

Steel Dynamics—An Indiana Steel Mill Literally Lays the Foundation

By **W. Dennis Hodges**, Vice President, Business Relations, Indiana Passenger Rail Alliance and **Tod K Bassler**, Editor – *All Aboard Indiana*, Indiana Passenger Rail Alliance

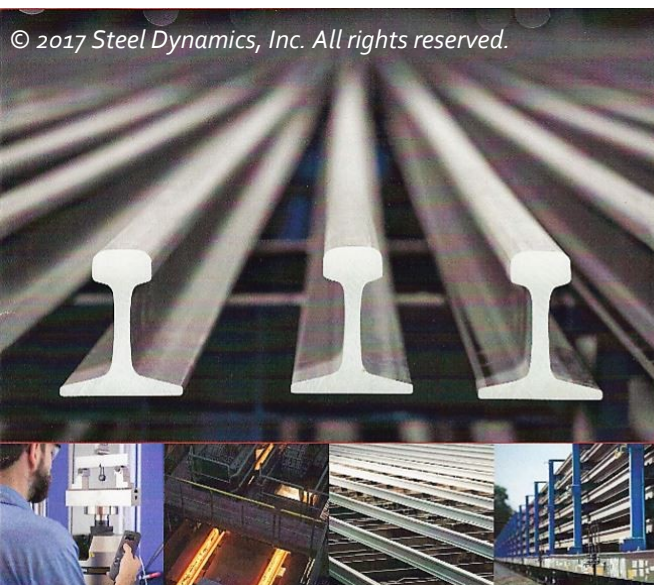
On Thursday, August 9, 2018 some members of both the Indiana Passenger Rail Alliance (IPRA) and our sister organization, the North-east Indiana Passenger Rail Alliance (NIPRA), enjoyed a morning tour of the amazing **Steel Dynamics Structural and Rail Division (SDI)** steel mill in Columbia City, IN. This mill was opened in 2001 just west of Ft Wayne in Whitley county joining a number of other steel producers in Indiana.

The plant entrance sign



Steel Dynamics supplies rail to all the Class 1 railroads including nearby companies Amtrak, Chicago Transit Authority (CTA) and Northern Indiana Commuter Transportation District (NICTD).

Combining all its subsidiaries in America, the company employees some 8,000 people with 770 of them working at the Columbia City plant. Safety is the primary concern of Steel Dynamics and the company prides itself on its safety record. This Indiana manufacturer is also proud of its engineering and research and development teams, which are constantly looking for ways to make its rail products stronger and safer.



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Before a plant tour, our hosts presented the group with very useful information about what the plant makes. Besides rail, this steel mill also makes I-beams and other steel products and much of the steel is sourced from recycled scrap and leftovers from other steel producing manufacturers. After the tour we enjoyed delicious box lunches.

For the plant tour, our group donned the important safety equipment (heat resistant coat, hard hat, glasses, ear-plugs & gloves) and witnessed (*cont'd*)

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("Steel Dynamics..." continued from page 1) creation of new 320-foot-long rail sections. On the tour day, we watched a rail order for CSX being made.

The 17-year-old company has six hot-roll steel mills on its 700-acre Northeast Indiana property. SDI produces 320-foot long rail sections while other steel producers are limited to 80-foot rails. During the tour we watched large 10" x 14" x 35' glowing hot square blooms emerge from the large natural gas fired

Custom rail cars used to transport very long rail sections



oven and transformed into sections of 1600' shippable rail! This included welding together & straightening the sections of rail. Custom rail cars are used to transport these very long rail sections to installation sites.

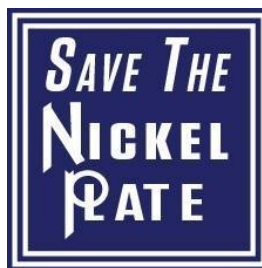
What was interesting to see was hot and molten metal being cast and rolled into a finished rail product. The finished rail is branded and stamped for field identification and inspected to ensure quality. All products are manufactured and coded up to American Railway Engineering and Maintenance-of-way Association (AREMA) standards. These are the standards recommended for production in the United States and Canada. AREMA promotes "The development and advancement of both technical and practical knowledge and recommended practices pertaining to the design, construction and maintenance of railway infrastructure."

