

Bob Stewart Tennessee Rail Advocate Favors Hourly Train Service Between Indy and Chicago

By Donald Yehle

Bob Stewart, immediate past chair of the National Association of Railroad Passengers (NARP), doesn't believe in "sitting at home and doing nothing." His wife, Virginia; three children, and 10 grandchildren would agree with that statement.

So, anyone who has ever heard the Franklin, Tennessee resident speak has heard him share about his 16 C's of passenger rail. (See adjacent story—page 3—to learn about Stewart's 16 C's -- care, cheer, choices, classy, clean, climate, clock, comfort, communication, condition, connections, control, consist, convenient, cost, and crew.)

Indiana Passenger Rail Alliance (IPRA) members would also strongly agree with the former chemical industry sales and marketing executive who thinks it's crazy that there's not commuter train service every hour connecting Indianapolis with Chicago – just 196 miles apart. (The *Hoosier State* and the *Cardinal* jointly share responsibility for this route – once each way every day.)

Leadership by and from governors, mayors and other stakeholders can help increase the frequency on any rail corridor of 750 miles or less, Stewart says. (Under the Federal Passenger Rail Improvement and Investment Act of 2008, individual states are responsible for the operations and operating costs of rail lines of this length.)

Multiple daily frequencies are offered elsewhere in the Midwest.

Amtrak's *Hiawatha* covers the 86 miles between Milwaukee and Chicago both directions six times a day.

Amtrak's *Wolverine* covers the 281 miles between Detroit and Chicago, both directions, three times daily – at 110 miles per hour much of the time, Stewart reminds Hoosiers.

Amtrak's *Saluki*, *Illini*, and the *City of New Orleans* combine to provide morning, late afternoon, and early evening passenger service both directions daily over the 309 miles between Chicago and Carbondale.

Amtrak's *Lincoln Service* connects Chicago with St. Louis – 284 miles --both directions, (continued)



Bob Stewart, Past Chair, NARP

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(*"Tennessee Rail Advocate Favors Hourly Service..." continued from page 1*) four times daily.

Amtrak's **Missouri River Runner** travels between Kansas City and St. Louis – 270 miles – in the morning and the afternoon every day, both directions.

Stewart's message to IPRA members is simple. Ask leaders to say, "I think it's a good idea to have trains."

At the national level, Congress will listen to constituents. "Train advocates need to contact (email or phone) decision-makers about the need for dedicated funding for passenger rail, among other subjects," he says.

Americans want and need an alternative to flying and driving. "Our challenge is not the public, it's the politicians," Stewart continues.

The Pew Research Center has America's population increasing more than 100 million people by 2050. "How will this increased population get around?" asks the long-time passenger rail advocate. And 173 million Americans live within 25 miles of a long-distance Amtrak station—a tremendous potential ridership on existing routes.

Stewart encourages rail advocates to consider the importance of "city pairs" when evaluating the value of passenger rail. "We want high passenger counts between Indianapolis and Chicago on both the *Hoosier State* and the *Cardinal*. We also recognize passengers want to just travel between Indianapolis and Crawfordville; Lafayette and Chicago, and Rensselaer and Lafayette, as examples," Stewart says.

There was a time in America that trains could have helped evacuate tens of thousands of people from Florida before Hurricane Irma struck the Sunshine State. Not so today.

"Sadly, Amtrak doesn't have the equipment, the ability to mobilize, or enough routes to make a difference in these crises," says the 47-year NARP member.

Passenger rail service on the **Sunset Limited** from New Orleans to Florida needs to be resumed. This would increase from three to four the number of Amtrak trains operating in Florida. (Presently, only the **Silver Star**, the **Silver Meteor**, and the **Auto Train** cross the Georgia border into Florida; no trains travel into Florida from neighboring Alabama, Stewart continues.)

The *Sunset Limited* service isn't cancelled; it's been suspended since Hurricane Katrina washed out the tracks leading from New Orleans into Florida. The coalition working toward the service's resumption needs encouragement as they answer questions about the preferred route, infra-

structure, costs, and funding concerns, Stewart says.

Privately-funded trains under construction in Southeast Florida (the Brightline) and being planned for Texas – connecting Houston with Dallas – are very positive rail projects for America, he adds.

