

Budget Travel: Your Northwest Vacation Just Got Easier

By Bill Malcolm*

Have you been thinking of a vacation to the beautiful Pacific Northwest? Perhaps to see the Columbia Gorge near Portland, to hike on 14,000-foot Mt. Rainier near Seattle, or a visit to Glacier National Park in Montana. You now have a new airline option -- Alaska Airlines -- which now offers once a day non-stop service to Seattle from Indianapolis.

From Seattle, you can easily connect to Portland, Vancouver BC, Montana cities, and Alaska.

Amtrak's *Cascade* service runs between Portland and Seattle (and twice daily up to Vancouver BC). You can also take the *Empire Builder* from both Portland and Seattle to Spokane and points east including Glacier National Park in Montana.

Alaska Airlines just won the JD Power Award for customer satisfaction for the tenth year in a row. It is the only airline with a frequent flyer program still based on miles flown not dollars spent.

Other airlines serving the Northwest include all the legacy carriers although my recent flight on Southwest went through Las Vegas (an almost 8-hour trip). Delta connects through Minneapolis while United and Southwest (as well as Frontier) connect through Denver and other hubs. But if you are like me, you avoid the delay prone hubs of Atlanta and Chicago.

If you want a really, scenic trip, take the train to Chicago and then take the *Empire Builder* from Chicago to both Portland and Seattle.

Here's some vacation ideas for your Northwest vacation-

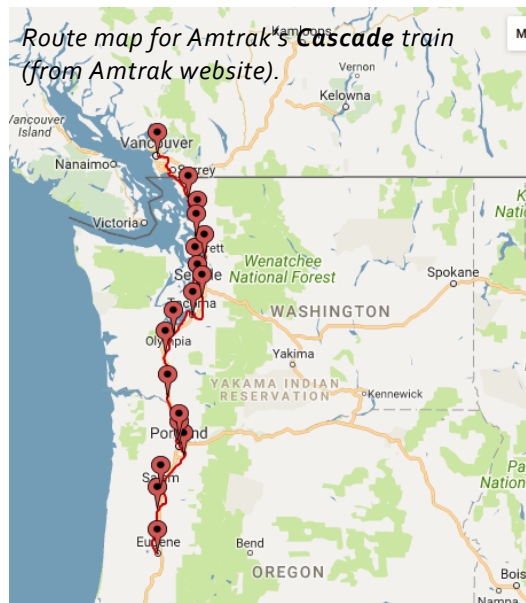
Portland--not just for the urban Hipster

A visit to Portland is a must. You are close to the magnificent Columbia Gorge as well as Mt. Hood, Mt. Adams, and the infamous Mt. St. Helens (the latter of which lost its top in a volcano explosion back in 1980). All are worth a visit.

I like the Mark Spencer Hotel although the Marriott on Broadway Avenue is nice as are the Kimpton clan. I have also stayed in the Hilton. Bargain hotels are on the east side and near the airport.

Portland has a very walkable, compact downtown. There are great bike trails downtown along the Willamette River. (continued)

Route map for Amtrak's *Cascade* train (from Amtrak website).



IN THIS ISSUE:

Page Two

Lafayette's Sally Siegrist To Serve on MIPRC

Page Three

Bullets from the Board

Page Four

Meet Board Member Tim Maloney
Midwest Rail Conference
Includes Golf, Field Trips, Technical Talks

Page Five

Riding the Rails

Page Six

Former Delta Executive Named Amtrak President
Midwest Rail Plan Study Reviewed in Chicago

Page Seven

Midwest Rail Plan Study (continued)

Page Eight

Escape to Wisconsin by Train

Page Nine

Contributors For More Information... Discounts

("Budget Travel" continued from page 1)

Northwest Portland is a must and is just west of downtown. It has lots of cute shops and restaurants. Just up the hill is The Rose Garden, Washington Park, and the Portland Zoo.