The Steel Dynamics, Inc. commitment states, "By harnessing the American spirit of hard work and safe, innovative manufacturing, our rail team works to provide customers with the lowest total-cost-of-ownership." Our tour group saw that commitment in action.

The IPRA wishes to thank our Steel Dynamics hosts for offering us this tour and will promote this amazing company during our advocacy efforts. This American company is making a significant contribution to improving our country's rail infrastructure!

Update from Save the Nickel Plate

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



CALL TO ACTION: Please contact your local, state and federal legislators to let them know that you are **OPPOSED** to the **trail-only** plan along the Nickel Plate railroad. A better, more fiscally responsible and resourceful alternative is the development of **rail-WITH-trail** along the Nickel Plate corridor.

Please visit www.savethenickelplate.org/actnow and email the Governor and other elected officials **today**.

Since their last update, Save the Nickel Plate ("STNKP") volunteers have been hard at work with multiple initiatives aimed at halting current plans to remove the historic Nickel Plate railroad between Indianapolis and Tipton, to replace it with a walking and biking trail. If you've previously followed the story, you'll recall that STNKP advocates first for railroad preservation, and second for an alternative to the trail-only option, rails-with-trails. Recent efforts have involved ongoing discussions with local and state lawmakers to request their assistance in distilling the issues with the current proposal for the Nickel Plate and calling upon other elected leaders to derive a better solution.

State Representative Cindy Kirchhofer, State Senator Michael Crider, and Indianapolis Councilor Jared Evans have all formally entered the Nickel Plate discussion by submitting various letters of inquiry or suggested action. Involvement by lawmakers was prompted when members of STNKP discovered that the City of Indianapolis adopted an ordinance allowing for their inclusion in the Hoosier Heritage Port Authority (HHPA) in 1997. Further research determined that the HHPA voted to invite Indianapolis into the authority in 1996 and later approached the Indianapolis City-County Council to ensure that the legal work was progressing to formalize the inclusion of Indianapolis into the Authority. A contribution of \$150,000 was pledged by then-Mayor of Indianapolis, Steven Goldsmith, towards a feasibility study of the railroad corridor, and was to be considered Indianapolis' contribution towards becoming a voting member of the Port Authority. While records of this money are currently being researched, it is known that a major three-year study of the corridor did take place and Indianapolis was involved with that study. (cont'd)

("Update from Save the Nickel Plate" continued from page 2)
The major question lawmakers and residents are asking is, "If Indianapolis upheld their end of the agreement to become a member of the HHPA, why didn't the (then) Town of Fishers and City of Noblesville follow-through with their end of the agreement by adopting similar ordinances expanding the HHPA to include Indianapolis?"

Rep. Kirchhofer and Senator Crider both sent letters to the Indianapolis City-County Council urging them to investigate Indianapolis' role in the HHPA and potential ownership interest in the corridor. Following those letters, Councilor Evans and Senator Crider submitted letters to the Surface Transportation Board (STB) asking them to suspend the trails-use request proceeding and to put the "appropriate emphasis on restoring rail use" on the Nickel Plate, respectively. While the STB has not yet made any formal decisions, it has been nearly three months of non-action from the STB since the initial trails-use request was filed. This is a clear indication that they are conflicted with how to handle the controversial proceeding. There is no doubt that, regardless of the outcome, the Nickel Plate will have written its own colorful history of controversy within the STB.