A resident of the Nashville suburb of Franklin since 2013 and Fort Myers, Florida, for 11 years before that, Stewart finds a way to travel by train whenever possible. "If I'm not in a hurry, I'll fly to Chicago to connect with my favorite trains such as the *Empire Builder*, *Coast Starlight*, or the *Adirondack*," he says.

Living near six grandchildren is a higher priority for Stewart than living next to a train station. Fortunately, three passenger rail stations (Atlanta, Birmingham, and Memphis) are also within driving distance for Bob and his wife.

Bob's fondness for trains started early in life -- when his father commuted by train from Mountain Lakes, New Jersey, into the Big Apple. He never seriously considered working in passenger rail as it was in a state of decline when he was graduating from Baldwin-Wallace College in Ohio. Instead, Stewart first joined Proctor & Gamble and then Atlantic Richfield (now British Petroleum). And like his father, he frequently rode commuter trains as his career took him to Pennsylvania, New Jersey, Ohio, and Massachusetts, plus an assignment in Hong Kong.

Along with his wife, Bob has traveled to 72 countries and 50 states. The couple has seen America and the world from passenger train windows. "We like to meet new people and we like adventure," he says.

As has been his trademark throughout life, Bob's passenger rail focus centers on building relationships and educating the public about train travel. "Building relationships is how you learn and how to get things accomplished," Stewart says.

On a recent train trip, he learned a business executive takes the train from Charleston, South Carolina, to Washington, D.C., twice a month. The individual saves appropriately \$800 a month in transportation expenses by taking trains versus flying. There's also a savings of 4 to 4 and 1/2 hours each trip in waiting time at airports. "Speed isn't everything – and you can eat, sleep, and work on the train," Stewart reminds people.

As NARP's chair from 2010 to 2016, Stewart understands the group's objective is to educate. "Our non-profit has no authority to bring about change in passenger rail.

"We want to keep the doors open with Amtrak's leadership so we can better understand their decisions and share our concerns. We want to be professional. We don't want (*continued*)

("Tennessee Rail Advocate Favors Hourly Service..." continued from page 2) to attack. We want to make a difference for the traveling public," Stewart says.

Locally in Tennessee, Bob speaks about trains at meetings of the Middle Tennessee Transit Alliance Academy. Nashville has one commuter line and is the second largest city in the US without Amtrak service. He says Nashville needs train service to Louisville, Atlanta, Memphis and beyond.

NARP's 50th anniversary celebration is November 2-5. "The Chicago meeting is an important milestone for our organization that has faced challenges and seen changes in passenger rail funding, equipment, and ridership growth (to 30 million passengers).

"It's good for like-minded people to come together occasionally so you know you're not out there all alone. We can learn things from speakers and share good fellowship," he continues.

Come November, do not be surprised if Bob will remind fellow NARP members of the huge potential for rail ridership growth and the importance of national transportation planners devising a 20-year, comprehensive plan for air, highway, and rail travel.

One of Bob's favorite "elevator talks" is to explain that after World War II the Marshall Plan restored railroads in Europe and Douglas MacArthur rebuilt Japanese railroads while President Dwight Eisenhower brought America the interstate and defense highway system.

With nearly 40,000 killed on America's highways each year, he further asks "what if" those people had been on a train instead of a car. "We seem to unnecessarily accept fatalities on the highways while rail provides a much safer alternative," he says.

Bob says as Americans we can accomplish great things when committed to the cause and now is the time for great things in passenger rail.

Care, Cheerfulness, Choices, Classy Top Stewart's List to Better Rail

By Bob Stewart

Editor's Note: Like many rail advocates, Bob Stewart was first introduced to passenger rail by his father. Since early in his life, NARP's immediate past board chair has been formulating his opinion of what makes for excellent rail service. Listed below, are Bob's top 16 preferences. What are yours? All Aboard Indiana would be pleased to print your thoughts in future issues of our publication.