Portland has a great light rail system (MAX) as well as a street car so you won't need a rent a car if you stay in town. And you can take the train to Portland from Seattle.

Vancouver BC

Just 186 miles north of Seattle is fabulous Vancouver. The mountains are very close to the city and the Stanley Park features huge, northwest trees like the Western Red Cedar. Vancouver is so very walkable.

Amtrak runs 2 daily trains to Vancouver BC from Seattle. Don't forget your passport. Also avoid using your cell phone as high roaming charges apply.

Bargain hunters will like the Howard Johnson while aside from the usual chains you might try the Sandman Hotel on Davie or the Hotel Sylvia.

Your U.S. dollar is now worth \$1.35 in Canada against the loonie (Canadian one-dollar coin) so BC can be a bargain -- especially in the non-summer months.

VIA Rail Service can take you by train east to Jasper National Park and Edmonton and points east. Check out VIA Rail.ca. It is the Canadian version of Amtrak.

Seattle

Seattle is a great city any time of year as it rarely freezes.

Summers can be cool at night so bring a jacket.

The natives think 80 is hot.

I like the Baroness Hotel and the Moore Hotel (as will bargain hunters) as well as the Inn at Virginia Mason. The Springhill Suites is also nice.

Seattle also has light rail including from the airport plus 2 new street car routes.

Traffic can be a bear so skip the rental car unless you want to head to Mt. Rainier, the Olympic Mountains, or Mt. Baker (all recommended).

Summers can be crowded as many cruise ships leave out of Seattle so plan your vacation closer to or after Labor Day and avoid the mob. The weather usually stays dry until mid-September.

Indeed, the city is in a rain shadow blocked by the Olympic Mountains.

Cuisine

The Northwest is known for its salmon so enjoy. They also have great Thai restaurants in all 3 cities as well as the Vietnamese dish, Pho. Tilamook Cheese is a must. And drink up. The microbrewery trend started in the Northwest. Ditto for good coffee. I like Stumptown Coffee but they also have many shops that roast their own beans on site. (Yes, Starbucks started in Seattle.)

In Other Transportation News

Virgin America starts new non-stop service from IND on September 26, while Southwest has a new seasonal non-stop this summer to San Diego.

Going to Chicago? The Amtrak train is a bit quicker these days. When you take the train, you are supporting Amtrak which employs 700 people in the state including 600 at their Beech Grove maintenance facility which repairs equipment from around the country. The state of Indiana chips in \$3 million to fund the train service. Tickets at Amtrak.com.

Longtime Indianapolis resident Bill Malcolm also writes the Round the Ripple column in The Broad Ripple Gazette. He also is a contributor to **All Aboard Indiana, the official passenger newsletter of the Indiana High Speed Rail Association and maintains the Hoosiers for Passenger Rail site on Facebook.*

Lafayette's Sally Siegrist To Serve on MIPRC

By Donald Yehle

Indiana State Representative Sally Siegrist (R-District 26) has been selected to serve on the Midwest Interstate Passenger Rail Commission.

"Many people in our community rely on passenger rail services not only when traveling, but for employment," said Siegrist in a letter to constituents.

"Serving on this commission will give me opportunities to see what other states are doing, what works and what doesn't regarding rail service," she continued.

Rep. Siegrist debates legislation on the House floor. (Image via IndianaHouseRepublicans.com)



The first-term legislator believes the collaboration will help spur passenger rail improvements in the Midwest. *(continued)*

(*"Lafayette's Sally Siegrist..." continued from page 2*) Fred Lanahan, an Indiana Passenger Rail Alliance (IPRA) board member and president of the Northeast Indiana Passenger Rail Association, represents Indiana's private sector on the commission.

States represented on the commission are: Illinois, Indiana, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, and Wisconsin.

For more information about the commission, go to miprc.org

Bullets from the Board

By Steve Coxhead

The Board of the Indiana Passenger Rail Alliance (IPRA) met on 5/25/17, at noon, at the historic Baker Street Station, in Fort Wayne. The following items were among those discussed.

