

## The Indiana Transportation Museum—Its Mission Will Continue

By **Tod Bassler**, Editor – *All Aboard Indiana*, Indiana Passenger Rail Alliance  
and **Les McConnell**, Acting Chairperson, Indiana Transportation Museum

On Thursday, July 12, 2018 the **Indiana Transportation Museum (ITM)** has officially vacated its “home” for the past 52 years. However, there are some exciting things planned for the future of the ITM so read on!

First, how about some history? The following four paragraphs were transcribed from signage located throughout the museum grounds at Forest Park:

The museum was formed in 1960 and has been located in Forest Park in Noblesville since 1966. Originally established as the **Indiana Museum of Transportation and Communication**, its focus was narrowed in the 1990s to preserve the history of railroad and interurbans in Indiana. It contains historic locomotives, freight and passenger cars, interurbans, trolleys and a mule car. Artifacts date from 1864 to the 1960s. Demonstration rides have always been a part of its offerings. Initially only interurbans ran within the park but later diesel and steam powered mainline trains became a major focus.

The museum is an educational institution providing many opportunities for individuals and groups to experience and learn the history of railroads in Indiana. Thousands of guests visit during normal museum hours. We provide numerous educational tours and rides on our historic equipment to over 8000 school children during the year. Many adult groups also visit for educational programs.

Except for our Track and Signal Inspector who is the only paid employee, all other administrative, operational and maintenance functions are staffed (*cont'd*)

*Center stage at ITM is the Hobbs, IN station, which will be preserved*



*A FairTrain Budd car interior holds its age well!*



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*("The Indiana Transportation Museum..." continued from page 1)* by dedicated and knowledgeable volunteers.

The museum is open from April through October. Regularly scheduled trains are operated each Saturday and Sunday. The Hamiltonian, our dinner train, runs on selected Fridays. The Pizza Train and Dinner in the Diner trains operate on selected Saturdays. The Fair Train runs 10 round trips per day for the 12 days of the Indiana State Fair. There are many other special events at various times during the year.

*Nickel Plate Road Locomotive 83A and associated car*



ITM Mission Statement: Railroads transformed America with ribbons of steel linking communities and moving people and commodities from coast to coast. The Indiana Transportation Museum preserves this legacy by immersing guests in moving experiences. It links destinations throughout central Indiana offering unique cultural encounters. ITM engages and inspires genera-



*These trucks were used to transport some of the rail cars out of Forest Park*

tions through the art, science and technological innovation of the railroad.

And last but not least, please read this heartfelt message from the Acting Chairperson of the ITM:



*The Forest Park ITM grounds are officially closed at this exit from the museum to the mainline*

## To the people of Indiana from the Indiana Transportation Museum

The board and volunteers of the Indiana Transportation Museum (ITM) would like to express our deepest gratitude to the people of Noblesville for your support including our last day at Forest Park. Over 52 years the museum has been a part of Forest Park. Thousands of kids from local cities schools, Hamilton County schools and school systems from neighboring counties came to the Indiana Transportation Museum to learn about rail transportation in Indiana. They viewed our display trains and rode our historic passenger cars and electrics. Our adult and young (teenagers) volunteers learned how to work about our historic railcars and how to keep them running safely. Many adult volunteers made a career change to be new railroaders for NS, CSX, Conrail, Indiana Harbor Belt, AMTRAK, Louisville an Indiana railroads. Many individuals, families from around the U.S.A. and world visited ITM and Noblesville community learned about rail transportation commerce making Indiana the Railroad Crossroads for many years.

**While operating our many trains and seeing the incredulous faces of your children as they could see and touch a real train for the first time has given us more pleasure than we ever imagined including interacting with our volunteers about working on the railroad and kids wanting to ride our railcars in the park and over the Nickel Plate Rail Line over and over again.**

Over the years we had many events originating at the ITM in Forest Park. Do you remember participating with us for these many events?