Care – For passengers by the crew

Cheerful – Crew

Choices – Fares, equipment, modes, schedules

Classy – Nice-looking equipment, inside and out

Clean – Cars, platforms, stations

Climate – Temperature in the station and on the train

Clock – On-time service

Comfort – Seats on trains, in stations, and on platforms

Communication – Good communication on the train, on the platform, on web sites and apps

Condition – Of equipment, keep up to high standards

Connections – Good with other modes of travel in terms of location and timing

Control – Good control over operations, good line of authority, and decision-making

Consist – Equipment used appropriate for operation (i.e. trains to airports needs luggage racks)

Convenient – Schedule

Cost – Of the ticket

Crew – Well-trained, enough and visible

Latest Developments with the Nickel Plate Heritage Railroad

By Logan Day

Surface Transportation Board Issues Decision

September 22, 2017 - The Surface Transportation Board ("STB") issued a decision in response to multiple requests for official action of the Board made by organizations and individuals, as well as Fishers, Noblesville, and Hamilton County (the "Owners"). The people and groups opposing the Owners' efforts requested - among many things - an extension of time to submit comments, a field hearing in

Citizens are dedicated to preserving the Nickel Plate for future generations to enjoy.

Indianapolis, abeyance of the STB case until legal proceedings have concluded, denial of the Owners' petition and rebuttal, and a request from the Owners to deny all of the public's requests while closing the case. Most noteworthy is the Owners' suggestion that the "Board should summarily disregard" all filings by Save the Nickel Plate, Inc. (STNKP), Brian Landress, and the Indiana Transportation Museum ("ITM").

Thankfully, the STB recognized the unusually high amount of participation in what was presented - by the (cont'd)



("Latest Developments with the Nickel Plate..." continued from page 3) Owners - as a relatively innocuous filing. The arguments submitted by the public carried enough weight with the STB that they granted extension of time for public participation and acknowledged that they will accept all previously filings into the official record. The STB will accept further submissions to the filing through October 12, 2017

All filings are viewable in chronological order by visiting: <https://goo.gl/71PT5m>

Public Input Abounds

September 25, 2017 - At press time, a combination of 53 organizations and individuals have commented in opposition to the proposed railbanking of the Nickel Plate railroad line. There have been NO comments filed in support of the railbanking efforts. The Nickel Plate controversy has become quite contentious within the local, regional, and national community.

STNKP has filed three submissions, totaling over 700 pages of combined comments and evidence, demonstrating the public support for preserving the rail as well as the disingenuous actions of the Owners throughout the process. Some of the documents included government emails containing "anti-train" content, rail inspection reports, and scanned images of the nearly 9,000 petition signatures.

September 13, 2017 - The Hamilton County Council acknowledged, during a regular meeting, that "the majority of [them] did not like" the Nickel Plate trail plan nor did they have any foreknowledge of the trail plan announcement. (video: <https://goo.gl/e5uyPk>) This video was submitted to the STB as additional evidence that the Owners were not being forthright or transparent about the trail planning process.

If you wish to submit a comment to the Surface Transportation Board regarding the Nickel Plate railroad, visit the following link and follow all of the instructions no later than October 12, 2017: <https://goo.gl/h58M7h>

Awareness Events

August 19, 2017 - STNKP held a rally outside of the Indiana State Fair during the last weekend. Impressions were made on thousands of fairgoers who - after seeing "Save Our Train" signs - were curious to know what train we are trying to save. Our many wonderful volunteers were able to hand out hundreds of information sheets and even record a video testimony from Joseph Wynns, a former Indianapolis Parks Director, stating his opinion that the Nickel Plate corridor can support and should be used to facilitate rails and trails.



The Nickel Plate Railroad is rife with historic gems like the Flagler Car that many citizens are eager to preserve.

September 16, 2017 - The ITM hosted a community day at their grounds in Forest Park, Noblesville. The event lasted from 10A-5P and included free caboose rides, free locomotive cab ride raffles every 30 minutes, live musical entertainment, STNKP information booth, food vendors, the historic Florida East Coast Railroad's No. 90 car (or "Flagler" car, named after its original owner and principal of Standard Oil Co., Henry Flagler) and much more. The event was a huge success and drew nearly 1,000 visitors to the park over the course of the day.

