

## Bridge Washout Forces *Cardinal* To Terminate in Indianapolis EARLY!

By **Bill Malcolm**, Board Member, Indiana Passenger Rail Alliance

On Tuesday, June 5, 2018 the *Cardinal* Train 50 travelled from Chicago to Indianapolis *only*. Passengers going on to Cincinnati, OH and Huntington, WV had to take a bus, and service beyond Huntington was suspended. The train had only 4 cars and very few passengers. There was a business class car which also had a cafe but no dining service and no sleepers. Amtrak conductors said there were two bridges out (one apparently in Virginia). However, unlike my recent trips, there were no delays or mechanicals. In fact, we were a half hour early into Lafayette which allowed for a special smoke break. We arrived at Crawfordsville at 10:18 PM and Indianapolis an hour later. Four hours to Indy from Chicago instead of the usual five. I had taken MegaBus on the way up to Chicago. While the departure time was convenient, the bus was cramped and not conducive to working or much of anything else. The crowded I-65 corridor is a pain — full of construction and lots of truck traffic. In short, a rail trip from Chicago was much more pleasant and the scenery is easier on the eye than I-65.

TIME	TRAIN	NAME	DESTINATION
5:00P	B4	Van Galder Bus	Madison
5:08P	339	Hiawatha	Milwaukee
5:15P	305	Lincoln Service	St. Louis
5:45P	50	Cardinal	Indianapolis
5:50P	354	Wolverine	Pontiac
5:55P	383	Illinois Zephyr	Quincy
6:00P	B5	Van Galder Bus	Madison
6:30P	370	Pere Marquette	Grand Rapids
6:40P	30	Capitol Limited	Washington
7:00P	307	Lincoln Service	St. Louis

AMTRAK COACH CHECK-IN & GENERAL BOARDING  
DAILY 12 NOON TO 8:00 P.M. EXCEPT HIA  
BUSINESS CLASS & SLEEPING CAR CUSTOMERS  
BOARD FROM THE METROPOLITAN LOUNGE NEAR T  
SEE AMTRAK AGENTS FOR STATION & ON-BOAR  
AMTRAK GATES ARE CLOSED & LOCKED 5 MIN BEF  
AMTRAK Departures



Top: Here's something you won't see every day — the *Cardinal* terminating in Indy - June 5, 2018

Bottom: Enjoying the scenery while on the *Cardinal*, like this sunset

## Dinner in the Amtrak Diner + A Daytrip to Chicago!

By **Douglas Yerkeson**, Board Member, Indiana Passenger Rail Alliance

Before Amtrak downgraded food service on the *Lake Shore Limited* and the *Capitol Limited* in June 2018, my wife **Michelle**, daughter **Alyssa**, friend **Larry** and I decided to enjoy traditional dining car service by making a day trip to Chicago. On the morning of Saturday, May 19, 2018 we boarded the *Lake Shore Limited* in Waterloo, Indiana. (continued)

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("Dinner in the Amtrak Diner..." continued from page 1) We found the Waterloo station to be clean and well patronized. I enjoyed chatting with a city employee staffing the station that morning, and we were kept informed by the automated train status boards. After settling into our business class seats, we enjoyed a hot breakfast in the dining car. We all enjoyed made to order French toast served by an attendant with 25 years of service with Amtrak. He was surprised by the decision to remove the diner from the *Lake Shore Limited* and, as a result, planned to leave Amtrak for other employment.



Waterloo, Indiana Amtrak Station  
on May 19, 2018

food cake). Michelle ordered the Thyme Roasted chicken breast, and Alyssa had the Butternut Squash Risotto. For dessert we enjoyed the chocolate raspberry tart. About 90 minutes after finishing a most enjoyable meal with family and friends in the dining car, we arrived at the Waterloo station.

One of the greatest pleasures of train travel is enjoying a meal with fellow passengers in the dining car. It is hoped that this tradition will not become a casualty of short-sighted cost cutting measures. Thanks to all of the Amtrak dining car employees that over the decades have provided excellent service and unique experiences to passengers on the *Lake Shore Limited* and the *Capitol Limited*.

## Update from Save the Nickel Plate

By Logan J. Day, Principal & CEO, Navigrade Consulting



After nearly 10 months of delay, the Surface Transportation Board (STB) finally published a decision on May 31, 2018, allowing Fishers, Noblesville, and Hamilton County ("Owners") to pursue *railbanking* of the Nickel Plate railroad corridor.