STB Submissions - Councilor Evans: bit.ly/2MHKnOj

STB Submissions - Senator Crider: bit.ly/2wovTZo



State Representative Kirchhofer, Councilor Evans, Senator Crider

In response to the involvement of lawmakers, STNKP has seen a resurgence of activity and morale within its supporters; who are encouraged that their concerns are being addressed by elected officials. As a result, STNKP is urging any Indiana residents to contact their federal, state, and local legislators by phone or email to express their opposition to the proposed trail-only conversion of the tracks and support of a rail-with-trail option.

As the movement to save the railroad gains more traction and becomes more time-sensitive, STNKP has planned a press conference and rally at 10:00AM in the North Atrium



The Indiana State Capitol is ready for the Rally!

of the Indiana State House on Thursday September 13. Please consider rallying with them at the State House to help make the message clear that we want lawmakers to focus on railroad corridor preservation and utilization; not destruction.

Please RSVP for the event at: <https://goo.gl/forms/2C9sqbRqAjKzuXLl2>

Editorial and Commentary

An Advocate's Concerns for Passenger Rail

By Phil Streby, Treasurer,
Indiana Passenger Rail Alliance

This started as a response to the issues of the day. Those issues were: (1) cuts to manned stations, (2) cuts to on-board service staff, (3) threatened route abandonment, and the overlying issue of, what appears to be, (4) an openly hostile attitude toward long distance passenger rail service. These are my thoughts and I provide no factual basis for backup.

Amtrak seemingly fails to understand that customer service is most of what they have to offer. Yes, Amtrak is in the transportation business, and, contrary to public opinion, they do transport a lot of people. The transportation side is time consuming and somewhat expensive when compared to the "free" highways and "fast" airlines. Service is what draws many travelers to the rails. Cutting those employees providing that service also cuts into the draw of passenger rail. (As an aside, keep in mind that every Amtrak employee cut is one less person paying into the Railroad Retirement system. Salaries, taxes & medical benefits constitute a savings *(continued)*

("An Advocate's Concerns..." continued from page 3) for Amtrak, but also means one or more fewer employed people living and spending in a community.) Some of those services might be deemed essential, especially if one is infirm, elderly or an underage (minor traveling alone), needing assistance with baggage or tickets or information or direction. A ticket agent is more than a ticket salesman and may change hats often with the same customer. On board the train the same is true. Porters, waiters, chefs, and stewards (why is only the chef's title unchanged?) each provide specific services as well as services not specific to their crafts, as do conductors, trainmen, and baggage men (more titles replaced with more generic names lending them more easily eliminated). Amtrak, in its efforts to streamline titles and services, has nearly streamlined itself out of its own title, namely a *service* industry. It is also very nearly invisible which leads me to my next point.

Amtrak has two major deficiencies:

1. **Severe lack of equipment which limits the ability to add space to existing trains, and, consequently, the ability to add trains to existing routes let alone add new routes**
2. **LACK OF ADVERTISING! Too many people don't even know of the existence of passenger rail, so don't look to it as a travel option**

Many in our community of rail passenger advocates dream of the day when all trains are daily trains, more, when every route has multiple frequencies each day, and even more, when the national system is about four times its current size with trains traveling at higher speeds truly connecting communities, states, regions, and the entire country. It once was this way in our country and on other continents it still is or is continuously improving. We need to be able to select our mode or modes of transportation which can most effectively get us from point A to point B. A passenger train may not be the best solution for a travel need, but needs to be given a fair trial before being ruled out. The Rail Passenger Association's suggested route map (<https://www.railpassengers.org/about/goals-vision>) is a good start at a goal of improving our country's passenger rail service. For now, we need to understand that Amtrak hasn't added to or replaced most of their equipment in years, so making routes daily or adding new routes is not a viable option for the next few years. Even with this year's appropriation, the time needed to produce new equipment is the limiting factor. If Amtrak were to replace everything they had for the current long-distance (LD) operation, I

estimate it would take 312 cars based on a six-car train or 520 cars for ten-car trains. Note that I did not specify the type of cars on each train. Factoring in regional or short-haul trains, I conservatively estimate nearly 800 cars would be needed system-wide. For comparison, the Japanese operate over 10,000 cars in a country about the size of California.

