

Nickel Plate Express—A New Central Indiana Excursion Train

By **Dagny Zupin**, Communications Coordinator, Nickel Plate Express

Please come aboard Indiana's newest passenger rail service! Operating from Atlanta, Indiana, the Nickel Plate Express provides excursions on 12.6 miles of the historic Nickel Plate Road.

What is Nickel Plate Express?

The Nickel Plate Express provides year-round excursions based in Hamilton County. They are a non-profit managed by parent company Nickel Plate Heritage Railroad. In addition to operating excursions, the organization manages a 150-year-old train depot in Arcadia, IN. The depot serves as an interactive humanities museum that pays homage to the history of Hamilton County. Nickel Plate Heritage Railroad handles marketing and programming for the Nickel Plate Express, while partner organization Atlanta Pacific Railroad provides operational assistance.

Mission: Nickel Plate Heritage Railroad will provide a moving entertainment and education experience for all generations

Atlanta Pacific Railroad, LLC.

Atlanta Pacific Railroad, LLC. operates rail service for the Nickel Plate Express. Atlanta Pacific is owned by long-time railroad operator, Tom Hoback. Hoback is well known for his ownership and management of Indiana Railroad, one of the most successful regional railroads in the country. Hoback sold his company to CSX in 2015.

The Team

A small— but mighty—team, Nickel Plate Express is run by three full-time employees. Executive Director Deanna Holt oversees finances, programming and customer service while Communications Coordinator Dagny Zupin handles media, marketing and additional programming. Operations Manager Bret Davis is *(continued)*



The Nickel Plate Express crosses Morse Reservoir.

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(*"Nickel Plate Express..." continued from page 1*) employed by Atlanta Pacific Railroad full-time to oversee maintenance and excursion scheduling. Nickel Plate Express employs an additional 10 part-time team members to provide exceptional customer service aboard the train.

The Track

Nickel Plate Express operates on 12.6 miles of the Nickel Plate Road that runs between Atlanta and Noblesville. The Hoosier Heritage Port Authority (HHPA) oversees the line by representing the three owners: Fishers, Noblesville and Hamilton County. The HHPA oversees a total of 37 miles of track that run from Tipton, IN to downtown Indianapolis. The HHPA line is disconnected from other rail lines at the north and south end. Nickel Plate Heritage Railroad has a 10- year contract with HHPA to serve as the operator of the line.



*This unused track next to the active Nickel Plate track in Atlanta was cast in **1897**! (red arrow points to date stamp)*

F9 Locomotive

The Nickel Plate Express uses a 1956 F9 diesel locomotive to lead its train. Initially, the locomotive served Erie Mining Company by hauling freight. Boasting 1,750 horsepower and a 16-cylinder engine, the F9 was the most contemporary engine of its time in 1956. The locomotive continued its freight service until its initial retirement in 2001. The engine was returned to service by Vermillion Valley Railroad in 2017 before Nickel Plate Express' acquisition.

Passenger Cars

Nickel Plate Express hosts passengers in four 1956 Santa Fe El Capitan Hi-level cars.



The F9 Locomotive and box car with generator will be getting a paint job

The Nickel Plate Express is stopped here in Atlanta, Indiana.



The cars are two stories high, with an upper-level lounge and dining area. These ground-breaking passenger cars were developed by the Santa Fe Railway Company in 1956 to provide exceptional comfort on the El Capitan luxury train, which operated between Chicago and Los Angeles. The cars were restored in Tennessee before arriving in Lapel, IN in August.



All seating areas are upstairs. Note the smaller overhead bins!

One of the cars is a dining car with a full kitchen on the lower level.



The Little Engine That Could

Bringing up the rear of the train, Nickel Plate Express uses a 50-tonner switcher engine. Made by General Electric, the 50-tonner engine serves as a back-up engine and can pull all four Santa Fe Hi-levels. (*continued*)

(*"Nickel Plate Express..." continued from page 2*)

The Move

The 37 miles of Nickel Plate Road owned by the HHPA is disconnected at both the north and south end. Thus, all four Santa Fe cars and the F9 locomotive were craned and trucked to their new home in Atlanta, IN. Schumann Transport Services of Minnesota and Paddock's Heavy Transport of Westfield oversaw movement of all equipment. The extra height of the hi-level cars meant they were heavier and more difficult to move. Although the project was a massive undertaking, Paddock's and Schumann's Transport were able to safely and successfully move all equipment within 11 days.