While this has effectively brought the community grassroots effort to a grinding halt, members of the Save The Nickel Plate (STNP) organization remain hopeful that the rails will be saved. The recent STB decision grants permission for the Owners to pursue railbanking and interim trail use on the corridor, but also leaves the door open for revival of revenue freight and passenger rail service.

On June 11, 2018, US Rail Holdings submitted a motion for a preliminary injunction - to prevent the owners from removing any rails - and a second motion for clarification as to how they may purchase the railroad line. During STB abandonment proceedings, third-party entities may submit an offer of financial Assistance ("OFA") to subsidize existing railroad operations or to purchase the railroad outright for scrap value. In other cases, third-party railroads may also petition for the forced sale of a railroad. This forced sale is sanctioned and guided by the STB under provisions of the Feeder Line Railroad Development Program when a third-party railroad can show that the current owner is not satisfying the public convenience and necessity. US Rail Holdings has sought for a ruling clarifying which method of purchase the STB would consider to be appropriate in this situation. With the interest (*continued*)



Two great meals: *Signature Railroad French Toast* on the *Lake Shore Limited* and *Land & Sea* on the *Capitol Limited*

After arriving in Chicago, we took the CTA brown line train to the Lincoln Park Zoo, then the CTA 151 bus to the Art Institute. After an afternoon of sightseeing, we returned to Chicago Union Station and relaxed in the Metropolitan Lounge. After an on-time departure of the *Capitol Limited*, we had dinner in the dining car around 7:00 PM. Larry and I enjoyed the Land & Sea dinner (Black Angus flat iron steak and sea-

The author's daughter, Alyssa, is at the Chicago Loop El station Quincy (near Union Station)



(*"Updates from Save the Nickel Plate" continued from page 2*) and previous participation of businesses along the railroad, it is likely that the STB will make a ruling which allows the rails to remain in place and the railroad to once again provide revenue service to businesses and passenger along the line. All of our attention now is focused on the STB as they respond to the petitions of US Rail Holdings.

## Operation Lifesaver

By **Logan J. Day**, Principal & CEO, Navigrade Consulting

On June 13, 2018 Logan Day completed the last step of the training program and became



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**Look, Listen & Live**

an authorized volunteer for **Operation Lifesaver**. As a part of his new role, Logan is tasked with finding opportunities to share **rail safety information** with the public through group presentations or public appearances via booths at fairs, conventions, and other events.

Operation Lifesaver presentations are always **FREE** of charge and each contain content which is custom tailored to the specific audience. These presentations are appropriate for:

- K-12 students
- Driver Education Classes
- College Groups
- Bus & Professional Drivers
- General Adult Groups
- and much more...

If you know of any presentation opportunities or individual contacts that might lead to a presentation opportunity, please contact Logan Day by phone or email at (317) 759-1613 or [logan@navigrade.com](mailto:logan@navigrade.com). He is willing to travel and looking to schedule presentations each month to help spread the rail safety message.

## Editorial and Commentary

### Amtrak Business Model: A Concern

By **Steve Coxhead**, President,  
Indiana Passenger Rail Alliance

In observing the changes that recently appointed President and CEO **Richard Anderson** is bringing to Amtrak, I find myself increasingly concerned. This is because it appears that Mr. Anderson is attempting to fit Amtrak into a business model that

is inappropriate for the organization. Congress needs to apply a correction before we go too far down this road.

Mr. Anderson comes to Amtrak from Delta Airlines, a profitable air carrier. As do many, he appears to assume that what worked well at his previous (successful) job will work well in the new one. However, Delta and Amtrak are two very different creatures. Delta is a private sector organization whose primary purpose is to earn a profit for the owners. Amtrak is a public-sector organization whose primary purpose is to provide service to the traveling public. Yes, Delta does have an obligation to serve the public, and Amtrak must control costs, but the difference in their prime directive makes all the difference.

How have the airlines earned their money recently? The general thrust is to concentrate on major hubs, and reduce service to smaller cities, raise prices for flights to destinations other than the hubs, fit more and more passengers into the same space, and eliminate or charge extra for onboard amenities that used to be a part of the price of the ticket. The bottom line has therefore been improved. Well and good. The owners profit. However, one could argue that this is by reducing the overall service level to members of the traveling public.

And remember, a flight from Cincinnati to Chicago doesn't serve any intermediate destinations. Not Indianapolis, not Lafayette, not Crawfordsville, not Rensselaer. For example, if you need to travel from Connersville to Milwaukee, you are forced to use more than one unconnected mode of transportation.