It was noted that the career of Mr. Will Wingfield (long-time Indiana Department of Transportation (INDOT) spokesman has taken him away from INDOT, and on to other adventures.

The Northern Indiana & Ohio Passenger Rail Project held a stakeholder's meeting at Baker Street Station, in Fort Wayne, on May 24th. There was a large attendance, including representatives from INDOT, NW Indiana Regional Planning Commission, the South Bend MPO, All Aboard Ohio, Midwest High Speed Rail Association, and HNTB (the consulting firm engaged to do preliminary environmental study work).

Discussions concerning Indianapolis Union Station continue.

INDOT is discussing the situation with the City of Indianapolis. Meanwhile, IPRA is attempting to schedule a meeting with the Deputy Mayor for Economic Development. It was reported that the Mayor of Meridian, Mississippi, could be available to discuss the economic development that took place around the re-developed train station in that community. The Board expressed interest in organizing a meeting of interested parties to discuss rede-

velopment of the station and expected associated economic development.

The FRA Regional Planning Study continues, with the next workshop to be held on June 7th. IPRA is classified as an "interested party", and so has access to the information produced, and can attend workshops as an observer, via live streaming video. It was noted that the product of the FRA effort will be a plan to guide passenger rail development in the Midwest. There does not appear, now, to be a commitment on the part of state DOT's to implement the plan once it has been completed. IPRA will continue to monitor the effort.

Support for the Hoosier State project was included in the most recent state budget. Direct state support for two years was included in the amount of \$3 million per year. An additional \$350 thousand will be contributed by communities along the line. Amtrak has reduced their estimate of the required support to around \$3.7 million per year. INDOT appears confident that they will have the flexibility to find ways to close the funding gap.

The *Hoosier State* has been doing well.

Customer satisfaction studies show the *Hoosier State* to be one of the highest scoring trains on the Amtrak network. On-time performance increased from 54% in 2014, to 83% in 2016.

2016 ticket revenue increased 32% from the prior year.

Since May 2016, ridership has exceeded the same numbers from the same month, the previous year.

We have reached out to the Boy Scouts, offering assistance in boarding the *Cardinal* at Indianapolis, but did not receive a response.

The concept of a seven-day *Cardinal* continues to receive strong backing from the state government of West Virginia. IPRA believes a seven-day *Cardinal* (Amtrak), along with the *Hoosier State* (State of Indiana), has the potential for leveraging the state's investment to provide two trains per day, in each direction, in the Hoosier State corridor.

The Indiana Chamber Infrastructure Policy Committee has begun the process of formulating their 2017 Legislative Business Issues Policy Statement. There is an opportunity to propose passenger rail friendly revisions before the August 2017 committee meeting.

Board member Phil Streby attended both the Seattle RUN Conference, and the Spring NARP Council meeting, in Washington, DC. Among the notable events at the NARP meeting was Phil's election to the (continued)



Indianapolis' Union Station continues to be in need of improvement.

("Bullets from the Board" continued from page 3) NARP Board of Directors. We were reminded that the NARP 50th anniversary celebration (to be called "Rail Nation Chicago") will be held November 2nd thru 5th, in Chicago. All interested parties are invited to attend. Details at the NARP website (www.narprail.org).

The annual Purdue Road School was discussed. The affair is sponsored by Purdue University each Spring, and was held March 7th thru 9th, this year. There was discussion regarding whether IPRA should have a formal presence at future Road Schools.

The next meeting of the Board will be on Saturday, 7/29/17, in Indianapolis. All members are welcome to attend! Please send us a note at info@indianahighspeedrail.org, for details.

Finally, don't forget that its' still not 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 can be sent to Indiana Passenger Rail Alliance, 2017 Dues, 7032 Olcott Avenue, Hammond, Indiana 46323.