Operating Schedule

The Nickel Plate Express will operate until December 31 of 2018. The organization will provide themed programming aboard the train that changes each month. Currently, passengers can reserve seats for the Pumpkin Express and Ghost Express in October. In November, the non-profit will begin offering adult beverages aboard its Ales & Rails Express and Uncorked Express. Nickel Plate Express will light up the night when it begins its holiday ride, Reindeer Ride Express, after Thanksgiving. Gaylor Electric of Noblesville will donate holiday lighting for the exterior of the train, wrapping each car in Christmas lights. Nickel Plate Express will begin offering a dinner train in 2019. The organization's second season is expected to begin in mid-March 2019.

An Amtrak Trip to Virginia's Shenandoah National Park

By Douglas Yerkeson, Board Member,
Indiana Passenger Rail Alliance

Amtrak is a great way to explore our national parks. This summer, our family vacation included a visit to Shenandoah National Park in Virginia. Shenandoah National Park offers spectacular views of the Blue Ridge Mountains and the Shenandoah Valley, and is located on the heart of the Appalachian Trail.

Our adventure started on the evening of Thursday, July 12th 2018 at Indianapolis



Union Station, where we boarded Amtrak's *Cardinal*. My wife and I shared a Viewliner roomette across the hall from our children. Our sleeping car attendant, Janice ("Mama J") had our beds ready and we soon fell asleep after an on-time departure from Indianapolis.

The author's family and "Mama J"



I awoke briefly as our train arrived early at Cincinnati Union Terminal. Over an hour later, I again looked out my window to notice that our train had not moved. After a further delay,

our train started moving, but in the wrong direction for several miles. On our way to breakfast in the dining car, we learned from our conductor that a freight train had become disabled on the Ohio River bridge approach. As such, we had been re-routed along another track to cross the bridge. Kudos to Amtrak and CSX in working together by providing a pilot crew and a reroute around the disabled freight train. While we were delayed by about two hours, the situation could have been far worse.

Our family enjoyed a hot breakfast in the dining car. My wife and children enjoyed French toast with bacon, while I had the breakfast bowl. Our train was consistently around 2 hours late as we travelled along the Ohio River in Kentucky and into the West Virginia. A volunteer from the CP Huntington Chapter of the National Railway Historical Society (NRHS) boarded our train in Huntington, West Virginia and provided narration of the incredible scenery as we travelled through the New River Gorge.

We enjoyed lunch in the dining car where my wife and children ordered angus cheeseburgers. Having to be different, I ordered the chicken pasta. The meals were all very good. Our service attendant graciously provided us with a tray of potato chips to share.

We arrived in Charlottesville, Virginia a little over two hours late. After a short taxi ride to the airport, we rented a car and drove to Shenandoah National Park. We spent one night at the Big Meadows Lodge and two nights in a cabin at the Skyland Lodge. During our stay, we hiked part of the Appalachian Trail enjoying the natural beauty of the (continued)

(*"An Amtrak Trip..." continued from page 3*) surrounding mountains and valleys. We also enjoyed hikes to Rapidan Camp, the summer retreat of President Herbert Hoover, and the famous Dark Hollow Falls. During our stay in Shenandoah National Park, we saw much wildlife, including black bears, deer and wild turkeys.

After our national park adventure, we returned to Charlottesville for the next leg of our trip via the Amtrak thruway bus to Richmond, Virginia and the Silver Meteor to Miami, Florida.

Amtrak's *Cardinal* offers tri-weekly service from Indiana to points east, including stops in Kentucky, West Virginia and Virginia before arriving in Washington D.C. Additional details, including maps, schedules and on-line reservations are available at <https://www.amtrak.com/routes/cardinal-train.html>.

Update from Save the Nickel Plate

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

Members of Save the Nickel Plate held a press conference and rally at the Indiana Statehouse on Thursday, September 13, 2018 to announce legal action against the owners of the historic Nickel Plate railroad - Fishers, Noblesville, and Hamilton County - while also calling for Indianapolis officials to step in and protect the rails. The lawsuit alleges violations of the Indiana Open Door Laws by each of three owners when they held various meetings to vote on actions which progressed the trail-conversion plan forward. The suit cites specific statutes in Indiana law which required a public hearing and special notification for any projects which plan to alter a public right-of-way included in the thoroughfare plan of a city; such as the Nickel Plate railroad corridor. Since the railroad was planned to be a rail-with-trail in the official thoroughfare plan, Save the Nickel Plate asserts that the vote to "railbank" the railroad and convert it to a trail was required to include a public hearing.