- Hobo Days
- Ghost Train
- Polar Bear Express
- National Train Day
- Railfan Days
- FairTrain from 1983 to 2015
- Dinner in the Diner
- Pizza Train
- Earth Festival Train
- Pork Festival Train
- Terror Train
- Lights over Morris Reservoir
- Noblesville First Friday train rides
- Strawberry Festival in Noblesville
- Pumpkin Train *(continued)*



(*"The Indiana Transportation Museum..." continued from page 2*)

- Bunny Hop Train
- During Indiana Festival 1988 we ran our Celebration 88 from Indianapolis Union Station
- The off-line excursions to the:
  - Ohio River Tall Stacks Festival in Cincinnati
  - Lafayette Feast of the Hunters Moon
  - first rebirth of Nickel Plate Road 587 Indianapolis to Logansport Special
  - 1989 IU football games Steam Specials and over the Tulip Trestle
  - Mid-City Steam Special
  - Haines-Apperson Festival Steam Special
  - Indianapolis to Spencer Indiana Steam Special
  - Celebrating 75th Birthday of Nickel Plate Road Steam Engine 587 operating on FairTrain

ITM and our volunteers are honored to be a part of your families' favorite memories. We will never forget serving you which will always be our favorite memories. While our museum will no longer be located in the Noblesville community, we really won't be far away. This autumn ITM train rides will start running again. We've grown and now partnering with other organizations in Indiana to have available our caboose rides and rail excursions in North Central and Southern Indiana communities. Please stay tuned for the rebirth of 100-year-old steam engine NKP 587, which is now located in Kentucky for just a few years. Also, rail excursions to neighboring states will be coming soon. We invite you to watch our website for our new operating locations. Also check your local TV stations and newspapers for our train rides.

Again, thank you for half a century supporting us and allowing us to educate and entertain you. ITM will not be derailed or stopped by some undermine excuses and condemning false claims. ITM has a new board of directors and we have a clear track ahead. We are planning for ITM to continue for many years to come. Soon we will be announcing our museum site on ITM owned land. We've grown and will continue to grow and educate people about rail transportation history in Indiana communities for many years to come.

Sincerely,

**Les McConnell**, Acting Chairperson  
Indiana Transportation Museum

## The South Shore Railroad Is "On Track" for Growth in Northwest Indiana

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

*A Nippon Sharyo EMU South Shore Interurban train doing one of its runs*



Chesterton — The **South Shore / Northern Indiana Commuter Transportation District (NICTD)** is in the process of asking the Federal Transit Administration (FTA) for a grant

that would cover half the construction cost of the future West Lake project. The assumed agreement calls for \$764.3 million, which is a substantially higher number than previously estimated. The higher figure is touted for the FTA's relatively high contingency requirements that would cover unexpected expenses and cost-increases, and that will allow for the cost of inflation over a longer time frame, according to the Northwest Indiana Regional Development Agency (RDA) and NICTD officials. RDA President and CEO **Bill Hanna** said the cost estimate is deliberately high. "There's an abundance of caution in here from a fiscal perspective," he said.

With an infusion of tens of millions of dollars in its coffers, the South Shore Railroad is well on its way to achieving its once proposed projects. The project will not only expand rail transit

*A Nippon Sharyo Highliner South Shore Interurban train stopped at the Miller station*



commuter services in Lake County, it is also estimated that a growth in population will result from commuters who will want to live close to the new rail line.

The RDA board of directors recently entered into contracts with NICTD to fund ongoing engineering and environmental work on the West Lake Corridor and the Double Track Northwest Indiana projects. The West Lake Corridor is scheduled to include a commuter rail line from Chicago via (continued)

(*"The South Shore Railroad..." continued from page 3*)  
Hammond to Dyer, while the double tracking project will extend from a point just east of the Gary Station to Michigan City.

Last year, the RDA approved grants of up to \$20 million for the West Lake project and \$1.6 million for Double Track project, which will also receive \$800,000 from two counties currently served by the commuter line. They include St. Joseph County, LaPorte County and the city of Michigan City. NICTD is also adding \$800,000. The grants will take the engineering and environmental work to the point they can be submitted to the Federal Transit Administration late this summer. The agency will assign the project a rating, which is a key part of winning federal funds to pay half the cost of each project.

**Michael Noland**, President and General Manager of the South Shore anticipates a completion of the second phase of the engineering studies sometime this summer. He said, "Work is continuing at different levels in structural, geotechnical, utility, track and station design and other engineering areas." In addition to a Final Environmental Impact Statement for West Lake and an Environmental Assessment for Double Track. That work is to include detailed engineering, operational and financial plans necessary for the FTA rating. **Mr. Noland** said work on both projects is on track to meet the summer deadline. "We are well into the second phase of the engineering." The rating process of the Federal Transit Administration is allowing for funding agreements that should complete the Double Tracking Project in 2019 and the West Lake Corridor in 2022.