Upcoming

October 5, 2017 - STNKP will be hosting a live, online listening session for the public to engage us and ask questions about the issue. Join us at 7:30PM by tuning in to our Live Stream on YouTube (<https://goo.gl/QELhNZ>) or on our Facebook page.

The odds that we will be able to save this railroad seem to be very good - though it will not happen without continued strategy, persistence, and effort!

Connect with Save the Nickel Plate

Website: www.savethenickelplate.org

Facebook: www.facebook.com/savethenickelplate

Online Petition: www.change.org

Donations: www.savethenickelplate.org/donate

Muncie-Based Progress Rail Services Builds Passenger Rail Locomotives

By W. Dennis Hodges

Made in Indiana -- Well known for its freight rail locomotives, Progress Rail Services in Muncie, Indiana, now manufactures the EMD F 125 passenger locomotive, which can whisk travelers from Chicago to Cincinnati (via Indianapolis) and Columbus, Ohio (via Fort Wayne) and to Indianapolis (via Gary and Lafayette) and to Louisville, Kentucky (via Indianapolis), (cont)



("Muncie Based Progress Rail Services..." continued from page 4) at speeds up to 125 MPH.

As part of the Railway 2017 Interchange convention in Indianapolis, Indiana Passenger Rail Alliance vice president Dennis Hodges, was recently invited to tour the manufacturing facilities at Progress Rail Services. During the September 18 visit, Dennis, along with 20 guests and conventioners, were shown the progress of building the EMD F125 locomotive from its beginning stages to its completion.

Powered by a 4,700 horsepower Cat C175 engine, the EMD F125 is the first new US EPA Tier 4 high-speed locomotive to be sold worldwide. The product also complies with the US Federal Transit Authority's Buy America regulations.

Progress Rail delivered, in 2016, the first of 40 sleek-designed EMD F125 passenger locomotives to the Southern California Regional Rail Authority for use on the authority's commuter rail line, Metrolink. The new diesel-electric locomotives are the first of 40 - 125 MPH passenger locomotives to be sold to Metrolink. The high-speed product is also being delivered to passenger railroad clients in countries around the world.

The company's EMD division has served the transit rail industry since 1924. The new fuel-efficient EMD F125 locomotive is one of the company's first entries into the high-speed passenger rail business. That product is equipped with trucks or bogies (train wheels) that are manufactured by Progress Rail to meet high-speed travel capabilities.

While at the Muncie facility, Dennis also enjoyed touring the company's Visitor Center, which offers clients a history of the company dating back to 1924. The center also displays a wide array of the products manufactured at this site, and provides a video overview of each of Progress Rail products.

While visiting the center, Dennis was impressed by a three-dimensional (3-D) simulator and marketing tool, which gives clients an actual feel of what it is like being in the engineer's seat of its locomotives. This tool is also used to identify any problem that the locomotive may have, prior to delivery, and to correct those problems before the locomotive is delivered

to the Progress Rail customer.

Progress Rail Services Corporation is a wholly owned subsidiary of Caterpillar Inc., and is one of the world's largest supplier of railroad and transit products. Headquartered in Albertville, Alabama, the company enjoys a global network of 200 locations, and employs over 8,000 people. For more information, visit www.progressrail.com

Kalamazoo Conference Explores Future of Freight, Passenger Rail in Midwest

By Phillip Streby

The first offering of the Midwest Rail Conference (MRC) gathered well over 200 participants from the rail industry. Passenger and freight interests, rail shippers, rail passengers, engineering students, and others who are interested promoting and supporting the use of rail transportation in the Midwestern states were included. The MRC was an outgrowth of the Michigan Rail Conferences that have been held annually since 2013.

This year's theme, "Midwest Connections: Passenger and Freight Rail Look to the Future", was presented August 15-17, 2017, in Kalamazoo by Michigan Technological University's team headed by Dave Nelson (rail@mtu.edu). Following a breakfast and registration, the technical program of the conference began at 8 a.m. with a welcome from Michigan Senator Margaret O'Brian speaking about the importance of transportation, particularly rail, to Michigan commerce.

"Changes Facing the Rail Industry" – moderated by Nick Little, director of Railway Education at Michigan State University – was the first of two large group discussions. Three panelists spoke about those changes in terms of "Threats and Opportunities."