Meet Board Member Tim Maloney

By Bob Garity

Tim Maloney has been instrumental in many organizations in the progression of passenger rail in Indiana.

Since 2007, he has spearheaded the Hoosier Environmental Council's (HEC) policy initiatives on Mass Transit and Passenger Rail. Tim served as lead organizer for Indiana High Speed Rail Forum in Indy in 2010. In 2016-17, he served on the steering committee for Transit Drives Indy, a grass roots alliance that worked for passage of the Marion County transit referendum.

Tim also serves as HEC's principal at the Indiana legislature.

A native of Speedway, Tim now lives in Brown County. He enjoys train travel, hiking, canoeing, bicycling, fishing, IU basketball, and bluegrass music.

Tim Maloney is one of many IPRA board members that continues to push passenger rail service forward in Indiana.



Midwest Rail Conference Includes Golf, Field Trips, Technical Talks

By Donald Yehle

Five subjects highlight the Wednesday, August 16, technical sessions of a first-ever Midwest Rail Conference in Kalamazoo, Michigan. Participants will learn via presentations, panel discussions, and breakout sessions.

Topics are the future of freight rail in the Midwest; urban rail development; high(er) speed passenger rail; grade crossing issues, and short line railroad operations. The conference theme is "Midwest Connections: Passenger and Freight Rail Look to the Future."

Field visits the following day are to Cargill rail facilities in southwest Michigan (Decatur), the Little River Railroad, and a train ride on Amtrak's *Wolverine* service.

The three-day event begins Tuesday, August 15, with a morning golf outing, committee meetings, and evening music by the Lawmen Band, who organizers say are public relations ambassadors for Norfolk Southern Railroad.

Students interested in rail careers are especially invited to apply for scholarships to attend. Contact David Nelson at dan_nelson@mtu.edu or Amanda Kerttu at alkerttu@mtu.edu.

Joe McHugh, a senior vice president with Amtrak from its Government Affairs and Corporate Communications department, is the keynote speaker.

Attendees will come from colleges and universities; federal, state, and local governments; the media; the public at large, and the transportation industry.

Formerly the Michigan Rail Conference, the August 15-17 event is sponsored by the Rail Transportation Program at Michigan Tech and the Michigan Department of Transportation, joined this year by the Freight Rail (continued)



Norfolk Southern Lawmen Band



(*"Midwest Rail Conference" continued from page 4*) **Transportation Committee (ARo4o) of the Transportation Research Board and the National University Rail Center (NU Rail).**

Laura Kliewer, executive director of the Midwest Interstate Passenger Rail Commission, is encouraging passenger rail advocates to attend.

For further information about the program, lodging, and registration, go to <http://www.rail.mtu.edu/event/mrc2017>.

Riding the Rails

By Donald Yehle

Wichita, Kansas – The annual meeting of the Midwest Interstate Passenger Rail Commission is in Wichita, October 9-11. IPRA President Steve Coxhead expects to participate as an observer, while fellow board member Fred Lanahan will represent Indiana's private sector.

Indianapolis – A Federal lawsuit is being filed by the Indiana Transportation Museum of Noblesville against entities seeking to shutter a railroad on which it operates the Polar Bear Express and the Indiana Fair Train. The museum contends it lost \$500 million last year. For more information, click on the link that follows:

<https://www.ibj.com/articles/64283-train-museum-plans-federal-suit-alleging-government-interference>

Chicago – The Chicago-based Midwest High Speed Rail Association has a new logo and a new website. Interested persons are encouraged to open the "new website" hyperlink below:

Break out the champagne! We're proud to unveil our [new website](#) and new logo.

The Midwest High Speed Rail Association is dedicated to

bringing fast, frequent and reliable trains to our region. Our new site lays out:

Why the Midwest needs fast trains,
What makes high-speed rail successful, and
What we're doing to make a regional high-speed network a reality.