Land developers are eagerly anticipating the boom in new housing and commercial developments that is proposed to come about because of the West Lake Corridor. In addition to the attraction of the Munster Schools, property developers see areas around the new rail stations as contributing to the economic and population growth of that part of Lake County, Indiana. Mihai Raicu of the Blackhall Corporation said "Munster schools are among the main attractions, along with low property taxes, but commuter rail could make it more attractive, particularly to people who work in Chicago."

*Excerpts of this story were written by Andrew Steele, a reporter for the Northwest Indiana Times.*

## Enjoy Fall Colors on the Agawa Canyon Train

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

Make it a point to get yourself to Sault Ste. Marie, ON (Ontario), Canada to enjoy a rail trip on the Algoma Central Railway to enjoy the fall colors. Their train leaves daily at 8:00 am and returns at 4:00 pm and goes north through the Agawa Canyon. The one-day excursion into the heart of the Canadian wilderness goes through the beautiful Canadian Shield of pink granite and features many lakes. It stops for 90 minutes at Mile 114 where you can take a hike leading to several waterfalls. The last two weeks of September and the first week in October are best for fall colors.

**You can stay at the Sault Ste. Marie, ON Quality Inn across the street (where we stayed) which has an excellent restaurant serving fresh whitefish.**

Nearby the Boiler Room (and Mill Steak House) is housed in a historic building which was once a paper mill. (*continued*)



City	Miles	KM	Via
MACKINAW CITY, MI	58	93	1-75
DETROIT, MI	340	544	1-75
SAGINAW, MI	246	394	1-75
GRAND RAPIDS, MI	278	445	131, 1-75
CLEVELAND, OH	509	848	90, 23, 1-75
COLUMBUS, OH	539	862	23, 1-75
GREEN BAY, WI	272	435	41, 2, 1-75
MILWAUKEE, WI	406	649	43, 41, 2, 1-75
CHICAGO, IL	490	784	94, 43, 41, 2, 1-75
INDIANAPOLIS, IN	521	828	69, 27, 1-75
TORONTO, ON	420	700	400, 69 & 17
OTTAWA, ON	480	795	17
SUDBURY, ON	185	296	17
THUNDER BAY, ON	440	720	17

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INSPIRING

A one-day rail excursion into the heart of the Canadian wilderness.





("Enjoy Fall Colors..." continued from page 4) Hike along the locks out to the St. Mary's River rapids and then out to Lake Superior.

Sault Ste. Marie is 521 miles from Indianapolis via I-69 or I-75.

A valid U.S. passport is required to enter Canada.

Canada is a steal since your US dollar is worth \$1.30 against the CDN loonie.

For more information, go to [www.agawatrain.com](http://www.agawatrain.com) or call 1-800-242-9287.

\***Bill Malcolm** also writes the Round the Ripple column in the Broad Ripple Gazette as well as a value travel column which is carried by Chicago's Windy City Times. He is on the Board of this association (the IPRA) and founded this publication, ALL ABOARD INDIANA.

## Chicago Makes Risky Bet on O'Hare's Access that Ignores Regional Needs



This article is courtesy of **Midwest High Speed Rail Association** and can be found online at <https://www.midwesthsr.org/chicago-makes-risky-bet-ohare-access-ignores-regional-needs>

June 14, 2018

Today, the City of Chicago announced that it has chosen Elon Musk's Boring Company to construct and maintain an express link between downtown and O'Hare Airport.

We support **Mayor Emanuel's** goal of improving access to O'Hare. This deal, however, is very risky. Even former Deputy Mayor **Steve Koch** acknowledged the risk, saying "it's a roll of somebody else's dice," referring to the private money that will fund the project. From the City's perspective, betting on Musk might be the best way forward, but it ignores a larger regional issue.

One aspect of the dice roll is that the Boring Company's [technology is essentially unproven](#).

The O'Hare link would be the first actual implementation of Musk's "Loop" concept, an automated people mover using small "pods" at high speeds with frequent departures. While each component of the Loop is a refinement of existing technology, putting it all together involves a lot of unknowns. For example, Musk is betting on a narrow-bore tunnel being cheaper and faster to dig. But will the tunnel design allow sufficient emergency access? The system also relies on an unproven elevator system to lower the pods 50 to 100 feet below downtown skyscrapers and O'Hare terminals. (cont'd)

### 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.



*("Chicago Makes Risky Bet..." continued from page 5)* For the purposes of safety regulation, will this be a railroad? Or something else that will require a new regulatory structure and rules?