Amtrak is very nearly invisible outside of the Northeast Corridor. Trains operating to and from Chicago, the current Midwest hub, pass in the early morning or late evening as they travel to or from the eastern cities, and since there are only one per day per route, they are barely noticed if at all. When coupled with the severe loss of railway routes in the East and Midwest which further limit the public's exposure to trains of any type, Amtrak isn't even a thought for most.

The following ideas supplemented with your own could improve this situation, and make passenger rail a consideration for travel. I believe our organizations, local, state, and national, should be clamoring for:

1. Funding equal to or exceeding what we got this year
2. Demanding stepped-up manufacture of new long-distance equipment a la Heritage with coach space separated from outside doors and spotlights overhead!!!
3. Slumber-coach style sleepers to augment redesigned (can you say 10-6) sleepers for true comfort
4. Proper staffing with, perhaps, on-board crew changes en route to prevent employee burnout
5. State DOT (perhaps federally funded) emplaced signage along major highways to mark locations of stations (Large brown or blue signs similar to national parks signs. After all, this is a federal rail passenger program!)
6. We have the materials to point out the true cost of passenger rail when compared to other programs. We should be also pointing out the true monetary benefits associated with the SERVICE provided by the train other than ticket revenue.
7. Speaking of revenue, why are the trains NOT carrying mail and express. My sources say that was a huge revenue producer. I would suggest that Amtrak contract with the freight railroads to recapture that LCL (less than carload) business that the freights don't want to bother with but would be willing to accommodate if the price was right! Freight equipment currently in storage and re-equipped with higher speed trucks (i.e. wheel assemblies) could service that niche and provide a reason for freight roads to give priority to Amtrak while providing profit to both. *(continued)*

("An Advocate's Concerns..." continued from page 4)

8. Putting mail and express, both traditionally assigned to fast and frequent passenger trains would pay for the on-board and station job assignments. More jobs, better service. We may not be able to sway Amtrak policy, but also should not be the only ones coming up with ideas for growth.

We don't set policy for Amtrak, but Congress still wants to reduce the subsidy. We need to keep hammering the nail of investment as a means to reduce that subsidy by investing in the growth, health, and success of passenger rail. Congress could assist in this by using the threat of re-regulating rail to provide for that joint venture of fast scheduled trains to haul priority shipments of freight! Amtrak needs proper and steady funding to accomplish its mission, and current management needs to understand the mission which is peculiar to our country's passenger rail. When I say "peculiar" I mean that private rail companies have complex agreements with this quasi government organization (i.e. Amtrak) to provide passenger rail service. Current perception is that they do not, and perception is reality. One really has to want to ride a train to put up with the nonsense that has become the bastard stepchild of the US transportation industry. I believe the heyday of Amtrak came and went with Graham Claytor who took pride in and fought for his product, and we need to get it back.

IPRA Near-Term Strategic Goals for Indiana

By Steve Coxhead, President,
Indiana Passenger Rail Alliance

Here is a list of the near-term strategic goals for the Indiana Passenger Rail Alliance.

- Development is not a zero-sum game
- In general, rail funding needs and sources should be evaluated and implemented independently of road funding. There may be legitimate instances such as that proposed by the Holcomb Administration for the South Shore, where there is some interaction between the two.
- Some rail development, particularly commuter systems, can be funded on a regional basis
- Intercity rail will require state participation (development of new funding sources) and Federal funding (as available)

1. South Shore Commuter Railroad Expansion

- a. Driver of economic growth in Northwest Indiana

- i. Double tracking and signals improvement
- ii. Extension to Dyer (Westlake Expansion)
- iii. Local funding used as match for Federal funds
- iv. Extension to Crown Point & Lowell
- v. Extension to Valparaiso
- b. State should participate financially, as project is of regional, and indirectly state, importance