[Read on to learn more about the new site, our thoughts on Mayor Emanuel's latest O'Hare express train plan, and other passenger rail news you need to know. >>](#)

Carbondale, Illinois – Railroad passengers who travel to Carbondale in August can experience a total solar eclipse on August 21 without driving, while also saving 30 percent on trips aboard the Illini or Saluki trains between Aug. 16 and 22.

On Aug. 21, North America will experience its first coast-to-coast total solar eclipse in nearly a century. The eclipse will move across the continent at a speed greater than 930 mph and stretch from Oregon to South Carolina. It will have the longest duration near Carbondale, where it is expected to last for 2 minutes and 38 seconds. Viewers will want to be at the prime viewing destination no later than noon CDT that Monday. For more information, see the posting at blog.Amtrak.com.

Indianapolis – Support for double-tracking the South Shore line in Northwest Indiana came from the Indiana Chamber.

"The emphasis in Indiana's most recent legislative session was on road funding (and deservedly so), but there's another transportation-related bill that could have a significant impact on connectivity and economic development in northwest Indiana," says the Indiana Chamber.

"The Indiana Chamber actively supported House Bill 1144, authored by Rep. Hal Slager (R-Scherville), which sets the stage for double tracking the South Shore Rail Line to improve commuter rail connectivity.

"Expansion and improvements will result in more frequent service, reduced delays and improved travel times - all of which could enhance the economic momentum in the Region. For details on HB1144 and other important work by the Chamber this legislative session, please see the link below."

[2017 Final Legislative Report](#)

Canada – An *All Aboard Indiana* reader, David Thomas of Dallas, recommends riding the Rocky Mountaineer to enjoy spectacular scenery. Right click on the link below and open the hyperlink.

<https://www.theguardian.com/rocky-mountaineer-discover-the-canadian-rockies/gallery/2017/may/24/why-a-train-trip-through-the-canadian-rockies-is-one-of-the-worlds-great-journeys>

Former Delta Executive Named Amtrak President

WASHINGTON – Amtrak announced that it has named Richard Anderson, a 25-year veteran of the aviation industry, as its next president and chief executive officer. Anderson, former chief executive officer of both Delta and Northwest Airlines, began his role on July 12.



Photo via Amtrak

To ensure a smooth transition, Anderson will serve in a co-CEO capacity with current CEO Wick Moorman through Dec. 31, 2017, at which time Moorman will become an advisor to the company. Moorman joined Amtrak in September 2016 as a transitional CEO tasked with improving the company's operations, streamlining the organizational structure, and helping recruit his successor.

"Richard brings to Amtrak his experience running one of the largest global commercial air carriers. The board believes he is the right leader at the right time to drive the quality of customer service that our passengers, partners and stakeholders expect and deserve while continuing our path towards operational and financial excellence," said Amtrak Chairman of the Board Tony Coscia.

"The board also appreciates all that Wick continues to do to improve Amtrak's safety culture and strengthen our operating performance, including the important renewal work at New York Penn Station."

Anderson, 62, most recently was executive chairman of the Delta Air Lines board of directors after serving as the airline's CEO from 2007 to 2016. He was executive vice president at United Healthcare from 2004 to 2007 and CEO of Northwest Airlines from 2001 to 2004, which later merged with Delta. Anderson also served in the legal division at Continental Airlines and was a former county prosecutor.

"It is an honor to join Amtrak at a time when passenger rail service is growing in importance in America. I look forward to working alongside Amtrak's dedicated employees to continue the improvements begun by Wick," said Anderson.

"Amtrak is a great company today, and I'm excited about using my experience and working with the board to make it even better. I'm passionate about building strong businesses that create the best travel experience possible for customers."

"Richard is a best-in-class industry leader and isn't afraid to face challenges head-on. He has helped companies navigate

bankruptcy, a recession, mergers and acquisitions, and 9/11," said Moorman. "He's a leader with the strategic vision and tactical experience necessary to run a railroad that benefits our customers, partners and stakeholders nationwide."