**The other risky part of this bet is that it only serves one narrow travel market: high-end travel between downtown and the airport. Only about 10 percent of O'Hare travelers are coming from downtown Chicago.**

In reality, the demand for easier travel to O'Hare extends far beyond downtown, even beyond the Chicago region. Today, 95 percent of travelers come to O'Hare from less than 50 miles away. That's a shockingly small catchment area for an airport of O'Hare's size and resources. For comparison, about half of travelers who use the Frankfurt airport come from more than 60 miles away. This is in large part because Frankfurt has [easy rail access from around Germany and Europe \(PDF map\)](#).

The entire Midwest needs easier access to O'Hare, and a solution using traditional railroad technology, like our [CrossRail Chicago proposal](#), would meet this broader need. These investments would even improve travel for commuters going places other than O'Hare. Even if it is successful, Musk's system can't offer any of these broader benefits.

From a regional and Midwest perspective, this bet is illustrative of the consistent failure of our public policy to take a regional perspective. The fact that it will be built with other people's money should not excuse it from meeting regional goals. Besides, as Ald. Waguespack [pointed out to the Chicago Tribune](#), "for [Mayor Emanuel] to say it's a free lunch, everybody knows that doesn't exist."

The public comment period for the Chicago region's next long-term plan begins Friday, June 15. Our [CrossRail Chicago proposal](#) would allow for express service to O'Hare from downtown and around the Midwest, along with a host of regional benefits. [Please join us in telling regional decision-makers to make CrossRail Chicago a priority.](#)

## **Senate Approves Moran, Udall Amendment to Maintain Southwest Chief Train Services**

The following article is courtesy of the Hutchinson [Kansas] News.

FOR IMMEDIATE RELEASE – August 1, 2018

WASHINGTON – U.S. Senators Jerry Moran's (R-Kan.) and Tom Udall's (D-N.M.) amendment to maintain Amtrak train

services along the established, long-distance passenger rail route of the Southwest Chief, #3665, was today included in the 2018 Transportation, Housing and Urban Development, and Related Agencies appropriations bill that passed the Senate on 92-6 vote. The amendment was cosponsored by U.S. Senators Pat Roberts (R-Kan.), Martin Heinrich (D-N.M.), Cory Gardner (R-Colo.) and Michael F. Bennet (D-Colo.), all senators who represent states through which the critical Southwest Chief route runs.

**This amendment would provide resources for maintenance and safety improvements along the Southwest Chief route and would compel Amtrak to fulfill its promise of matching funding for the successful TIGER IX discretionary grant supported by the Kansas Department of Transportation and local communities along the route. In addition, this amendment would effectively reverse Amtrak's decision to substitute rail service with bus service over large segments of the route through FY2019.**

"As the divide between urban and rural communities in America continues to expand, passenger rail services like the Southwest Chief are invaluable in connecting Kansans to the rest of the country while also bringing visitors from out of state to our local communities," said Sen. Moran. "I applaud the bipartisan efforts to keep the Southwest Chief operational for our rural communities and will continue working with Amtrak to make certain this route remains available for the Kansans who need it."

**"For the second time in two weeks, the Senate is speaking out with strong, bipartisan support for long-distance rail, especially the Southwest Chief -- and this time with \$50 million in new funding," said Sen. Udall. "Replacing rail service with bus service between Dodge City, Kansas and Albuquerque, New Mexico would not only have completely disrupted service for Amtrak passengers, it would have discouraged riders from taking the Southwest Chief in the first place, adding to Amtrak's financial problems. The Southwest Chief route is an economic engine in New Mexico, giving passengers a ride through time -- through the historic West -- and connecting our communities. The additional funding from our amendment will make sure the Southwest Chief gets back on a sound financial track. I remain committed to working with our communities, Amtrak leadership, and other stakeholders to keep the Chief running long into the future."**

*(continued)*

*("Senate Approves Moran, Udall Amendment..." continued from page 6)* "I am pleased the Senate has approved our amendment to ensure continuous rail service on all long-distance routes, especially the Southwest Chief," said Sen. Roberts. "We heard from many Kansans strongly opposed to the proposed bus service within the route."

"I'm excited to support an amendment that will greatly help the Southwest Chief's continued presence in south-eastern Colorado," said Sen. Gardner. "The amendment secured by the bipartisan coalition in the appropriations bill will set aside funding for route improvements and enhancements, providing the opportunity to ensure the Southwest Chief stays in Colorado and continues servicing the rural areas that desperately need it."