As a result of the attention from the rally at the statehouse, Save the Nickel Plate was invited to participate in multiple one-on-one interviews with local media outlets. News coverage and exclusive interviews are available on the organization's website by visiting <http://bit.ly/2RhAUwl>. The premise of their



Top: Artist's depiction of a typical **Rail+Trail** (Source: www.salmonberrytrail.org)
Bottom: Here's a genuine **Rail+Trail** on the Monon at 25th St in Indianapolis!

message has been focused on good governance, not just rails and trails. They've argued that if elected leaders would carry out more transparent processes with public projects and allow the public to be involved, better solutions could be found to suit the interests of more citizens. In the case of the Nickel Plate railroad, they've argued that rails-with-trails would preserve the railroad while also allowing for the development of a walking and bicycling trail for residents to use.

Since first announcing the trail in February of 2017, the City of Fishers has maintained their position that the trail is a "done deal." Accordingly, the proposed 2019 city budget includes a \$12 million bond, much of which is earmarked for constructing two miles of the 9-mile trail - a trail which was originally estimated to cost \$9.3 million total but now looks to cost nearly that for just a portion of it. With the addition of bridges and tunnels to avoid grade crossings at major intersections, the cost of the trail has begun to skyrocket. A Fishers resident who scrutinized the Mayor's inclusion of funding for the Nickel Plate trail started a petition and raised the requisite number of resident signatures to receive intervention by the Indiana Department of Local Government Finance. It is expected that the petition will warrant a public hearing related to the proposed bond and funding for the Nickel Plate trail.

The most recent marketing efforts of Fishers included a multi-day Rails to Trails kickoff event. Members (continued)

("Update from Save the Nickel Plate" continued from page 4) of Save the Nickel Plate calmly protested these events by maintaining a presence next to the "feedback" table and educating residents about the unexplored option of rails-WITH-trails. At the conclusion of the kick-off event, more than 40 residents and members of the public submitted requests for preservation of the railroad or the development of a rail-with-trail. This made rails-with-trails one of the most requested features during an event that was intended to promote the trail-only option. Save the Nickel Plate continues to plan for active community involvement to ensure that residents understand that preservation of the railroad is a feasible option.

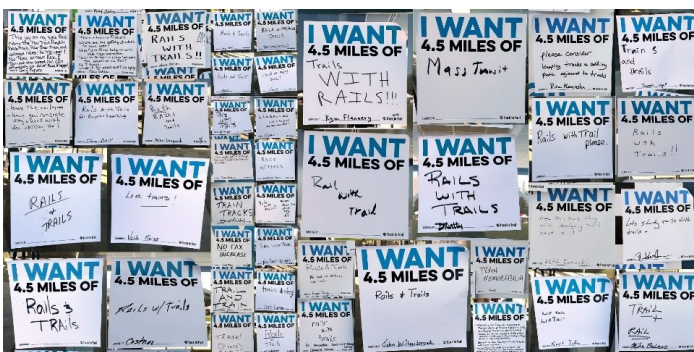


Top: Local citizens are pleased.

Bottom: Save the Nickel Plate display at the Rails to Trails kickoff event.

Anyone interested in the most recent and upcoming activities of Save the Nickel Plate is encouraged to join our email list at http://eepurl.com/cU_FxH and follow us on Facebook at <fb.com/savethenickelplate>.

A collage of local citizens' feedback



Commentary Indianapolis Complicity on Rail Abandonment Reveals a Void in Regional Transit Leadership

An opinion piece by **Bill Malcolm**, Board Member, Indiana Passenger Rail Alliance

Editor's Note: The photograph of the Monon at 25th Street on page 4 also supports this article.

Recent stories in the Indianapolis Star and on WTHR missed the real story on Fishers and Noblesville's selfish plan to remove the rail tracks that run all the way to downtown Indianapolis (aka the Nickel Plate Railroad or State Fair train tracks) and also uncovered a shocking void in regional transit leadership in Indianapolis.

It also revealed the City of Indianapolis' complicity in this flawed effort apparently made without public input.