2. Improvement of Service in Hoosier State Corridor

- a. Driver of economic growth and significant quality of life enhancer in Chicago-Indianapolis corridor
 - i. Need: double frequencies at a minimum – two trains, in each direction, each day, on reasonable schedule
 - ii. Need: seven-day *Cardinal* – schedule uncoupled from that of *Hoosier State*
 - iii. Service must be improved to generate enough fare box revenue to cover operating expenses
- b. State should participate financially in startup costs as an investment

3. Northern Indiana & Ohio Passenger Rail Project

- a. Connects Chicago to Columbus, Ohio, via Fort Wayne
 - i. Local support has been significant enough to raise funding to begin EIS work
 - ii. Orthopedic manufacturing community based in Warsaw area views modern rail connections with Chicago as necessary to expanding their business
 - iii. Community has commissioned their own studies describing the benefits of a rail connection
- b. State should work aggressively with Fort Wayne community to obtain necessary Federal funding

4. Indianapolis Passenger Rail Facilities

- a. Indianapolis Union Station
 - i. Station serves as both rail and bus gateway
 - ii. Currently in deplorable condition, reflecting poorly on the City of Indianapolis
 - iii. Downtown Indianapolis is a great walking environment, which is not being utilized to its' maximum potential
- b. Suburban station at Indianapolis International Airport
 - i. Availability of rail/air options would increase utilization of the airport
 - ii. Track is located at ideal location with respect to airport terminal
 - iii. Future connection to IndyGo Blue Bus Rapid Transit (BRT) line is possible
 - iv. Example: Amtrak station at Milwaukee's Mitchell Airport

Indiana Passenger Rail Alliance

The Indiana Passenger Rail Alliance is a not for profit organization of concerned citizens, working to bring modern, 21st 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 21st Century businesses considering locations for expansion.



NICTD, the Chicago, South Shore & South Bend Railroad (CSS), and the Northern Indiana Public Service Company (NIPSCO) pertaining to the Bailly segment of track near the east entrance of ArcelorMittal on US 12. This section of track is bounded by the Indiana Dunes National Lakeshore on one side and NIPSCO's Bailly Generating Station on the other. "This section of railroad, which is shared by NICTD and our freight partner [CSS], is tightly constrained," according to Mike Noland, President of the South Shore Line. "We needed to build our second track while avoiding any impact to the Indiana Dunes National Lakeshore, and we could not have done it without the cooperation of CSS and NIPSCO," he added.

The tri-party agreement involves an easement, some land acquisition, and the exchange of trackage. Each party – NICTD, CSS, and NIPSCO – worked to make the deal happen because they each understand the benefits to the region once the Double Track NWI project is realized. The agreement also saves money, reducing the overall project cost by approximately \$3 million. According to Nicole Barker, NICTD's environmental lead, the deal also reduces the project's overall wetland impacts even further. "NICTD, CSS and NIPSCO understand the sensitivity of the landscape we operate within, and are proud to finalize this agreement to advance the project while doing all we can to protect natural resources," said Barker.

Tri-Party Agreement Keeps NICTD's Double Track Northwest Indiana Project Rolling

This article is courtesy of the Northern Indiana Commuter Transportation District (NICTD)

August 16, 2018

CHESTERTON, Ind. – On Friday, July 20, 2018, the Board of Trustees of the Northern Indiana Commuter Transportation District (NICTD), operator of the South Shore Line, voted to approve a tri-party agreement to advance the Double Track Northwest Indiana (DT-NWI) project.

NICTD has nearly completed the documentation required by the National Environmental Policy Act (NEPA) with its federal partner, the Federal Transit Administration (FTA), under the Capital Investment Grant program.