"The Southwest Chief is an important component of South-eastern Colorado's tourism economy, and we will do all we can to preserve it," said Sen. Bennet. "We'll continue to work closely with lawmakers from Colorado—and also New Mexico and Kansas—to keep running the Southwest Chief through our state."

"I'm proud to help lead this bipartisan coalition in the Senate to save the Southwest Chief, and I hope that my colleagues in the House of Representatives agree that fighting for infrastructure in rural America is good for our economy as a whole," said Sen. Heinrich. "Each year, the Southwest Chief brings thousands of Boy Scouts from around the country to New Mexico's Philmont Boy Scout Ranch and generates economic activity in our communities like Raton, Las Vegas, and Lamy. It makes no sense for Amtrak to provide inferior service while cutting out a key part of rural America. We're going to continue fighting any effort to undermine this important route."

The Southwest Chief runs daily between Chicago and Los Angeles and connects towns and cities in Kansas, Illinois, Missouri, Iowa, Colorado, New Mexico, Arizona and California and provides passenger train and long-distance passenger service, particularly through rural communities. The Southwest Chief stops in several Kansas communities including Lawrence, Topeka, Newton, Hutchinson, Dodge City and Garden City.

#### Items to Note:

- Last week, the Senate overwhelmingly passed a Sense of the Congress measure to affirm support for the long-distance rail service.

- Last month, the senators sent a [letter to Amtrak's CEO](#) urging him to uphold Amtrak's side of a long-standing public-private partnership to continue operating the Southwest Chief passenger train and long-distance passenger service.
- In May, the senators sent a [bipartisan, multi-state letter](#) condemning Amtrak's decision not to match TIGER grant funds.

## Bullets from the Board

By Steve Coxhead, President,  
Indiana Passenger Rail Alliance

The Board of the Indiana Passenger Rail Alliance (IPRA) met on Thursday, July 26, 2018, at 1:00 pm EDT in the West Lafayette Public Library. The following items were among those discussed.

- Remarks forwarded to the Board by Ms. Brittany White (INDOT) concerning the status of the **Hoosier State** (and other Indiana trains) were read by the Secretary.
- The FY19 Amtrak contract is fully executed and valid until June 30, 2019.
- **Hoosier State** on time performance is 87% for July, arriving an average of 10 minutes early between April and June. INDOT and Amtrak are studying ways to shorten the schedule.
- INDOT is looking at projects that may be good candidates for Federal CRISI (Consolidated Rail Infrastructure & Safety Improvements) grants. \$73 million in grant funding is available for projects that can strengthen intercity passenger rail, support capital projects and boost safety initiatives. This could include implementation of positive train control (PTC).
- Amtrak does meet periodically with INDOT.
- INDOT has received a PTC update from Amtrak Assistant VP of Operations, Chris Jagodzinski.
- "We expect to be activating PTC on most of the Hoosier State/Cardinal route in Indiana later on this year. I expect one small segment to not get activated until 2019 but that segment will qualify for an alternative schedule from the FRA. We will do a risk assessment for that section to see if we think any mitigations will be necessary. We'll know about mitigation requirements this Fall."
- The Treasurer reported that we are still in good financial state.
- The "Save the Nickel Plate" initiative is ongoing. Legal remedies are being pursued in an attempt to preserve the right of way for future transit use. *(continued)*



("Bullets from the Board" continued from page 7)

- A good time was had by all when IPRA hosted a Summer intern from the Rail Passenger Association (RPA) at an Indianapolis Indians baseball game. The intern traveled the country by rail to take in games throughout the country.
- An attractive and well-placed advertisement for IPRA appeared in the July/August edition of "BizVoice", the publication of the Indiana Chamber of Commerce. IPRA will be represented at the July 31<sup>st</sup> meeting of the Indiana Chamber Infrastructure Committee meeting in an attempt to move the Chamber's legislative agenda in a more passenger rail friendly direction than has historically been the case.
- IPRA is still attempting to arrange a meeting with members of the Indianapolis City-County Council to discuss the unsatisfactory state of Indianapolis Union Station. Those of you who are Indianapolis residents might want to speak to Mayor Joe Hogsett or your City-County Councilman about the improvements that still needs to be made at Indianapolis Union Station (IUS). The station serves as both the rail and bus gateway to Indianapolis.
- Mr. John Owen of Louisville, KY gave a slide presentation reviewing the recent history of the Indianapolis-Louisville passenger rail service. The Board was urged to support a Louisville connection for the Hoosier State and Cardinal. The Board indicated an intention work with Mr. Owen and others in this regard. Mr. Owen represents Kentucky on the Council of the RPA.