"State DOT Rail Programs Overview" – moderated by Tim Hoeffner, rail director of the Michigan Department of Transportation – was the second of two large group discussions. Katie England, director of Multimodal Planning and Programs at the Indiana Department of Transportation (INDOT), was one of three panelists for this large group discussion.

Railroad Crossing Safety, Hoosier State Highlighted

England said there were two big wins for rail in Indiana's recent legislative session. In a state where roads and bridges receive lots of attention (and money), Amtrak's *Hoosier* (cont)



(*"Kalamazoo Conference Explores Future..." continued from page 5*) **State** is now a line item (number) in Indiana's biennial budget for the first time. The Rail Crossing Remediation Program was rail's second big win in the Hoosier State. This program allows INDOT to seek bonding authority from the Indiana Financing Authority for any railroad which crosses a public road. Legal authority to borrow money to improve public railroad crossings is allowed, she emphasized.

Nine smaller, break-out sessions followed the two large group discussions. Those topics were:

- Shipper Concerns
- High(er) Speed Rail
- Property Risk and Management
- Future of Freight
- Urban Rail
- Grade Crossing Issues
- Short Line Panel
- Inter-City Services
- Creating a Resilient Railroad

Changes Facing the Rail Industry Includes Threats and Opportunities

Kirk Steudle, director, Michigan Department of Transportation said public/private partnerships (PPP) are an innovative funding method for rail. PPPs aren't a substitute for money, as revenue streams must still be identified. Joint benefits mean joint commitments for PPPs, he said.

A new Federal executive order making the Office of Management and Budget (OMB) responsible for monitoring, enforcing, and shortening the environmental review process to no more than two years is another change. A "Council on Environmental Quality" is now charged with providing a single decision when federal agencies draw different conclusions on proposals, Steudle continued.

Tim Stafford, associate general counsel, Association of American Railroads addressed internal and external competition for railroads. Government regulations -- especially from the Surface Transportation Board -- was part of Stafford's remarks. Wayside detector systems, positive train controls, autonomous vehicles, and safety were technological subjects he reviewed.

Stafford further said the ebbs and flows of rail traffic is related to regulation and trade. The industry uses technology to provide safer and more efficient operations. America's railroads continue to adapt to changing economic conditions and changing technology, he concluded.

DEB MILLER, CURRENT MEMBER AND FORMER CHAIR, SURFACE TRANSPORTATION BOARD (STB) explained that regulatory reforms must be based on need and the benefits of reforms must outweigh their costs. The STB was portrayed as multi-faceted, with responsibility for mediating disputes, collecting data, licensing, and making rules.

New Rail Spurs, New Manufacturing Plants, "Right" Spending of Transportation Dollars

Matt Dietrich, executive director, Ohio Rail Development Commission, said rail's future depends on long-lasting, strategic projects such as "new spurs." While not a "big ribbon-cutting event," spurs are new infrastructure. They're part of the immense economic development spending taking place in Ohio.

Dave Simon, chief of rail and harbors, Wisconsin Department of Transportation, announced transportation projects resulting from two companies opening manufacturing facilities in Wisconsin. A Chinese firm needs transportation for its major, \$10 billion factory in SE Wisconsin which will build flat-panel display screens. Owens-Corning also needs interstate highway connections, airport capacity, and passenger and freight connections to its new facility.

Beth McCluskey, director of Multimodal Planning and Programs, Illinois Department of Transportation, faces the challenge of spending down Federal transportation monies previously received for rail projects already underway. **State taxpayers want these transportation dollars spent on transportation projects only. Rail projects aren't to be paid from the state's general funds nor should federal transportation dollars be diverted to other uses.**

The November and December issues of *All Aboard Indiana* issues will provide additional coverage from the Midwest Rail Conference.

Multi-Modal Thinking, Partnerships Needed by Transportation Planners

By Donald Yehle

Kalamazoo – Think Multi-Modal. That was one message delivered in August at the Michigan Rail Conference by heads of State Department of Transportations. Transportation plans within states and within regions (i.e. Midwest) must (*cont'd*)

("Multi-Modal Thinking, Partnerships Needed..." continued from page 6) be integrated, officials said.