A critical outstanding item was reaching an agreement with

Chicago South Bend & South Shore Railroad, which had written a letter to the Federal Transit Administration (FTA) outlining their objections to the previous design at the Bailly section during the Environmental Assessment public comment period in 2017, have formally retracted their objections as a result of the tri-party agreement. CSS President, Todd Bjornstad, stated, "The parties worked cooperatively to address the safety and operations concerns raised by CSS in its filing to FTA. We appreciate the efforts of NICTD and NIPSCO to facilitate a design that addresses the needs of all the stakeholders, including the public, in this project."

"We recognize the significance and long-term regional benefits tied to this investment and we were pleased to play a role in identifying a solution that will help this project continue moving forward in the right direction," added NIPSCO president, Violet Sistovaris.

The next step for the project is to work with the FTA to secure what is called a Finding of No Significant Impact (FONSI), which will be published once finalized for the public (*continued*)

("Tri-Party Agreement..." continued from page 6) to review. For more information about the Double Track NWI project, go to www.doubletrack-nwi.com.

The South Shore Line is a commuter rail line operated by the Northern Indiana Commuter Transportation District (NICTD) between Millennium Station in downtown Chicago and the South Bend International Airport in South Bend, Indiana.

Federal Transit Administration (FTA) Is Risking Already Approved Projects

By Tod K Bassler Editor – All Aboard Indiana,
Indiana Passenger Rail Alliance

(Some of the content in the article is courtesy of Streetsblog USA)

The Federal Transit Administration (FTA), whose permanent director is yet to be appointed by the Trump Administration, has slowed allocation of funds for transit expansion projects already approved by Congress. Congress approved \$2.6 billion for the Fiscal Year 2018 (ending September 30, 2018) budget for the FTA's **Capital Investment Grants (CIG)** (<https://www.transit.dot.gov/cig>) program. However, the FTA is "dragging their feet" on releasing the funds and has released only about half that amount so far. In May 2018, the **Government Accountability Office (GAO)** published a report about this delay. The GAO warned that, if the FTA does not address the outstanding provisions, FTA runs the risk of violating federal law.

So what does that mean for Indiana? One project, the **IndyGo Red Line Bus Rapid Transit (BRT)** has already received a portion of the federal CIG funds, but 17 other projects (including NICTD's Double Track project) are at risk due to this delay in allocating the CIG funds.

Here is a summary of five Indiana projects with CIG funds that are expected. This data is available at <https://www.transit.dot.gov/cig> and the data is tabulated here for easy reading. Basically, we'll need about **half of the funds** for these projects from federal grants so it's important that we make our voices heard with our federal and local Representatives & Senators.

It appears that, as directed by the Trump Administration, the

PROJECT	MILES	TOTAL \$	CIG \$	IN SERVICE
IndyGo BRT Red Line	13.1	96.3 m	75 m	Oct '19
IndyGo BRT Purple Line	14.8	139.4 m	69.6 m	Late '20
IndyGo BRT Blue Line	23.5	150 m	75 m	Late '21
NICTD Double Track	26.6	354.6 m	177.2 m	Fall '20
NICTD West Lake	9	776 m	388 m	Sum '22
TOTAL	87	1,516.3 m	784.8 m	

FTA no longer wishes to fund transit expansion projects but instead wants future investments in transit to be at the **local** level. If this is to be the future state then an orderly and controlled transition of how projects are funded is needed. For now, the law is the law.

Bullets from the Board

By Steve Coxhead, President,
Indiana Passenger Rail Alliance

There are no new Bullets from the Board this month.

The next Board meeting will be in Indianapolis on Thursday, September 27, 2018 (**NOTE:** again the 4th (not 3rd) 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 21st 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.

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%

August 2018 – 94%

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



INDIANAPOLIS-CHICAGO AMTRAK ROUTE NOW BIKE FRIENDLY – Bicycles are now accepted between Indianapolis and Chicago aboard both the Amtrak *Hoosier State* and Amtrak *Cardinal* trains. Read this article at: <https://media.amtrak.com/2018/08/indianapolis-chicago-amtrak-route-now-bike-friendly>. (This news courtesy of Amtrak Media Relations)

INDIANAPOLIS-CHICAGO AMTRAK ROUTE NOW BIKE FRIENDLY (part 2) – If you live in Lafayette and are a bicycle rider who uses the train, please keep **Wednesday, September 5th** open for an upcoming event at the Lafayette Amtrak Station. Watch the local Lafayette media for details!

