladurai has been watching the progress of high-speed trains for several years and has attended many conferences and seminars on the subject. He recently returned from the United States High Speed Rail Association conference in San Diego, California, where he met several transportation officials and learned more about rail projects in this country.

Last year, he co-edited the university textbook, *Emerging Challenges and Opportunities of High Speed Rail Development on Business and Society*. (IPRA board member George Vande Werken and Indiana University / Purdue University professor Dr. Peggy Kelly were the other co-editors. Vande Werken and this writer contributed a chapter to the high-speed rail book.)

With the nation's airlines' preference to not fly short distances (under 400 miles), Dr. Selladurai is hoping that there can be more airline/passenger rail collaboration and believes that one of his student groups will discuss the possibilities of doing just that.

One group leader, Shannon Rockstad, says that her group is focusing on ensuring that travel on the trains is a positive experience for all who ride them. "When passengers can share a good experience, they will tell others," she says.

Dr. Selladurai has especially been looking at high-speed rail projects in Texas and Florida. He likes the model of private investments in those projects. "We should be able to do that here in Indiana. Promoting that concept would greatly shorten the time it takes to bring a Chicago – Northwest Indiana – Indianapolis rail project to completion," the professor adds.

The IUN professor wants to identify government leaders and officials that would be favorable towards such a project.

"I see a strong coalition of groups and individuals coming together to make 21st century passenger trains a reality in Indiana and the Midwest, and believe these student groups can strengthen the will to make it happen," Dr. Selladurai says.

Milwaukee Intermodal, *Hiawatha* Route Should be IPRA Passenger Rail Vision

Opinion by Bill Malcolm*

With seven daily round trips, a speed of 89 mph, an intermodal station downtown, and an airport stop, the Amtrak *Hiawatha* and Milwaukee Intermodal and Milwaukee Airport stops all are a model for the *Hoosier State* to aspire to.

The train from Milwaukee to Chicago is subsidized by both the states of Wisconsin and Illinois.

Delays are few since the train runs on tracks owned by CP Rail and Metra versus the plethora of different owners of tracks used by the *Hoosier State* (CSX, Amtrak, crosses Norfolk Southern, the Belt Line, plus the slow crawl through the Union Pacific maintenance yard).

The *Hiawatha* route at 86 miles is the shortest in the Amtrak system, but is the 6th busiest in passengers per Arun Rao of WisDOT in a story in *Badger Rails* (4th Quarter, 2016).

The train runs in Milwaukee out of the Intermodal station downtown, which is also the station for five regional bus companies (Badger Bus runs 8 times a day to Madison, Greyhound, MegaBus, Coach USA, and Indian Trails) as well as the city bus system, a bike share station, and taxis. The station has a cafe, gift shop, huge waiting area, Amtrak and bus ticketing, and more. Plus, it has clean, large, and ample restrooms. (See accompanying picture of Intermodal station.)

Further, the *Hiawatha* train stops at the Milwaukee General Mitchell airport station on its way to Chicago.

Compare that to the *Hoosier State*: A 6:00 am (continued)



The waiting room of the Milwaukee Intermodal Station. Photo by Bill Malcolm.

("Milwaukee Intermodal, Hiawatha Route Should Be Vision" continued from page 8) departure (out of Indy), 11:50 pm arrival (from Chicago), once a day service both directions, beleaguered station featuring Greyhound passengers sleeping on the floor, no connection/stop at Indianapolis International Airport, a 39 mph average speed, and crossing 5 or 6 railroad lines on the 5 hour, 196-mile run to/from Chicago.

In short, Milwaukee's Intermodal Station and the Hiawatha Line run by Amtrak should be what the *Hoosier State* and the Indianapolis Union Station Terminal should aspire to.

We can do this.

*Bill Malcolm is a IPRA Board member and long-time transit advocate. He also writes for *The Broad Ripple Gazette* and covers travel for *The Midwest Eagle*. He is employed by a DC-based association where he advocates for fair and affordable utility rates. He is also on Twitter @billmalcolm6, on LinkedIn and on Facebook.

Progress on Daily Cardinal

The Friends of the Cardinal is pleased to announce that on April 11, 2017, West Virginia's Governor, Jim Justice, signed into law legislation which states it is hereby declared the public policy of the State of West Virginia and the intent of the Legislature to facilitate, advance, and improve the availability of interstate passenger rail service to the state. . . ." The legislation continues to specifically mention the route of Amtrak's train #50-51, *The Cardinal*, and the need to make the train daily. This legislation was recently passed by both Chambers of the West Virginia Legislature by overwhelming bipartisan margins.

Lafayette Big 4 Depot Construction Continues

By Donald Yehle

Persons walking from West Lafayette to Lafayette (John T. Myers Bridge to the Riehle Bridge) must now use the winding, pedestrian ramp or the elevator. "Stairs are no longer available," says Lafayette Volunteer Station Assistant Joe Krause.

Some touch-up painting and railing installation has taken place on the western steps leading from the Meyers Bridge (crossing the Wabash River) to the Riehle Railroad bridge.

An emergency telephone has been installed on the railroad platform, he says.

Meanwhile, in Lafayette, work continues on the Old National Bank project and a neighboring promenade to connect the Columbia and Riehle Plaza bridges. "Lumber has been

The new Gateway Sculpture was recently installed in Lafayette.



brought in to make forms to lay concrete for various ramps," Krause continues.

To help beautify the area around the Big 4 Depot, a second sculpture has been installed at the southeast corner of 2nd and Main (the Chase-Centier Bank Plaza), he concludes.

Contributors

Indiana Passenger Rail Alliance – Steve Coxhead, Bob Garity, Dennis Hodges, Joe Krause, Fred Lanahan, Bill Malcolm, Tim Maloney, Arvid Olson, Phillip Streby, Doug Yerkeson

Michigan Association of Railroad Passengers – Judith-Kay M. Chase

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).

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