In Ohio, for example, a transportation executive said you can't build highways to eliminate congestion. The Ohio Department of Transportation is looking at logistics to solve transportation concerns and is reminding customers there's a rail mode in the state's logistics chain, said Matt Dietrich, executive director at the Ohio Rail Development Commission.

Ohio approaches short lines from the standpoint of making product delivery more seamless and, at the same time, insuring that companies see rail in the supply chain. "Like the tide coming in, it's just a matter of time before the modes start blending in," Dietrich said.

The jobs and commerce section of Ohio's Department of Transportation assists with such transactions, he added.

Transportation planners must work to improve business relationships and build partnerships at many levels to find mobility solutions, several DOT officials said.

To work best with Federal agencies, people need to learn each organization's processes. Everyone must understand the complexities surrounding a (transportation) project as well as whose agency's processes are to be followed in a multi-modal project, conference participants were told.

Amtrak Launches Marketing Campaign Inviting Travelers to "Break the Travel Quo"

Nationwide Campaign Showcases the Benefits of Rail Travel, Including No Middle Seats

WASHINGTON – Traveling these days can be complicated with all the rules, restrictions, additional fees, and shrink-

ing leg room – but it doesn't have to be. Amtrak revealed in September an exciting new campaign, dubbed "Break the Travel Quo," that goes head-to-head against some of the most prevalent pain points of modern day travel and reminds consumers that riding with Amtrak is a far easier, more comfortable and convenient way to travel.

"Break the Travel Quo" takes a lighthearted approach to push against the realities of air and car travel that have become par for the course, juxtaposing commonplace scenarios against the comfort and convenience of Amtrak. Not only does Amtrak boast one of the most generous baggage policies in the travel industry – allowing passengers to bring up to four pieces of luggage for free – but the rail company also offers free Wi-Fi, the freedom to use phones and electronic devices at all times (no "airplane mode"), the ability to travel with small pets on many trains, large spacious seats with ample leg room, and no middle seat.

"We're excited about this campaign because it showcases what we know our customers love about rail travel: comfort, convenience and a premium experience," said President and co-CEO Richard Anderson.

Amtrak operates a nationwide rail network, serving more than 500 destinations in 46 states, and carries more than 30 million customers annually.

The integrated multi-platform campaign includes digital, radio and outdoor advertising, in addition to public relations and social media. The new campaign was created in coordination with Amtrak's advertising agency, FCB New York.

For additional information on "Break the Travel Quo" visit www.BreaktheTravelQuo.com.

CALL US TODAY! 1 (800) 268-7252

SEE WHERE THE TRAIN CAN TAKE YOU

WHAT IS AN AMTRAK VACATION?

AMTRAK®
Vacations

Riding the Rails

By Donald Yehle

WASHINGTON, D.C. -- The national rail network received a boost earlier this month when the U.S. House of Representatives passed a \$1.2-trillion bill, known as the Make America Secure and Prosperous Appropriations Act, to provide all discretionary funding for the federal government for the 2018 fiscal year. Within the omnibus package, a Transportation/Housing and Urban Development Appropriations (THUD) bill was one of 12 approved, and it would provide \$1.4 billion for Amtrak in 2018. Though this is a notable step, the Senate must now approve their own version of the bill.

Also in the Hotline, NARP gets ready to celebrate 50 years of advocacy at Rail Nation Chicago with **Richard Anderson, Amtrak President/CEO**, a featured speaker; Amtrak plans to close two stops and add one in the San Diego area; HART submits its recovery plan to the FTA for the Honolulu light-rail project and it's back to the drawing board for the light-rail project in Minneapolis.

Above information courtesy of the National Association of Railroad Passengers.

DETROIT -- The Midwest High Speed Rail Association participated in the latest gathering of the Midwest Regional Rail Plan. We're optimistic about this FRA-led process because it's evaluating opportunities for high-speed and conventional rail across the Midwest in a comprehensive network. Too often, planning studies focus narrowly on a single corridor or geography, missing the cumulative effects that an integrated, connected network offers.

The study's CONNECT model has broken the Midwest into sub-regions, each with many different route and network configurations connecting back to the region's hub in Chicago. The model evaluates the cost and benefits of different speeds and levels of rail service on each segment, from the relatively slow and infrequent service that is often considered normal today, to true high-speed rail with trains every hour traveling at more than 150 mph.