Anderson earned a Bachelor of Arts degree at the University of Houston at Clear Lake City and a Juris Doctorate at South Texas College of Law. He is a native of Galveston, TX, where his father worked for the Atchison Topeka and Santa Fe Railway.

Anderson was named Aviation Week's Person of the Year in 2015. In 2014, he was recognized as one of the World's Best CEOs by Barron's magazine and was ranked among the Top 25 Most Influential Industry Executives by Business Travel News. In 2013, he was recognized in Fortune Magazine's Top People in Business list.

Midwest Rail Plan Study Reviewed in Chicago

By Steve Coxhead

The Michigan Association of Rail Passengers (MARP) held a special meeting in Chicago Union Station, on 5/13/17. Featured presentations included a status report on the FRA sponsored Midwest Regional Rail Planning Study, and an update on the next generation passenger rail equipment being developed by Siemens. Invitations were sent to All Aboard Wisconsin, the Wisconsin Association of Railroad Passengers, the Indiana Passenger Rail Alliance, the Northeast Indiana Passenger Rail Association, All Aboard Ohio, the Ohio Passenger Rail Association and All Aboard Minnesota.

Ms. Laura Kliewer, of the Midwest Interstate Rail Passenger Commission (MIPRC) presented an overview of the role of MIPRC, and the Midwest Regional Rail Planning Study.

Originally enacted in 2000, nine Midwestern states are members through compact legislation. Indiana is a member, as are Illinois and Michigan. The purposes of the MIPRC are to promote, coordinate, and support passenger rail service (*cont'd*)

MIPRC
Midwest Interstate
Passenger Rail
Commission
MARP Meeting
May 13, 2017

The Midwest's regional rail plan will build on the **Midwest Regional Rail Initiative**, and help the region and FRA determine the priorities, studies and investment needed to advance projects within a multi-state network.



(“Midwest Rail Plan Study” continued from page 6)
improvements. Technical rail staff from department of transportation (DOTs) in the nine states have been working together since 1996 to develop and implement the Midwest Regional Rail Initiative (MWRRI) plan. Again, Indiana is included in this group as well as Illinois and Michigan.

The MIPRC has taken a primary role in advocating for the federal government to develop an enduring collaboration with states for passenger rail development similar to the partnership it has with states for other modes of transportation.

In 2012, the MIPRC approached the FRA about holding a series of FRA- led workshops which would help identify the governance structure the Midwest would need to plan and move forward with regional passenger rail development, and to begin the next phase of regional planning and oversight. In 2015, the MIPRC received word that the Midwest and Southeast had been chosen for FRA led multistate planning projects.

The goal of the Midwest Regional Rail Planning Study is to produce a 40-year framework for the Midwest intercity passenger rail network, including a prioritization of corridors and investment project, a governance structure, and a funding strategy. Lead stakeholders include the Midwestern state DOT's and MIPRC. Supporting stakeholders include 30 other entities, including Amtrak, ELPC, MWHSRA and NARP.

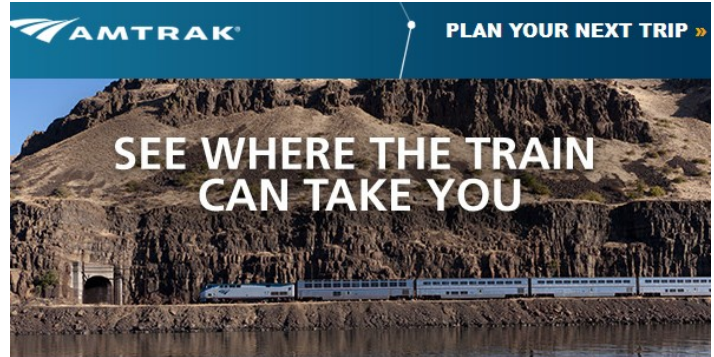
Mr. Martin Bloedt, of Siemens, presented an update on the next generation Charger locomotives being built in their Sacramento, California, factory for a consortium consisting of the states of Illinois, Michigan and Missouri. Unfortunately, Indiana was not a part of this project.

