



Brightline Quickly Becomes Virgin Trains USA

By Tod K Bassler, IPRA Board Member,
Indiana Passenger Rail Alliance

On November 16, 2018, it was announced that **Brightline** (<https://gobrightline.com>) and **Virgin Group** (<https://www.virgin.com/virgingroup>) will form a strategic partnership to grow the first privately funded intercity passenger train service in the United States in over a century. Through 2019, **Brightline** will rebrand itself to be **Virgin Trains USA**. This news shines a very **bright** (no pun intended) light on the future of passenger rail in the United States.



A Brightline interior decked out for the Holidays!

Please see the Press Release at <http://press.gobrightline.com/showPressRelease/100056754> for more information.

Modern, Efficient Passenger Trains Now Have a Future in the USA

By Tod K Bassler, IPRA Board Member, Indiana Passenger Rail Alliance



Two Spanish Talgo trainsets at Beech Grove Shops, Indiana on November 19, 2018

On November 21, 2018, the **Federal Railroad Administration (FRA)** published **amended safety standards** for conventional and high-speed passenger rail equipment. For **Tier I** passenger trainsets, regulatory requirements have been changed to allow the use of modern more efficient de-

signs already in use in other countries. For **Tier II** passenger trainsets, the maximum allowable speed has been increased from 150 miles per hour (mph) to 160 mph. **Tier III** establishes new safety standards for high-speed trainsets for service up to 220 mph. While above 125 mph, these **Tier III** trainsets must operate in an exclusive right-of-way without grade crossings operating (*continued*)

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("Modern, Efficient Passenger Trains..." continued from page 1) but can also share right-of-way with freight and other passenger trains up to 125 mph.

The FRA's previous passenger rail safety standards required trains to be much heavier, thinking that the added bulk improved safety. The approach today is instead to implement impact absorbing designs as well as technology to avoid impacts in the first place.

While I don't know if the Talgo trainsets pictured here must comply with Tier I or Tier II safety standards, the important thing to note is, now that these new safety standards have been published, it will be easier and less expensive to put trainsets designed elsewhere in the world into service in the United States. We will also be able to replace old heavy trains with new quieter, lighter and more fuel-efficient trainsets.

Purdue Students Boarded Amtrak Trains for Thanksgiving

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

Purdue students made up the largest number of passengers boarding the Amtrak Train #851 the *Hoosier State* on Wednesday, November 21, 2018. A total of eighty (80) passengers boarded that day.

On Thursday, November 22, Thanksgiving Day, the group of passengers was a bit smaller with fifty-seven (57) departing. Lafayette Amtrak volunteers, Daniel Flavin, Joe Krause and Julius Walker assisted with the boardings. The *Hoosier State* departed Lafayette on time at 7:36 a.m., but the *Cardinal*, running late into Indianapolis, arrived in Lafayette at 8:14 a.m.



Passengers waiting for the *Cardinal* at Lafayette on Thanksgiving Day

South Shore Line—Double Track Project Milestone Met

Project Would Add a Second Track Between Gary and Michigan City



(Press Release Nov 2, 2018 by The Northern Indiana Commuter Transportation District (NICTD))

Chesterton, IN – The U.S. Department of Transportation's Federal Transit Administration (FTA) today issued a Finding of No Significant Impact (FONSI) based on its review of the Environmental Assessment (EA) for the Double Track NWI (DT-NWI) Project. This is a significant milestone for the Northern Indiana Commuter Transportation District (NICTD) that gives them the green light to continue developing this regionally transformational Project. The Project will result in reduced travel time, more frequent train service, improved safety, and expanded connectivity between northwest Indiana and Chicago. The DT-NWI Project will provide NICTD with the ability to add trains to meet the demands of growing ridership on its South Shore Line.

"The team at NICTD has worked hard to minimize the project's impact on the natural and human environment for the past two years," said Michael Noland, president of South Shore Line. "We are thrilled to reach this critically important milestone and advance the project in the Capital Investment Grant process with the FTA," he added.

The FONSI, which was signed by FTA Regional Administrator, Kelley Brookins on November 1, 2018, is the environmental capstone decision-making document for the Project. The FONSI outlines the determinations and findings of the environmental analysis in compliance with the National Environmental Policy Act (NEPA), and includes information about the selection and modification of the preferred alternative, analysis of impacts, environmental commitments, and responses to public comments.