Fishers/Noblesville currently has no authority to tear out the tracks since the matter is being challenged at the Surface Transportation Board (STB). Indianapolis recently joined with the pleadings which were made by a Chicago law firm. See here for the filing by Fishers / Noblesville / Indianapolis: [https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/8526b6264167904e852582fe004fdb7a/\\$FILE/246298.pdf](https://www.stb.gov/filings/all.nsf/ba7f93537688b8e5852573210004b318/8526b6264167904e852582fe004fdb7a/$FILE/246298.pdf). The Case Information at the Surface Transportation Board (STB) can be found here: https://www.stb.gov/home.nsf/case?openform&caseID=31902&caseDocket=FD_36137_0. A freight railroad wants the tracks preserved.

What is a mystery is why the Department of Public Works (DPW) of the City of Indianapolis is out of the blue (without any public comment) now supporting prompt abandonment of this regional transit corridor--dedicated rail tracks that run from north of Noblesville all the way to Indianapolis 22nd Street (and the corridor itself is preserved all the way to 10th Street in downtown Indianapolis)?

This corridor (which is also known as the State Fair Train) would be ideal for conversion to bus rapid transit, Amtrak service, special events use, a State Fair Train, or both a trail and transit.

There has been no public discussion in Indianapolis of any of this so why DPW is having a Chicago law firm support (cont'd)

("Commentary..." continued from page 5) the unfortunate selfish and untimely request of Fishers and Noblesville to thwart future regional transit development is puzzling.

Since when is DPW in charge of regional transit? Where is IndyGo, MPO, Health by Design, the Indianapolis Chamber, and Amtrak? Was the Mayor or even the City Council briefed?

Worse, two weeks ago the tracks between 13th Street and 20th Street were removed. Who authorized this and why?

The lack of regional transit leadership (much less any public dialogue) is disappointing as is DPW's surprise entry on the wrong side of the issue.

The August 31, 2018 letter from the Chicago Law Firm to the STB attack both a City Councilor and two state legislators who had the courage to question the plan. Since *(continued)* *("Indianapolis Complicity on Rail Abandonment..." continued from page 5)* when does the City of Indianapolis hire a Chicago law firm to attack the positions of local officials? Who paid for this?

Indianapolis should cease all further filings with the STB (and withdraw the 2 it has made) and instead commence a study of the best use of this regional transit treasure.

The real story is untold. See my recent column in the Volume 15 #19 issue of the Broad Ripple Gazette (https://www.broadripplegazette.com/back_issues/read_vo15_no19.htm) for more information or my September 21, 2018 letter to the editor in the Indianapolis Business Journal (<https://www.ibj.com/articles/70540-transit-advocates-alarmed-by-lack-of-vision>). The State Fair Train / Nickel Plate right of way can support both a rail-and-trail use while still preserving the current rail tracks for transit use.

*Bill Malcolm is an IPRA Board members and also writes the Round the Ripple column in the Broad Ripple Gazette. Portions of this op ed may have appeared in other publications including the IBJ as a letter and as columns in the Gazette.

Train, Vehicle Collision Results in Fatality on US 12, County Line Road

IPRA vice president, **W. Dennis Hodges**, who lives in Northwest Indiana and not far from a train, car accident in that area, comments on this story from the **Northwest Indiana Times**....

*"The following story is a tragic reminder that automobile drivers simply cannot win against a multi-ton fast-moving train. Going around gates is not just folly on the part of the driver; it is stupid. The **South Shore Railroad Commuter train** would have crossed this intersection within ten seconds. The now deceased driver could not wait that long, and the motorist and their family have paid a terrible price for the impatience.*

DON'T BE STUPID. DON'T TAKE THE RISK. DO NOT, FOR ANY REASON, GO AROUND RAILROAD CROSSING GATES. They are there for our protection.

A collision between a **South Shore commuter train** and car Tuesday evening, August 28, 2018 resulted in the death of a motorist whose vehicle was struck after going around the railroad intersection gates, police said.

According to Lt. Thomas Pawlak, around 5:30 p.m. on Tuesday, August 28, 2018 a South Shore train was going eastbound, traveling west of Ogden Dunes. A pickup truck, traveling south through the intersection of U.S. 12 and County Line Road, went around the railroad crossing gates and was struck by the train. The pickup truck caught fire and the driver was pronounced dead at the scene, Pawlak said. There were no other injuries. The driver has not been identified.