The next Board meeting will be in Indianapolis on Thursday, September 27, 2018 (**NOTE:** again 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, September 27, 2018 at 12:00 noon**

Where: **Specific location TBD in Indianapolis, IN**

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: 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 **Tod K Bassler** Editor – *All Aboard Indiana*,  
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%

July 2018 – 87%

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

**Visit Indiana by train!**

The Amtrak Hoosier State® train provides exceptional passenger rail service between Chicago and Indianapolis with stops in Crawfordsville, Lafayette, Rensselaer and Dyer.

**AMTRAK Hoosier State®**

Amtrak and Hoosier State are registered service marks of the National Railroad Passenger Corporation

**HOOSIER STATE ADVERTISEMENT IN INDY KIDS DIRECTORY** – The AAI Editor was in the doctor's office recently and picked up a copy of *Indy Kids Directory* (<http://www.indykidsdirectory.net>) and, thanks to Brittany White (I hope), read this advert: (continued)





("Riding the Rails" continued from page 8)

**PARKING HAS EATEN AMERICAN CITIES** – A new study documents the huge amount of space taken up by parking, and the astronomical costs it represents, in five U.S. cities. Read this article at: <https://www.citylab.com/transportation/2018/07/parking-has-eaten-american-cities/565715/>. (This news courtesy of CityLab)

**AMTRAK UPS ITS FOOD GAME FOR LONG-HAUL RIDERS** – In last month's All Aboard Indiana, one of the articles referenced the downgrading of food service on the *Lake Shore Limited* and the *Capitol Limited*. Reference: <https://www.usatoday.com/story/travel/2018/07/17/amtrak-improves-food-menus/790961002>. The author of this article appears to not know what the food service was like before June 2018. (This new courtesy of Phil Darling, a very knowledgeable Chicago-based Passenger Rail advocate) Also reference: <https://media.amtrak.com/2018/07/contemporary-dining-menu-evolves-two-amtrak-routes>. You be the judge... try the new menu!

**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.

**HOW CARS DIVIDE AMERICA** – Car dependence not only reduces our quality of life, it's a crucial factor in America's economic and political divisions. Read another scary but true article from CityLab at: <https://www.citylab.com/transportation/2018/07/how-cars-divide-america/565148/>. (This news courtesy of CityLab)

**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. CrossRail 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.



**WHAT EVERY PASSENGER RAIL ADVOCATE NEEDS – A MENARDSVILLE TRAIN STATION** – Available at your local Menards "everything" store! ©2018, Menard, Inc. A Wisconsin Corporation.

**WARNING!!! 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.

**CRITICISMS ABOUT ON CHICAGO UNION STATION (CUS) PROPOSAL** – Since developers announced plans to remake historic Chicago Union Station on June 25, 2018, the critics of the proposal have outnumbered the fans by an overwhelming margin. Basically, the critics are appalled at the proposal to build a steel and glass structure on the CUS head house for apartments and a hotel. See full article here: <http://trn.trains.com/news/news-wire/2018/07/03-criticisms-about-on-chicago-union-station-proposal>. (This news courtesy of Richard Wronski) (continued)

("Riding the Rails" continued from page 9)

#### 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!

#### THE EMPIRE BUILDER: CURRENT ISSUES, THREATS, OP-

PORTUNITIES – Have a look here at the Empire Builder Advocates website for this great article at <https://www.ebtrain.net/support/current-issues>. It's a very good [long] read but worth it!

#### LOST ITEMS RETURNING TO OLD TRAIN STATION –

The 1913 Michigan Central Train Depot in the Detroit Corktown neighborhood is being renovated by new owner Ford and plans for the building to be ready for business by 2022. What is amazing is that many artifacts from the building are being "returned" to Ford by collectors (and thieves) with the hope the items will be placed back where they originally were! See full article at: <https://www.pressreader.com/usa/usa-today-international-edition/20180629/281573766434250>.

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

## Discounts

**Amtrak** - The Rail Passengers Association (RPA) members **save 10%** online at [www.amtrak.com](http://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.

## 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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## IPRA Membership

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

### 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

Name: \_\_\_\_\_

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Zip Code: \_\_\_\_\_

E-mail: \_\_\_\_\_