The FONSI is available for review on the project website (<http://www.doubletrack-nwi.com/docs>) and at NICTD's offices at 33 E. U.S. 12, Chesterton, IN 46304 (adjacent to Dune Park Station).

(continued)

("South Shore Line: Double Track Project..." continued from page 2) The DT-NWI Project proposes to construct a second track between Virginia Street in Gary and E Michigan Boulevard in Michigan City, realign the South Shore Line along 10th and 11th Streets in Michigan City, and close 21 at-grade crossings. It would also enhance the Gary/Miller, Portage/Ogden Dunes, Dune Park, Beverly Shores, and 11th Street (Michigan City) Stations.

#

The Northern Indiana Commuter Transportation District (NICTD) operates the South Shore Line train with service from Millennium Station in Chicago to the South Bend International Airport in South Bend, IN

One for the Bucket List: Riding the *Empire Builder*

By Arvid Olson, IPRA Board Member,
Indiana Passenger Rail Alliance

"Do **NOT** book Amtrak's *Empire Builder*," the headline on *TripAdvisor* practically screamed. Emblematic of the perverse American delight in criticizing everything, the florid words stared at me from my workstation. Was I making a mistake in planning a one-way September trip from Lafayette to Seattle via the *Hoosier State* and *Empire Builder*?

A careful exploration of articles on a variety of sites and blogs dispelled my concerns. The *Empire Builder* was a magnificent opportunity to see America at 'see' level on what USA Today calls 'one of the five most scenic Amtrak trips.'

On an early Tuesday morning in late September, my wife, Edris, and I boarded an on-time *Hoosier State* at the Lafayette station with 45 day-trippers



A busy morning boarding the Hoosier State at the Lafayette, IN station courtesy of a group heading for a scenic Chicago tour

heading to Chicago for an architectural tour of the Windy City. We enjoyed watching the sunrise over fields of corn and

soybeans ripe for the harvest. In spite of a brief Illinois freight delay, we glided into Union Station on time.

Occasionally, I encounter a crew that exemplifies great customer service. We felt pampered in our oversized business class seats as we chatted with the conductor and crew. It is evident they are proud of their little train, and they did everything to make the short trip enjoyable.

The magnificent Amtrak Metropolitan Lounge (available to business and first-class travelers) made our four-hour layover in Chicago easy. We stored our luggage and enjoyed a late morning breakfast at the iconic Lou Mitchell's, before a sunny riverside walk.

We boarded the *Empire Builder* and easily found our lower level roomette. Our larger luggage was conveniently stored near our roomette. We were grateful for the advanced reading for enjoying a Superliner Roomette for hours without stress and arguments. Hint: Do not take any more into the roomette than needed, clutter is stressful.



The Empire Builder Observation Car was a real treat!

The two engine, fifteen-car consist left on time, and we settled into a routine of watching out our large window and leisurely reading. After confirming dinnertime reservation, we ventured up to the well-appointed Observation Lounge. Over the next two days, we spent about a third of our waking hours viewing the countryside whiz by from comfortable lounge seats.

Our dinner was enjoyable as was the conversation with a Washington couple. Shortly after crossing the Mississippi River, we began to prepare for bed. The conversion from facing seats to two bunk beds took minutes to accomplish. My wife and I fell asleep as we neared Minnesota's Twin Cities.

We awoke near Rugby, North Dakota, the geographic center of North America. After a delicious breakfast, we stretched our legs at chilly Minot, ND, and watched the refueling and crew change. The city was preparing for their (continued)

("One for the Bucket List..." continued from page 3) annual festival, **Norsk Hostfest**, and decorations abounded. West of Minot, the train crosses the Gassman Coulee on a spectacular high-level steel trestle.



Our chilly morning stop at Minot, ND included engine refueling and a crew change. The fifteen-car train was impressive, especially around curves.

Throughout our second day, the terrain transitioned to hills, and finally distant mountains came into view as we sped through Montana's Big Sky Country. BNSF Railroad has invested hundreds of millions of dollars on roadbed, long sidings, and extended double track with concrete ties. The line condition was excellent and alleviated recent logjams along the Northern Transcon between the Pacific and Midwest.