The airline business model, applied to Amtrak, turns a coordinated national network into a series of disjointed state corridors. Service to smaller communities disappears. And the consumer has much less choice. It gets to the point where all public, intercity transportation would consist of service between major hubs **only** with cramped uncomfortable seating, minimal food service, and no amenities. A rail-oriented business model, on the other hand, plays to the differences between air and rail transportation. Rail systems easily accommodate service to communities in addition to major hubs, provides the option of comfortable seating (of importance if one intends to do any serious work while traveling) and provides decent food service and other amenities to those who find them of value.

**It's worth repeating that Amtrak's prime directive** (*cont'd*)



("Amtrak Business Model: A Concern" continued from page 3) is not to be profitable. The primary purpose is to provide an integrated national rail network that makes connecting state corridors of much more value. If, for example, one needs to travel from Crawfordsville, Indiana, to Harpers Ferry, West Virginia, a long-distance train is the answer.

So, my concern is that the application of an inappropriate business model (including inappropriate goals) to our national passenger rail network will end by converting it to a disjointed collection of short corridors. **The megapolis of the northeast will be nurtured while the rest of the country is starved, and the travelling public will have significantly less choice than today.**

This is important. Please contact your *federal* Senators & members of Congress and let them know how you feel about this.

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## Editorial and Commentary

### Grow Up, Amtrak Fans

By Bill Malcolm, Board Member,  
Indiana Passenger Rail Alliance

**While it is sad to lose a station agent in Cincinnati at 3am, can we have a reality check?**

Amtrak has been run like the post office. What private business would have a station agent for a train that runs 3 days a week at 3 in the morning?

**Further, the elimination of dining cars is disappointing but not a shocker either.**

Pack a picnic lunch or dinner or enjoy the Tillamook cheese trays. Yes, it was nice ordering salmon on the train (and we *loved* the Iowa Pacific meals) but these changes are not the end of the world.

**Amtrak is still the best way to travel even with these changes.**

Remember the competition-

- [1] Fly to O'Hare on a cramped regional jet or on Southwest for \$230 one way. Does IND-ORD ever have an on-time flight? Have you seen how cramped the small regional jets are? Or Southwest with its 1-2 flights a day to Midway for the bargain fare of \$230.

- [2] Drive or take the bus on congested and accident prone I-65.

- [3] Take the uncomfortable and unpleasant Greyhound or MegaBus. Be dropped off by MegaBus a half mile south of Union Station at Canal and Polk in the middle of nowhere and pray you don't have to go to the bathroom right away.

- [4] Relax on the train with first class seating and a cafe car, three conductors, and a cafe car attendant. Competitive fares. Enjoy a meal and a glass of wine. Seating bigger than any first class on any airline. Work on the 4-hour trip.

Long story short, let's focus on saving the long-distance trains and drop the personal attacks on **Richard Anderson**.

We have had it too good too long.

**If you like the train, take it and get your friends to take it. We are talking a \$25 no advance purchase one-way fare with plenty of seats, a reclining chair that allows you to nap; there is no annoying TSA screening where you have to strip to get on board, you can bring all the shampoo and toothpaste (and water bottles of any size) you want, the stations are downtown, and more. No pat downs. No long TSA lines. No worrying about putting 3 oz containers of tooth paste in a transparent bag. Keep your shoes on. Your belt on. Your laptop and iPad stay in your luggage. No ground stops. No thunderstorm delays. No being dragged off the plane screaming. No boarding by who is Premiere status on the airline frequent traveler program. Bring your pet. He will not die in the overhead bin. In fact, bring your two pieces of luggage. People — air travel is a nightmare.**

You get on the train and it leaves. You show your ticket of \$25. End of story.

**I say we focus on a better departure time from Indy (6 am is a non-starter), cleaning up the Indianapolis Union Station bus rail terminal, and promoting the heck out of rail service to Chicago.**

The Amtrak Hiawatha (Chicago to Milwaukee) should be the model— 6 trains a day, travel time 90 minutes, rare to have a delay, a quiet car for business travelers, and more.

**We have made so much progress in the last five years.**

Let's not let the perfect be the enemy of the good. (*continued*)

(*"Grow Up, Amtrak Fans"* continued from page 4)

\***Bill Malcolm** also has a syndicated travel column which appears in the on-line edition of the *Windy City Times*. He also writes the Round the Ripple column in the *Broad Ripple Gazette*. Both are hobbies.