Between FFY 2009 and FFY 2011, Congress appropriated more than \$10 billion to states for passenger rail capital improvements and planning. Under the High Speed Intercity Passenger Rail (HSIPR) program, the Midwest was awarded \$2.5 billion. A \$268 million FRA grant was awarded to the Midwest to replace aging locomotives and railcars with modern equipment capable of high speed operations along eight state supported routes in the region.

A joint effort of California, Illinois, Michigan and Missouri led



Siemens Charger locomotives are being made for the Midwest.



Summer is here—now is the time to book and save

When you [book at least 14 days in advance](#), you'll save 20% on a wide variety of Amtrak® destinations. Whether you're headed to the sandy beaches of California, planning to catch some rays in Miami or taking a trip to a destination in between, these Saver Fares are just what summer was made for.

[BOOK TODAY](#)

KIDS CAN RIDE EVERY DAY FOR 50% OFF

Terms and conditions apply

to an award to Nippon Sharyo, USA, for rail cars, with delivery expected to start in 2020.

A joint effort of Illinois, California, Washington, Michigan, Missouri and Wisconsin led to an award to Siemens Rail Systems USA, for locomotives. Testing of completed locomotives is ongoing, and delivery schedules are being developed.

Status of the Charger locomotives is as follows:

- Tier 4 EPA certified since March 2016
- Type and acceptance testing completed at TTCI in Pueblo and on the Northeast Corridor
- High speed tests completed at TTCI and on the Northeast Corridor, reached up to 135 mph. 125 mph FRA certification received.
- 500 mile burn in tests taking place at TTCI Pueblo
- Pre-revenue service tests completed in Washington, Oregon and California
- In the Midwest, seven out of eight alignments have been tested, with last test scheduled for May 16th.
- Production is progressing well with 40 locos through final assembly and 59 through car shell production
- Start of revenue service in California planned for May 2017

Indiana is not part of the group of states receiving Charger locomotives. However, if one is in NW Indiana, it might be possible to catch a glimpse of them as they transit from Chicago to Michigan, as they are put to work supporting Michigan service.

(continued)

("Midwest Rail Plan Study" continued from page 7) This writer leaves the reader with a question to mull over. Would it make sense for Indiana to acquire rail equipment, so as not to be entirely dependent upon what Amtrak might, or might not, have available out of its existing fleet? IPRA invites the reader to comment! Send your thoughts to <info@indianahighspeedrail.org>.

Escape to Wisconsin by Train; State Fair Begins August 3

By Bill Malcolm*

There is no finer summer vacation spot in the Midwest than Wisconsin. How do I know? I grew up in Madison and am a frequent visitor. Bring your bike if you drive. Madison and Milwaukee are a short hop beyond Chicago.

I took the Amtrak *Hoosier State* to Chicago then hopped on the *Hiawatha* train to Milwaukee then onto Madison via the Badger Bus.

Getting to Milwaukee by train in half the fun

The *Hiawatha* Train runs 8 times a day between Chicago and Milwaukee. It takes 90 minutes and makes only 3 stops including the Milwaukee Airport. It goes 79 mph and travels only on CP and Metra tracks. Compare that with our Indy to Chicago service.

Best of all it goes to the Inter Modal which is a combined bus rail facility. It is a model for our Indy to Chicago service to aspire to.

The Badger Bus runs 8 times a day between Milwaukee and Madison and only takes 90 minutes. Amtrak will even sell you a ticket if you use the train for part of your journey. They will also sell you a ticket on the VanGelder Bus to Madison from Chicago's Union station if you use Amtrak for part of your journey. I prefer going to Milwaukee to avoid the lengthy bus ride.