Due to the accident, the train was stopped at the intersection. The Associated Press reported service was delayed for about 90 minutes.

Pawlak said the intersection of U.S. 12 and County Line Road is known for frequent wrecks.

"In the past, there's been quite a few fatalities at that intersection," Pawlak said. "The railroad went extra lengths and installed barriers between the two tracks, because in the past, people would go through the gate and get stuck in the middle."

Lafayette Amtrak Station—Updates

By Joseph Krause, Retired Board Member,
Indiana Passenger Rail Alliance

1. Three U-turn signs have been posted at the north end of the Riehle Depot parking lot. This helps direct drivers (taxi, Uber, Lyft, ordinary persons) to a one-way movement northward once a vehicle enters from 2nd street. There has been a one-way sign posted but some drivers don't see it or purposely have ignored it. This causes confusion when those who are following correct procedure have to deal with an inconsiderate motorist heading 'upstream' the wrong way. Traffic movement is more logical, safer, and more considerate now.

2. Here are the parking rules and amenities offered in Lafayette for Amtrak passengers. Persons traveling to and from Chicago in one day may park in one of three reserved spots next to the station. There is also one handicapped spot. Those travelers needing overnight parking will be directed to the Tippecanoe County Parking Garage (entrance on Columbia St.). Amtrak passenger assistants Joe Krause and Julius Walker are at the Lafayette station each and every morning from about 6:30 a.m. until the morning train leaves. They are NOT at the station in the evening. Parking is free, but drivers must get a permit either from Lafayette City Hall (*continued*) ("Lafayette Amtrak Station—Updates" *continued from page 6*) or from Amtrak volunteers.

3. There continues to be a delay in completion of the boardwalk on the east side of the three railroad tracks. Apparently, there is considerable concern about the stability of the steel and wooden structure thus far assembled. The project was supposed to have been completed by May 30, 2018. That certainly is NOT the case at this time. As of Wednesday morning October 3, 2018, workers were removing some of the boardwalk. Also, a temporary wooden structure has been constructed while stability tests were taking place.

4. The new MARQ apartment building has been



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.



Want more information?
Contact us at: info@indianahighspeedrail.org

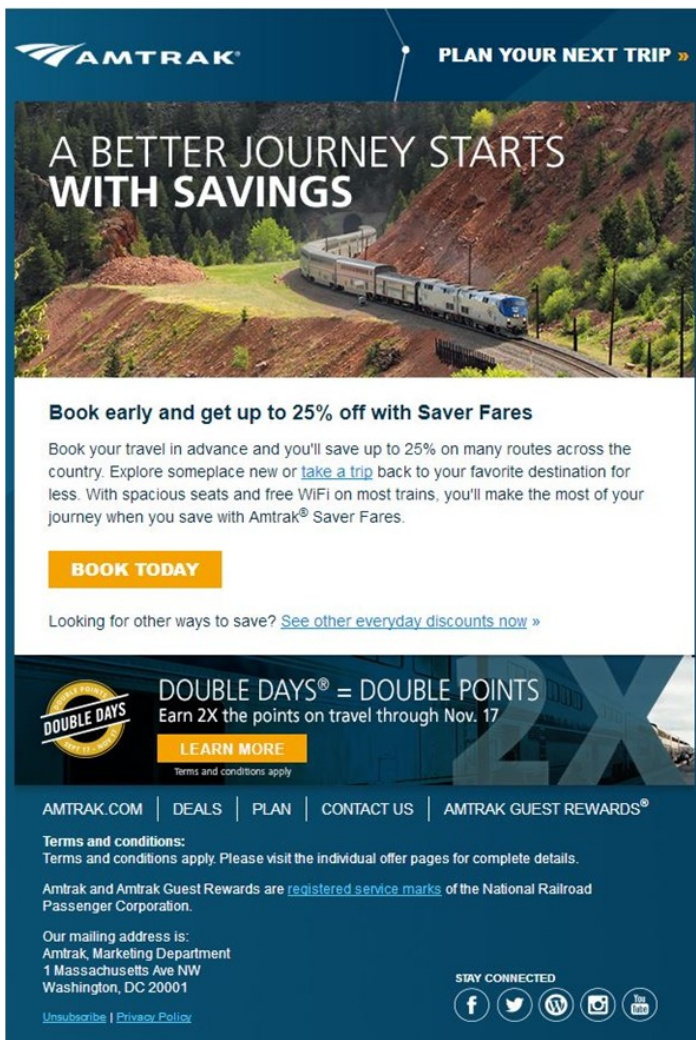
opened for leasing. Work is beginning on the Bru Burger Bar (restaurant) in the northeast end of the building. Old National Bank has been open and operating for several months now.