## Highlights from June Rail Users Network (RUN) Conference in Minneapolis, MN

By **Phil Streby**, Treasurer,  
Indiana Passenger Rail Alliance

On Friday, June 1, 2018 the 16<sup>th</sup> annual Rail Users Network (RUN) conference sponsored in conjunction with All Aboard Minnesota at the Minneapolis Central Library, examined passenger rail and transit issues in the twin cities of Minneapolis & St Paul and upper Midwest. The day began with opening remarks by Richard Rudolph, PhD, Chair of RUN, who described the origin of RUN and the differences between it and the Rail Passengers Association (RPA). Also speaking was Brian Nelson, President of All Aboard Minnesota.

The first topic to be discussed, State Funding Outlook for Expanded Rail, was addressed by **Alice Hausman**, Democratic State Representative, serving on the House Transportation Finance Committee. Ms. Hausman clearly illustrated the issue faced by many rail advocacy groups in every state: roads and bridges, needed by everyone, take priority in every state transportation budget. Transportation money spent on highway projects leaves little, if any, for public transit. She said, because of this issue, anti-mass transportation is not just about rail, it extends to busses. She further stated that the business community needs to be engaged in the fight for better transit, and highlighted this point using another group, the homeless. Homeless groups are now a large voice in bipartisan politics! It is people who need better transit, and automobiles actually limit mobility for some groups who cannot drive or afford cars. She also commented on the move toward autonomous vehicles, and that if all non-drivers were suddenly now on the road in driverless vehicles, the roads would be even more congested and creating even more strain on limited transportation budgets! So how does advocacy get in front of any state committee? The answer: Get on the **agenda** for that agency. Provide an answer when a question is asked about a comment or question concerning transit.

Next up: Challenges facing the region in the transportation, housing, and economic sectors in the coming decades was handled by Alene Tchorumoff, Chair, Metropolitan Council. Alene provided a brief history of rail transportation in the Twin-Cities area and how automobile travel, once easy and very accessible, is now problematic because of the huge increase in traffic congestion. She also spoke of ongoing road improvement projects, accompanied by an increase in transit use, which may lead to permanency by some of those users, and the need for comparative studies for future highway versus light rail construction.

**Kevin Brubaker**, Deputy Director, Environmental Law and Policy Center, wrapped up this portion of the morning session speaking on the Economic Impact of Corridor Rail Development. Support, or lack of support, is "all over the map", he stated while showing examples from the 2000 Republican Party National Platform and Michigan's governor on one side of the issue, and Governor Scott Walker of Wisconsin on the opposing side. The focus on rail corridor development needs to center on the language of economic development as it applies to **people**. People want the ability to move, yet, advancing age and health issues are limiting self-movement for many. Trains have the ability to resolve these types of issues. He continued with manufacturing and jobs. In addition to the many thousands of jobs which would be created while rebuilding our country's rail corridors, thousands more would be created in the manufacturing segment as suppliers ramped up production. He pointed out that there are 754 suppliers of rail related products in 39 states and suggested 90,000 jobs would be affected as US rail manufacturing strengthened. Mr. Brubaker spoke on the idea of "consumer surplus" which, simply put, is the difference between what a business pays out in benefit and what it brings in in revenue. Passenger rail, with its fixed costs, may not directly pay its own way, therefore requiring and needing public assistance, but it provides a measurable cost benefit in the service it provides moving people for work, tourism and shopping, etc. Mr. Brubaker pointed out that "even states without transit and/or intercity rail benefit from rail investments. Better rail deepens labor markets for employers and broadens the employment pool for workers." Further, he emphasized how rail spread its economic benefits over a larger area by connecting smaller communities to regional economies with stations serving as focal points for that local development. The station anchors investment in the heart of downtown, and business does much better when there is less friction to trade. Using the idea that investment is the key to growth, he suggested (*continued*)

("Highlights from June RUN Conference..." continued from page 5) investing some property tax money received directly from the railroad into a fund to improve passenger rail, thus providing a dedicated source to fund local service improvements such as lengthening platforms. As many others have indicated, he stated, "Political leadership is needed." After a short break, the conference continued with a glimpse into passenger and light rail expansion in Minnesota and Wisconsin.