We glimpsed historic Glacier Park Station at dusk as we pressed toward Marias Pass. By Whitefish, MT, we were preparing for bed as the Builder entered Flathead Tunnel and roared into Idaho's panhandle.

We briefly awoke from our sleep at Spokane, WA as the *Empire Builder* noisily separated into two trains, one heading to Seattle, and the second train travelling the Columbia River Gorge to Portland Oregon. The trains left Spokane late and by morning; we were 45 minutes behind schedule.

Steadily, the *Empire Builder* made up time as it headed into the Cascade Mountains. After an early breakfast, the train climbed toward the 7.8-mile **Cascade Tunnel**. Completed in 1929, it is the longest U.S. rail tunnel.

After the tunnel, the *Empire Builder* began a steady descent into Everett, WA. Leaving Everett, the train made a sweeping U-turn and began its final push to Seattle. One of the highlights of the trip is the coastline run along Puget Sound. At times, travelers can see whales, seals, and por-

poises rising out of the pristine waters.

We arrived in Seattle fifteen minutes late, a testament to our engineer and a cooperative BNSF dispatcher. Unloading was prompt as was retrieving our checked bag inside the elegant King Street Station. The historic 112-year-old restored station was a fitting ending to our cross-country trip.

The two-day journey evoked memories of the original empire builder, James J. Hill, and the transcontinental system he forged without government subsidies. Personally, I hope that my grandchildren can someday travel across the great north in the comfort of a quality train. It is a remarkable trip. Now that the Builder is off our bucket list, we are planning a ride on the *California Zephyr*. Hope to see you in the diner!

Arvid Olson serves on the IPRA board. He is a Development Director for Faith Ministries in Lafayette, Indiana.

Cincinnati Union Terminal: An Art Deco Masterpiece!

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



Cincinnati Union Terminal on November 24, 2018

After a significant renovation, Cincinnati Union Terminal, originally opened in March 1933 (integrating 5 separate passenger terminals),

is a national historic landmark and an Art Deco masterpiece that Cincinnati should be proud of!

Only during World War II was the terminal used to capacity with as many as 34,000 people travelling through the building daily in 1944. Today the building is primarily the Cincinnati Museum Center (<https://www.cincymuseum.org>) housing the Duke Energy Children's Museum, the Museum of Natural History & Science, the Cincinnati History Museum, Holiday Junction Featuring the Duke Energy Holiday (continued)

("Cincinnati Union Terminal..." continued from page 4) Trains and the Robert D Lindner Family OMNIMAX Theater. Some attractions are not yet open so see the website for up to date information. The Amtrak **Cardinal** uses Union Terminal 6 days per week (3 days to Indianapolis & 3 separate days from Indianapolis), stopping here in the very early morning when most nearby people are asleep.

When the concourse was torn down, 14 mosaics depicting Cincinnati industry of the 1930s were saved and moved to the Cincinnati / Northern Kentucky International Airport (CVG). Cincinnati Union Terminal has been described as one of the most outstanding examples of Art Deco train stations in the nation.

The Cincinnati service, operated by the Baltimore and Ohio Railroad (B&O), ran from Baltimore to Cincinnati via Washington, DC from January 1947 to June 1950. Since that route had too few passengers, the route was changed in June 1950 to run from Cincinnati to/from Detroit until April 1971, when Amtrak chose to not operate any of B&O's remaining passenger routes. (This information courtesy of The Cincinnati Museum Center, The Ohio Historical Society, Wikipedia and Phil Streby).



Top: The Amtrak waiting room hours are puzzling (Tuesday is only day **Cardinal** doesn't run here)

Middle: The building's half-dome is the largest in the western hemisphere

Bottom: This period advertisement is a work of art!

Your South Florida Rail Vacation: Car Free and Carefree

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

Fort Lauderdale and Miami are perfect for a car free, carefree holiday and now there is a new train you have to try.

GETTING THERE

I took Amtrak down from Orlando through the beautiful countryside to Ft. Lauderdale. I flew back on Southwest. The **Silver Meteor** Amtrak route runs on CSX and was on time the day I took it. The scenery was great--the real Florida. Once I arrived at the Ft Lauderdale Amtrak/Tri Rail Station, I hopped on the **free shuttle** over to the Ft. Lauderdale Central Transit Center to take the **#40 bus** to my hotel. If you fly in, the **#1 bus** serves the FLL airport from the rental car airport for \$2 and you can connect to the **#40** for a short trip to the beach. You can also fly into Miami and take the **Tri-Rail** commuter rail to Ft. Lauderdale Amtrak/Tri Rail station.