Bullets from the Board

By Steve Coxhead, President,
Indiana Passenger Rail Alliance

The Board of the Indiana Passenger Rail Alliance (IPRA) met on Thursday, September 27, 2018, at 12:00 noon, in the north side Indianapolis offices of Faegre Baker Daniels LLP. The following items were among those discussed.

- Ms. Brittany White (INDOT), spoke to the status of the **Hoosier State**, and how it might be affected by the next Indiana biennial budget (to be passed in spring, 2019)
- As it stands, support for the Hoosier State at its' current service level is included in the INDOT budget request. Current service level is one train, each day, in each direction, four days per week.
- There have been some discussions, with both (*continued*)



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("Bullets from the Board" continued from page 7) CSX and Amtrak, concerning improved service levels, but the anticipated level of state funding does not justify moving forward on major improvements.

- The Treasurer reported that we are still in good financial state, although expenses have outpaced revenue, as of late.
- The All Aboard Indiana Newsletter Editor Tod Bassler was elected to the Board by unanimous vote.
- 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. The nature of the involvement of the City of Indianapolis, in the attempts to repurpose the right of way for trail only use, is being investigated.
- An attractive and well-placed advertisement for IPRA appeared in the September/October edition of "BizVoice", the publication of the Indiana Chamber of Commerce. IPRA was represented at the July 31st 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. However, the committee again showed no interest in supporting passenger rail development.

- It was noted that while the state was able to secure a one-billion-dollar payment from the Indiana Toll Road operating company, the lion's share was allocated to roads, and none to intercity passenger rail. A small amount went towards the local match portion of the Federal funding request for expansion of the South Shore commuter railroad. A sizeable portion went towards encouraging international flights out of Indianapolis International Airport.
- IPRA will be represented at the upcoming annual meeting of the Midwest Interstate Passenger Rail Commission (MIPRC) by Steve Coxhead (IPRA President) and Phil Streby (IPRA Treasurer). IPRA is an "allied" organization, and as such attends MIPRC meetings as an observer.
- IPRA Board members Phil Streby and Tod Bassler will be attending the Midwest High Speed Rail Association luncheon on October 11, 2018. Attendees will be briefed on the current state of the California High-Speed Rail (CAHSR) Authority project. See more at: <https://www.midwesthsr.org/reminder-register-learn-how-california%E2%80%99s-rail-plan-so-common-sense-it%E2%80%99s-revolutionary>

The next Board meeting will be at a location TBD on Thursday, November 15, 2018 (i.e. the 3rd Thursday). All IPRA members are welcome to attend!

What: IPRA Board Meeting

When: Thursday, November 15, 2018 at 12:00 noon

Where: Location TBD

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.

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

IPRA believes that increasing the frequency of the *Hoosier State* (from two trains, four days per week) to six trains (three in each direction), seven days per week, would expand ridership to a greater than linear extent, and move us to the point where fare box revenue can cover operating expenses. (continued)

("Bullets from the Board" continued from page 8)

The level of support for the *Hoosier State* in the next budget is dependent on legislative action. Please let your state representative know if you agree with IPRA that it is important to increase the level of support so as to obtain the additional frequencies needed to cover operating expenses. This is particularly important if your representative serves on the House Ways & Means Committee. Talk to them. They do listen. 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 six months (with an average of **91%**) is:

- April 2018 – 86%
- May 2018 – 97%
- June 2018 – 91%
- July 2018 – 87%
- August 2018 – 94%
- September 2018 – 91%

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



HOT OFF THE PRESS! THE SOUTHWEST CHIEF WILL CONTINUE – On October 3, 2018, Amtrak's Executive Vice President and Chief Operating Officer **Scott Naparstek** said the *Southwest Chief* will continue running as is through fiscal year 2019. The is fantastic news proving that advocacy pays off! See the article and related video here: <https://www.railpassengers.org/happening-now/news/releases/southwest-chief-train-service-will-continue> (Courtesy of Rail Passengers Association (RPA))

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)