Rail transit success in the twin cities was preceded by the early streetcar lines which permeated the area and allowed for the cities' expansion along those routes. The Northern Lights heavy rail is accomplishing many of the same things, with ridership increasing 16% during ongoing road construction, staying at the same level after construction had finished! About 73% of the population lives within five blocks of a station. About half are millennials, with about half of them having no driver's license and preferring to choose their lifestyle based upon transit choice. The opening of the Green [light rail] Line in 2014 connected all the major attractions from downtown St Paul to downtown Minneapolis including the University of Minnesota and all the stadiums (and one to be built). The North Star line, sharing a station at the Minneapolis end of the Green Line, after opening, lost ridership but is recovering after a rebuild. Transit Oriented Development (TOD) along University Avenue, the main route connecting the two cities, totals more than \$8.4 billion. Expansion is needed.

We broke for a catered lunch and reconvened about 1:00 PM.

The afternoon session included panel discussions about increasing the frequencies connecting Minneapolis-St Paul with Chicago and possible new routes connecting with Duluth and with western Wisconsin at Eau Claire. Wrapping up, the RUN Board members shared their ideas and experiences working to better passenger rail.

Using a training style and covering the material rapidly since this audience was comprised of rail passenger advocates, I showed a descriptive 28-slide PowerPoint presentation developed for viewing by mayors and city councils, community groups, and others not familiar with passenger rail or rail in general. It was originally produced to provide detailed information on the history of passenger rail and its near demise, the resurgence and economic development opportunities it provides, and what support we, as advocates, need from them to further grow passenger rail. Since this presentation

has lots of detail, a 9-slide shorter version was also created for an audience interested in less detail. So, I then presented the shorter 9-slide version designed to both quickly inform and leave the intended audience asking questions and wanting for more information. I received good feedback from the audience, with requests for both presentations. I made both available for people wishing copies.

## Made in Indiana—A Cummins Locomotive Engine!

By W. Dennis Hodges, Vice President of Business Relations,  
Indiana Passenger Rail Alliance

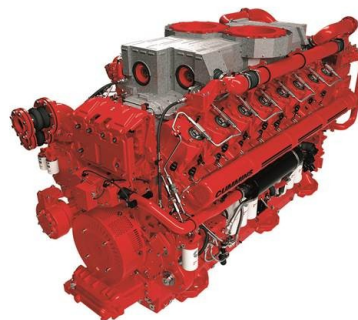
### Cummins contributes the main engine to new locomotive

SEYMOUR – Last Spring the Siemens Charger locomotive was introduced to serve as the lead for a new generation of passenger trains in the states of California, Missouri, Illinois, and Michigan. The \$225 Million contract calls for the engine to be FRA compliant and to be built in Sacramento, California.

While the Indiana Department of Transportation was not a subscriber to the contract, Indiana does have a presence in the locomotive. Cummins Inc., headquartered in Columbus, Indiana, manufactured the engine that will drive the new locomotive. Siemens Rail Systems has identified the QSK95 diesel-electric engine as being "cutting-edge." The partnership between Cummins and Siemens began in 2013.

Ed Pence, recently retired Vice President and General Manager of Cummins High-horsepower Engine Business Unit (& older brother of our country's Vice President, Mike), said, "Our engines are the perfect answer for today's diesel electric need. They are more efficient, lighter, and cleaner than engines of this output in the past." He further explained, "We believe that our high-speed Cummins 16 cylinder over 4000 hp QSK95 engine for Rail

QSK95 engines will not just bring about a cleaner operation, but will achieve higher performance and lower operating costs than any system utilizing traditional medium speed powered locomotives."



Leveraging Siemens rail technology, the locomotives and their engines were designed (continued)

("Made in Indiana..." continued from page 6) and built specifically for today's new passenger trains. They are intended to provide a smoother, more reliable and more energy-efficient riding experience. These smarter and lighter trains have been developed with passenger and crew safety in mind.

Michael Cahill, president of Siemens Rail Systems in the United States, offered, "This new type of diesel-electric operation is one that is built with the passenger in mind." He further said, "Our goal is to provide high ride-quality with smooth, safe and efficient performance -- for both the locomotive engineers and the passengers-- with cost savings for the operators and maintainers,"

The Cummins diesel QSK95 engines are being made in Seymour, Indiana. The 95-liter prime mover is the most powerful high-speed 16-cylinder diesel to be installed in a locomotive and generates more than 4000-hp (2983 kW). While the trains will be operating between 79 and 110 MPH, the engine and its locomotive are manufactured to operate at 125 MPH.

The first QSK95-powered freight locomotive, and with Siemens AC traction equipment and traction control, went into commercial service operation in a field test with the Indiana Rail Road Company (INRD). That test, done in mid-2014 as the first heavy-hauler repower QSK95 installation, proved that it met the U.S. Environmental Protection Agency (EPA) Tier 4 ultra-low emissions standards and regulations.