At this point, the study is starting to prioritize certain network and route configurations over others. For instance, the northwest sub-region is Chicago to the Twin Cities, plus intermediate destinations throughout Wisconsin and Minnesota. The model concluded the best route is via Milwaukee and Madison, possibly through Rochester, but not through Green Bay or Fond du Lac, which are instead connected by a spur service to Milwaukee. Importantly, the model determined the service must be truly high-speed, making the trip from Chicago to Minneapolis in about 3.5 hours, to be competitive with flying or driving and recoup

the most costs. This meshes with our basic assumptions about high-speed rail: it must be truly fast and frequent.

In some cases, the model produces less clear results about one route structure over another. This is where the human element comes into play, and stakeholder input is used to help make decisions the model can't. For instance, we were surprised to see the model recommend a slower, 4-hour service from Chicago to St. Louis, when true high-speed rail would make it only 2 hours. Midwest High Speed Rail Association will continue to be engaged with the FRA and other stakeholders to address concerns like this.



The meeting was held in Detroit, and included a presentation about the new QLINE streetcar. Downtown Detroit has definitely come to life

in the last five years. Throughout the day, even at night, there were people in the streets, enjoying the benefits of urban life. This success in the core bodes well for the rest of the city and region.

Naturally, what excites us the most is how rail transit is an integral part of Detroit's plan to grow. QLINE was funded primarily with private and philanthropic money. The businesses and foundations of Detroit felt a streetcar was a good investment for their city, and went all-in on it. Instead of simply laying rails down, the streetcar partnered with the city to do a curb-to-curb rebuild of Woodward Avenue along the 3-mile route: new water and sewers, new electrical and fiber optic, even new street lights. Where the city was unable to fully fund certain parts, the streetcar stepped in. In many ways, it's a return to the privately-oriented models that originally built most of our nation's railroads and urban transit systems. It will be interesting to see how QLINE can be a model for other U.S. cities in the years to come.

Above story courtesy of the Midwest High Speed Rail Association.

NEW YORK CITY – In early September, Amtrak's new president and CEO, Richard Anderson, was interviewed on "CBS This Morning." Subjects discussed included "challenges of creating a high-speed rail, his goals for improving Amtrak's infrastructure and why privatization won't work." Click on the link below to hear his 7-minute and 15-second interview. <https://www.cbsnews.com/videos/amtrak-ceo-shares-long-term-vision-for-rail-system/>

Amtrak Ridership Mixed in July 2017

By Donald Yehle

Ridership on the *Hoosier State* was down 18.5 percent at 2,888 passengers in July 2017 versus a year ago. Meanwhile, the *Cardinal* showed a 10.2 percent gain to 12,459 passengers this July versus July 2016. The *Wolverine* saw a 31.8 spike in ridership for the same period – to 45,775 riders. Other Amtrak trains crossing through Indiana showed ridership decreases July 2017 over July 2016 – the *Capitol Limited* was off 5.7 percent to 24,004 passengers and the *Lakeshore Limited* was down 2.6 percent to 43,245 passengers.

Systemwide, July 2017 Amtrak ridership was 2.9 million (off 2 percent from July 2016). Overall July 2017 ridership on all state-supported routes (i.e. the *Hoosier State* and the *Wolverine*) was 1 percent behind July 2016. Long-distance ridership (i.e. the *Cardinal*, *Capitol Limited*, *Lakeshore Limited*) in July 2017 lagged less than 1 percent behind July 2016. Northeast Corridor ridership slipped 4 percent in July 2017 versus July 2016.