Madison - 60 square miles surrounded by reality

You can bike everywhere while in Madison. We liked the UW Lakeshore Trail which takes you direct to Picnic Point which jets out into Lake Mendota. Grab a brat and Lake Louie IPA microbrew at the UW Memorial Union Terrace



after your ride. They also have corn on the cob and even veggie brats.

Don't forget to try some Wisconsin cheese at Fromagination on the Capitol Square where you can sample the state's signature cheeses. They also have sandwiches and you can enjoy your cheese or sandwich outside.

The Capitol Square downtown is hopping all summer. The Farmers Market runs Saturdays until 1 pm. Wednesday nights feature concerts. Nearby Law Park has a free water ski show every Sunday at 6pm.

You can rent a canoe at Wingra Park on Lake Wingra or at Brittingham Boats on Lake Monona Bay.

My friend and I locked our bikes to tour the free Wingra Zoo. They have a great cafe which features burgers and salads. Don't miss the baby lion cubs.

Architecture lovers will love the Frank Lloyd Wright Monona Terrace Convention Center just off the Capitol Square. If you have time, Spring Green is 37 miles west on Highway 14 and features Wright's Taliesin home.

Just south of Madison is the Swiss Village of New Glarus. Enjoy a bike ride on the Sugar River Trail and then have some fondue at the New Glarus Hotel. Brenda's Blumenladen in New Glarus is also worth a visit to pick up a souvenir.

Bike rentals include the B Cycles which are everywhere although some bike shops feature better deals on daily rentals.

Lodging options include The Edgewater overlooking Lake Mendota. The Hilton (which overlooks Lake Monona) is also nice. The Best Western on the Square is another option (the Park Hotel) as is the Concourse. Bargain lovers might stay on the West Side including at the Radisson or AmericInn.

For more vacation ideas and activities, pick up (or read on line) The Isthmus.

VisitMadison.com is another resource. (continued)



Wisconsin State Fair website photo

("Escape to Wisconsin by Train" continued from page 8)
Milwaukee bucket list

While in Wisconsin, stop off in Milwaukee. The State Fair runs August 3-13. The city has a lot to offer including the Milwaukee Art Museum along Lake Michigan. The Milwaukee Public Market is another must. You will find many of the bars in the historic Third Ward. Bike rentals, called Bubblers (which is what they call their water fountains) are everywhere in Milwaukee. The new Inter-Modal Station is nearby and features the city bus, the regional buses, Amtrak, and more. It also has a cafe and a gift shop. (Compare this with Indy's bus rail station.)

Read the weekly Shepherd's Express for more ideas.

Other Wisconsin vacation ideas

Take the *Empire Builder* from Chicago to the Wisconsin Dells, a popular tourist destination. It continues onto La Crosse, another nice town situated along the bluffs of the beautiful Mississippi River. Note you cannot take the *Empire Builder* from Chicago to Milwaukee only.

Door County which is a Peninsula between Green Bay and Lake Michigan is a favorite destination. Amtrak has connecting bus service to Green Bay from Milwaukee.

The shore along Lake Superior is very beautiful and features the Apostle Islands. You can catch a bus to Duluth-Superior from the Twin Cities if you take the *Empire Builder*.

The lake country in northern Wisconsin (Minoqua and Rhinelander) and nearby Upper Peninsula of Michigan (including Porcupine Mountain State Park) is another option. These areas typically aren't as hot and humid as the rest of the Midwest.

So, there is more to Wisconsin than beer, brats, and cheese curds. And it is not as hot as Indiana plus you can cool off in the many lakes.

*Bill Malcolm is a Madison native. He just celebrated his 100th column, Round the Ripple, in the Broad Ripple Gazette. Bill also writes for The Midwest Eagle.

He welcomes feedback and travel story ideas. All or part of this column may appear in these or other publications.

Contributors

Dallas AAI reader – David Thomas
 Indiana Passenger Rail Alliance – Steve Coxhead, Bob Garity, Bill Malcolm
 Midwest High Speed Rail Association – Staff

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

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.