**Versus medium-speed engines, the QSK95 is fuel efficient and responds with ultra-low emissions and reduced noise, all in a smaller footprint. "The engine supports a 16 percent improvement in fuel efficiency over the non-Tier 4 locomotives that the Charger will replace. The emissions improvement is around 90 percent,"** said Melina Kennedy, Executive Director of Cummins Rail Business. She adds, "The initial order of 80 new engines have been delivered."

This writer toured the Cummins plant at Seymour and saw the QSK95 being made. As far as engines go, it is a real beauty. With what I was told, it looks like the Cummins-Siemens partnership is going to last for many years to come.

## Amtrak Marks Positive Train Control Milestone

The following release is issued June 12, 2018 by Amtrak Media Relations. It is also available in the [Amtrak Media Center](#).

*Activation on BNSF subdivisions is Amtrak's first host-owned territory implemented with PTC*

WASHINGTON – Amtrak, in coordination with BNSF Railway, will implement Positive Train Control (PTC) over several BNSF-owned subdivisions this week, marking the first activation on host-owned territory used by Amtrak.

"Amtrak's highest priority is ensuring the safety of our passengers, our crews and the communities we serve, and full implementation of PTC will make the entire network safer," said Amtrak Executive Vice President of Safety Ken Hylander. "While we are excited to achieve this milestone, we must continue to work together to activate PTC and make the national railroad network safer."

Subdivisions that serve the Amtrak [Southwest Chief](#) and [California Zephyr](#) are first to roll out, with full activation on BNSF routes expected by the end of August. (continued)



**Indiana Passenger Rail Alliance**

The Indiana Passenger Rail Alliance is a not for profit organization of concerned citizens, working to bring modern, 21<sup>st</sup> Century passenger rail systems to Indiana. We believe such systems are one of the keys to Indiana's economic success in the new century.

**Goals for Indiana:**

- Improve the Chicago-Indianapolis-Louisville-Cincinnati corridor (The Hoosier State)
- Build the Chicago-Fort Wayne corridor
- Expand the NW Indiana South Shore commuter system
- Develop light rail commuter systems for Central Indiana

Modern transit systems are demanded by the work force now coming of age, and expected by 21<sup>st</sup> Century businesses considering locations for expansion.

**Want more information?**  
Contact us at: [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)



(“Amtrak Marks Positive Train Control Milestone” continued from page 7) “This is a great step for Amtrak. We have the infrastructure in place that allows them to operate on our network. We have partnered with them on the federal mandate and in some cases beyond the federal mandate to install PTC on subdivisions not required of BNSF. We look forward to continuing that partnership as they roll-out PTC along our routes,” said Chris Matthews, BNSF assistant vice president, Network Control Systems.

Amtrak is on track to achieve installation and operation of PTC across the network it controls by the year-end deadline and is working with partners throughout the industry to advance this system on host infrastructure.

Where PTC is not implemented and operational, it is expected that nearly all carriers will qualify for an alternative PTC implementation schedule under law. For those carriers and routes operating under an extension or under an FRA-approved exemption, Amtrak is performing risk analyses and developing strategies for enhancing safety on a route-by-route basis to ensure that there is a single level of safety across the Amtrak network by January 1, 2019.

For those very limited routes where a host may not achieve an alternative schedule by year’s end, Amtrak will suspend service and may seek alternative modes of service until such routes come into compliance.

Amtrak is also working with tenant railroads that operate over Amtrak’s infrastructure as they work to ensure that they have sufficient PTC-commissioned rolling stock by the deadline to operate normal services.

### Amtrak PTC Implementation by the numbers

To date, Amtrak has made progress implementing PTC across the routes and equipment we control for the following:

- 380 of 444 Amtrak owned locomotives are fully equipped and PTC operable
- 8 of 11 installation/track segments completed
- 104 of 120 radio towers fully installed and equipped
- 95 percent of employees who require training to support PTC operations have completed training 607 of 900 route miles in PTC operation

### About Amtrak®

Amtrak offers a more comfortable and convenient travel experience with free Wi-Fi on most trains, plenty of leg room and no middle seat. With our state and commuter partners, we move people, the economy and the nation forward, carrying more than 30 million Amtrak customers for each of the past seven years. Amtrak operates more than 300 trains daily, connecting more than 500 destinations in 46 states, the District of Columbia and three Canadian Provinces, and reaches 400 additional destinations via connecting bus routes. Learn more at [Amtrak.com](http://Amtrak.com).