WHERE IS TRANSPORTATION SECRETARY ELAINE CHAO? – "Private" time fills long stretches of the Transporta-

tion Secretary's daily calendar. Read the full article at: <https://www.politico.com/interactives/2018/where-is-elaine-chao> (This news courtesy of Tanya Snyder, Kathryn A Wolfe & Beatrice Jin at Politico LLC)

WHAT'S UP WITH AMTRAK? – Francis Tapon, a Travel contributor to Forbes magazine, published an interview with **Marc Magliari**, Amtrak Media Relations Manager based in Chicago. There are both a written and video (on YouTube) version of the article. Read or (my preference) view this very good interview! Find the article at: <https://www.forbes.com/sites/francistapon/2018/09/30/whats-up-with-amtrak/#4d7ed3c83c2f>

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.

THE GLOBAL MASS TRANSIT REVOLUTION – A new report confirms that the U.S. lags behind the rest of the work in mass transit. Find this article at: <https://www.citylab.com/transportation/2018/09/the-global-mass-transit-revolution/570883>. (Thanks to Richard Florida at CityLab for this very good article.)

FOR CSX, A FLOOD OF CONTROVERSY AND SPECULATION – A flood of controversy is swirling around CSX following media reports blaming the railroad for catastrophic flooding in Lumberton, North Carolina during Hurricane Florence, which inundated much of the state's low-lying coastal areas. Find this article at: <https://www.railwayage.com/freight/for-csx-a-flood-of-controversy-and-speculation>. (This article was written by Railway Age Editor-in-Chief William C Vantuono)

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**. (continued)

("Riding the Rails" continued from page 9)

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.

PURDUE UNIVERSITY IS THE TRAIN SCHOOL – It's a fundamental part of a Boilermaker's job description! Recently this newsletter Editor's Alma Mater played Northwestern (& lost) but they're getting better as the season progresses. Either way this photo made me smile and I hope it does for you as well.



PARIS, FRANCE WILL BE CAR-FREE FOR ONE DAY THIS MONTH – Paris is banning cars for a day October 16, 2018 to prove it's possible to move around the city without driving. Read this article at: <https://www.fastcompany.com/90236541/the-entire-city-of-paris-will-be-car-free-for-a-day>. (This news thanks to Blake Aued at Streetsblog USA and Fast Company)

HOW OSLO, NORWAY IS RIDDING ITS CITY CENTER OF CARS – Oslo has devised a series of highly dissuasive (and effective) measures. Read this article at: <https://www.scmp.com/news/world/europe/article/2165462/drivers-norways-capital-oslo-see-red-over-citys-green-war-cars>. (This article courtesy of the South China Morning Post)

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!

BRIGHTLINE NOW HAS THREE LEVELS OF SERVICE – Go to <https://gobrightline.com/trains> and learn about THE SEATS

(& everything else) in this exciting new service between Miami, Ft Lauderdale & West Palm Beach, Florida! Also, this newsletter's Editor recently traveled through Orlando International Airport and saw the completed and impressive Brightline station just south of the airport terminals. All they need to do is connect it to West Palm Beach! They're already brainstorming about connecting to Tampa.

Amicus Curiae Brief Before Supreme Court of the United States in AAR Cert Petition of D.C. Circuit 2-1 Opinion Upholding On-Time Performance Standards – For most of us who can't read "legalese", focus on [On-Time Performance Standards]. Our President Steve Coxhead has agreed to participate and we'll be informed as things proceed.

SOUTH BEND MAYOR WANTS THE SOUTH SHORE DOWNTOWN AGAIN – After many years of the South Shore Interurban terminating it east end at the South Bend International Airport station, mayor Pete Buttigieg wants to see it return to downtown South Bend. The next step will be to design and engineer a downtown route. (Courtesy of the Associated Press and the Indianapolis Business Journal, August 14, 2018)

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** and **Tod Bassler**. See more at: <https://www.railpassengers.org/happening-now/events/rpa-fall-2018-miami>.

AMTRAK PREPARES FOR INCREASED THANKSGIVING TRAVEL – Amtrak is preparing for a surge of holiday travelers with extra trains and capacity on several routes. **Book Amtrak holiday tickets early!** See details at: <https://media.amtrak.com/2018/09/amtrak-prepares-increased-thanksgiving-travel>.

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.

IPRA Membership

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

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>

...or contact us at **our new mailing address:**

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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>

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