LOCAL TRAX MATCHING GRANTS – The Local Trax rail overpass program will provide grants to cities, towns and counties for grade separation, crossing closure and other safety enhancement projects at rail-highway intersections on local roads. While the application period expired on August 31, 2018, the program's projects will be awarded by the end of September. See the **Local Trax Matching Grant** section at <https://www.in.gov/indot/2390.htm> for which projects have been awarded!

WARNING!!! THE KOCH BROTHERS ARE NOT OUR ALLY – The Koch brothers are killing public transit projects around the country with a recent 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.

SOUTH SHORE LINE DONATES TRAIN CAR TO ASSIST IN FIRST RESPONDER TRAINING – As part of its ongoing commitment to safety, the South Shore Line announces that it is donating an out-of-service train car to the South Bend Fire Department Training Center to enhance rescue crew responses to railroad service emergencies. (This August 16, 2018 press release from the Northern Indiana Commuter Transportation District (NICTD))

IF YOU LIVE NEAR CHICAGO AND WISH TO KEEP INFORMED OF FUTURE PLANS – The Chicago Metropolitan Agency for Planning (CMAP) has closed the public comment period for **ON TO 2050** and has scheduled the **ON TO 2050 Launch Event** for Wednesday, October 10, 2018 from 10:00 to 12:00 noon at Millennium Park in Chicago. Please register and attend at <http://events.r2o.constantcontact.com/register/event?oeidk=a07efoyb6b8337227da&llr=nrgjbvcab> to learn what improvements in regional mobility are to come. If you have commented regarding **ON TO 2050**, thank you! Visit <https://www.midwesthsr.org/crossrail-chicago> for more information about **CrossRail Chicago**.

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.

HOW AMERICA KILLED TRANSIT – Streetcar, bus and metro systems have been ignoring one lesson for 100 years: **Service drives demand**. This very well written article from a PhD candidate for urban planning at Columbia University is a must read! Find it at <https://www.citylab.com/transportation/2018/08/how-america-killed-transit/568825>. (Courtesy of Jonathon English for CityLab)

AMTRAK MIDWEST SERVICES IMPROVED FOR FALL TRAVEL – Amtrak and the state sponsors of the [Amtrak MidwestSM Network](https://www.amtrak.com/midwest-sm-network) have worked through the summer to make several service improvements in time for back-to-school and other fall travel. Please go to <https://media.amtrak.com/2018/08/amtrak-midwestsm-services-improved-fall-travel> to learn more!

WABASH VALLEY RAILROAD MUSEUM – If you haven't already, please visit (& support) this great (*continued*)

("Riding the Rails" continued from page 8) museum (<http://www.wvrrm.org>) in Terre Haute, IN that celebrates railroad history in the greater Wabash Valley.

AMTRAK'S ROUTE ACCOUNTING: FATALLY FLAWED, MISLEADING & WRONG – On August 15, 2018, the Rail Passengers Association (RPA) published a comprehensive critique about the severe flaws in the **Amtrak Performance Tracking (APT)** system. Find this paper online at <https://www.railpassengers.org/happening-now/news/releases/amtraks-route-accounting-fatally-flawed-misleading-wrong>. For a quicker read, there is an Executive Summary.

COMMERCIAL AIRLINE BATHROOMS ARE GETTING SMALLER – In another jaw dropping move, you have to read about how airlines, as they apparently need to squeeze in that extra row of coach seats, are making bathrooms smaller. So much for staying hydrated while breathing dry plane air! (Courtesy Wall Street Journal, August 30, 2018 issue)

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, Don Yehle** and **Tod Bassler**.

IPRA Membership

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

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

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.

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!

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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