## Bullets from the Board

By Steve Coxhead, President,  
Indiana Passenger Rail Alliance

There was no board meeting in June. As we head into the Summer months, the following items should be kept in mind:

- Look for our new quarter page advertisement in both this newsletter and the next two issues of BizVoice, the semi-monthly publication of the Indiana Chamber of Commerce.
- We need to work very hard to get the State of Indiana to invest in additional frequencies for the **Hoosier State**, so that there can be two trains in each direction each day. Since this is a local Indiana request, please let your representatives in the **Indiana General Assembly** know how you feel about this.
- There is a multi-state group forming to support the idea of a seven-day **Cardinal**. It would not at all hurt to let Governor Eric Holcomb know how you feel about Indiana joining this group.
- Amtrak President and CEO Richard Anderson appears to be moving forward with his attempt to fit Amtrak into the business appropriate for an airline. Those of you who believe that a railroad is a different “creature” than an airline, and is best served by a different business model, should contact your Indiana **federal** members of Congress and Senators and let them know how you feel.
- There is much left to be done on the northern Indiana passenger rail project (Chicago to Fort Wayne, and on to Columbus, Ohio). Much depends on the availability of Federal funding. This is another issue where it would be productive to contact your Indiana **federal** members of Congress and Senators.
- Finally, those of you who are Indianapolis residents might want to speak to Mayor Joe Hogsett or your City-County Councilman about the improvements (*cont’d*)



("Bullets from the Board" continued from page 8) that still needs to be made at Indianapolis Union Station (IUS). The station serves as both the rail and bus gateway to Indianapolis. See Riding the Rails elsewhere in this newsletter for more information about IUS.

The next Board meeting will be in West Lafayette on Thursday July 26, 2018 (**NOTE:** the 4<sup>th</sup> (not 3<sup>rd</sup>) Thursday this time). All IPRA members are welcome to attend!

What: **IPRA Board Meeting**

When: **Thursday, July 26, 2018 at 12:00 noon**

Where: **West Lafayette Public Library, Walnut Room, 208 West Columbia Street, West Lafayette, IN 47906**

Food: **Sandwiches will be brought in so that we may start with a working lunch**

Those planning to attend this board meeting are requested to respond to the meeting announcement so that we may plan adequately. Please watch your e-mail and this newsletter for details.

A tentative IPRA Board meeting schedule for the remainder of 2018 would be:

September 27

November 15

**Don't forget to include the *Hoosier State* (and other services of the Amtrak system) in your travel plans.**

Finally, just a reminder that continued development of 21<sup>st</sup> Century passenger rail services in our state and nation continue to be dependent on legislative action. So, if this is of concern to you, please let your Indiana members of Congress and State Legislators know how you feel about support for The *Hoosier State*, and the Amtrak system as a whole. Let us know, too! Send a message to:

[info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org).

## Riding the Rails

By **Members of the Indiana Passenger Rail Alliance**

**HOOSIER STATE ON TIME PERFORMANCE** – The On-Time Performance (OTP) of the *Hoosier State* train for the most recent three months is:

April 2018 – 86%

May 2018 – 97%

June 2018 – 91%



This information is courtesy of the **Indiana Department of Transportation (INDOT)**.

### RAIL PASSENGERS ASSOCIATION – SUMMER BY RAIL –

The RPA's student-intern (**Jacob Wallace**, a journalist in training) visited Indianapolis on Monday, June 11, 2018 and spent a fun evening with new friends watching the Indianapolis Indians play the visiting Toledo Mudhens. Our group enjoyed rail talk, the game and \$1 hot dogs!



IPRA members Doug & Michelle Yerkeson and Tod Bassler with Brittany White, INDOT, and Jacob Wallace

See <http://SummerByRail.com> for Jacob's blog about his trip across North America visiting baseball parks in 19 American & 2 Canadian cities.

(continued)

(*"Riding the Rails"* continued from page 9)

**ABANDONED UNION STATION IN GARY MAY GET REVIVED** - This is great news for this 1910 building hidden between the Norfolk Southern & CSX lines on Broadway just north of downtown Gary & I-90 and closed since the early '70s! A grant has been secured from Indiana Landmarks to study the building's potential rehabilitation. Decay Devils president **Tyrell Anderson** would like to see the building sustain itself and contribute to the community. (This news courtesy of Associated Press)

**WARNING!!! THE KOCH BROTHERS ARE NOT OUR ALLY** - The Koch brothers are killing public transit projects around the country with the latest target being Nashville Tennessee – Read this New York Times article at <https://www.nytimes.com/2018/06/19/climate/koch-brothers-public-transit.html> so you know how to respond truthfully.