IPRA Writes Politicians Regarding Woes with CSX

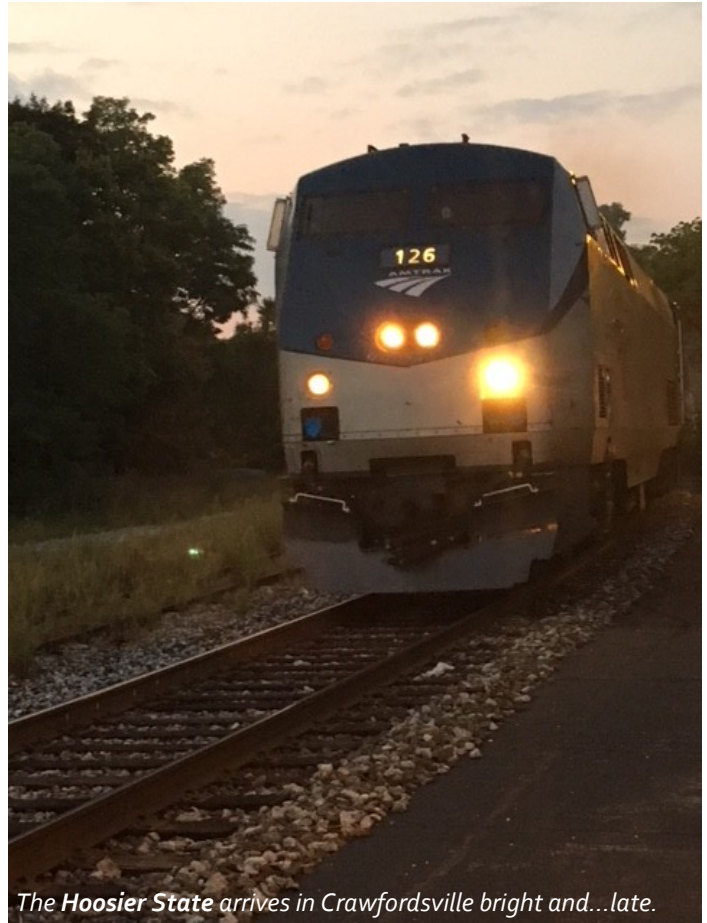
By Steve Coxhead

Nine U.S. Congressmen, Indiana's two U.S. Senators, and Indiana Governor Eric Holcomb all received a request from the Indiana Passenger Rail Alliance (IPRA) in September to "exert all possible efforts to assist in the resolution of this ongoing problem" of CSX's serious operational difficulties that are playing havoc with the schedules of Amtrak service in our state (the *Hoosier State* and the *Cardinal*), as well as severely disrupting freight service to numerous shippers.

While not being privy to the details of the ongoing changes at CSX, IPRA is aware that the railroad is aggressively rebuffing attempts by shippers, Amtrak, and the Surface Transportation Board (STB) to clarify the situation, Indiana's congressional delegation and governor were told in a letter.

IPRA board member Doug Yerkeson wrote fellow board members a telling story in September of what's happening on the rail corridor between Indianapolis and Chicago.

"Yesterday, my son and I made a roundtrip on the *Hoosier State* from Crawfordsville to Chicago to catch a Cubs game at Wrigley Field. Our trip on train 851 to Chicago was uneventful. While we left Crawfordsville 20 minutes late, we made up time and arrived in Chicago on time.



The Hoosier State arrives in Crawfordsville bright and...late.

"The return trip on train 850 provided an insight into the almost daily issues encountered by Amtrak on this line. Shortly after departing Chicago, the conductor informed me that we were going to experience a delay on CSX that evening.

"We arrived in Dyer on time. Before Rensselaer, at the Shelby siding, we were scheduled to meet northbound CSX freight train Q642 – a freight too long for the siding. In addition, southbound CSX Freight train Q643 also had to take the siding to wait for Q642. We were then going to follow Q642 all the way to Lafayette.

"In order to avoid additional delays, the Amtrak crews worked with the CSX dispatcher to "see saw" us around Q642 after Q643 passed us. As such, we arrived in Crawfordsville around 40 minutes late.

However, it could have been much worse.

"The bigger problem is that this freight train interference with Amtrak appears to happen frequently. I am not sure why CSX has scheduled these two freights so close to Amtrak on this portion of the line. I am sure that others have similar stories," Yerkeson said.

Contributors

Indiana Passenger Rail Alliance – Steve Coxhead, Dennis Hodges, Phillip Streby, Doug Yerkson

Midwest High Speed Rail Association – Staff

National Association of Railroad Passengers – Bob Stewart, Staff

Save the Nickel Plate – Logan Day

Discounts

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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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