**CROSSRAIL CHICAGO** – The Midwest High Speed Rail Association (MHSRA) held a Q&A session on Thursday, June 21, 2018 in Chicago to better equip passenger rail advocates so we can help get CrossRail Chicago in the next regional plan. The Chicago Metropolitan Agency for Planning (CMAP) has scheduled the public comment period for **ON TO 2050**, the comprehensive plan for NE Illinois. The draft plan was made public on June 15 and comments will be accepted through August 14. Public meetings will be held from June 19 through July 19, wrapping up with a public hearing on July 25. Cross-Rail Chicago would combine multiple priorities, including O'Hare Express, modernized Metra, Southside transit and high-speed rail into a more cost-effective program. Making CrossRail happen would require an unprecedented collaboration across agencies and jurisdictions, but it would offer the biggest return on investment of any transportation project in Chicago or the Midwest. Your input is needed to get it into the plan. Visit <https://www.midwesthsr.org/crossrail-chicago> for more information.

**WARNING AGAIN!!! RANDAL O'TOOLE BOOK TO PUBLISH OCTOBER 7, 2018** – Randal O'Toole's book *Romance of the Rails: Why the Passenger Trains We Love Are Not the Transportation We Need* will publish later this year. Read it once published so you know how to respond truthfully.

**PROGRESS AT INDIANAPOLIS UNION STATION (IUS)!!** – The Indiana Passenger Rail Alliance (IPRA) is happy to announce that there have been recent improvements to IUS by the IUS landlord. All 12 outside ceiling lights have been re-

placed with new LED lights which are brighter, use less power and last longer than the old sodium lights. The glass entry door has been repaired and the IUS entrance exterior side-walks have been power washed making the station entrance much more welcoming. IPRA members will continue to work with the IUS landlord to prioritize: (1) replacement of the 40 interior ceiling lights and (2) repair the IUS entrance drop off road asphalt.



Top: The outside ceiling lights are working on May 13, 2018

Bottom: The inside of the station on May 13, 2018

**STUDENTS CAN SAVE ON AMTRAK MIDWEST TRAVEL** – If you're a traveling student, please go to <https://media.amtrak.com/2018/05/students-can-save-amtrak-midwest-travel/> and learn how you can save money travelling on Amtrak!

**RPA FALL 2018 ADVOCACY SUMMIT WILL BE IN SOUTH FLORIDA** – The second 2018 Rail Passengers Association (RPA) Advocacy Summit will be held **October 19 to 21, 2018** (Friday to Sunday) at the Hyatt Regency in downtown Miami, FL. Attendees will have the opportunity to see (continued)

("Riding the Rails" continued from page 10) (and ride!) the new **Brightline** train between Miami, Fort Lauderdale & West Palm Beach. For more information please contact your Indiana RPA Council Representatives **Duane Chatten** or **Tod Bassler** or RPA Board Member **Phil Streby**. Presently the IPRA members who plan to attend this summit are **Don Yehle**, **Phil Streby** and **Tod Bassler**.

## Discounts

**Amtrak** - The *Rail Passengers Association* (RPA) members **save 10%** online at **www.amtrak.com** if booked three or more days in advance. Select the **NARP** discount on Amtrak's website.

**Crowne Plaza Union Station** in Indianapolis: Selecting Corporate ID = **6972** will give you the Amtrak rate of **\$129 per night** for either a King or two Double beds. The cancellation policy is 48 hours and this rate will be available until December 31, 2018. You can also call the hotel directly at 317-631-2221 and ask for the Amtrak rate.

## IPRA Membership

Membership can be purchased online at <https://www.indianahighspeedrail.org>. You are also welcome to print and mail the form below.

## For More Information

**All Aboard Indiana** is a monthly publication of the Indiana Passenger Rail Alliance (IPRA), formerly the Indiana High Speed Rail Association (INHSR).

To learn more about IPRA, please visit on the web: <https://www.indianahighspeedrail.org>

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### Indiana Passenger Rail Alliance

A one-year membership in the **Indiana Passenger Rail Alliance** is only \$25 (Student) or \$30 (Member)

Join or renew at  
<http://www.indianahighspeedrail.org/join.html>

Please mail check to: Indiana Passenger Rail Alliance, 3951 North Meridian Street, Suite 100, Indianapolis, Indiana 46208

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