WHERE TO STAY

I stayed at the **Best Western Oceanside Inn** near the Ft. Lauderdale beach area. They have bikes to rent and you are just a block from the beach area. The **Swimming Hall of Fame** is a half mile away and offers public lap swims for \$4. Other nearby beach hotels include the **Atlantic** and the **Sonesta**. The **#40 bus** serves these hotels from the downtown Broward County Transit Center. I have also stayed at the **Hampton Inn** in downtown Ft. Lauderdale, which is very nice. Some of the inns are male-only, so inquire when you call or check all the options at Sunny.org, the Ft. Lauderdale visitor information site.

WHAT TO DO

The beach is a must and there are several nearby in Ft. Lauderdale. Being a transit fan, I took the new **Brightline** train from Ft. Lauderdale to Miami. It is a privately-run train which serves cocktails in the waiting area and on board (as well as snacks). Look out Amtrak! Once there, you can hop on Miami's **Metromover**. The Miami Financial District features lots of interesting new architecture or you can hang out along the harbor. Check out Bayfront Park along Brickell Avenue where you can hop on the **Brickell Avenue Trolley** to check out downtown Miami. Take the **Metromover** from the **Brightline** Station. It is a free people mover that runs around downtown on 3 separate routes. A mini version of (continued)

("Your South Florida Rail Vacation..." continued from page 5) the Chicago L without the noise nor the fare. On the way home, I took the **Metrorail** light rail to MIA Airport station to hop on the **Tri-Rail** commuter rail back to Ft. Lauderdale. Details at miamidade.gov/transit or at the **Tri-Rail** website. (You can also catch the **150 bus** to Miami Beach from the Airport transit center in Miami.) A free bus from **Tri-Rail** takes you back to the transit center where you can hop on the #50 back to Wilton Manor.

PLAN YOUR TRIP

Sunny.org is the official Ft. Lauderdale trip planning site or check Trip Advisor for hotel recommendations. You can't beat south Florida for a winter time visit. Temperatures rarely dip below the 60s and highs are routinely in the 80s. Using my tips, you can enjoy the area without the hassle of a rental car nor even having to use UBER or Lyft.

Bill Malcolm also writes the **Round the Ripple column in the **Broad Ripple Gazette**. He also has a syndicated travel column which appears in the **Windy City Times** and other publications including two in Florida. These are hobbies.*

South Shore Line—Positive Train Control (PTC) Update

South Shore Line To Make Rail Travel Even Safer with Positive Train Control (PTC)

(Press Release Nov 7, 2018 by The Northern Indiana Commuter Transportation District (NICTD))



Chesterton, IN – At the South Shore Line (SSL), safety is the highest priority. To further enhance safety efforts, the SSL is implementing (along with all other passenger railroads in the US) Positive Train Control (PTC) technology across their entire network. The national effort for PTC began in 2008 when the U.S. Congress passed the Railway Safety Improvement Act (Act).

PTC is an unprecedented, complex set of technologies that will automatically stop a train before certain human error incidents occur. PTC will prevent train-to-train collisions and derailments caused by excessive speed, unauthorized

train movement onto sections of track, and movement of a train through a track switch left in the wrong position. This technology is capable of automatically stopping a train, should a train operator fail to take appropriate action for the conditions at hand. The Northern Indiana Commuter Transportation Board of Trustees, the governing body overseeing the SSL, strongly advocated for a time extension to the Act in 2015 to allow the SSL and many other railroads across the country to reach this major milestone. The Board also advocated for federal funding for this safety mandate and was very pleased when, with the help of our Indiana's Congressional delegation, NICTD secured an \$8 million PTC grant from the Federal Railroad Administration (FRA) to help offset the cost of this project.

"To implement PTC, the South Shore Line assembled a top-notch team of employees, consultants and contractors," said Michael Noland, SSL President. "This extraordinary effort required, and will continue to require, expertise in the electrical, mechanical and civil engineering disciplines, computer and information technology, communications, configuration management and rail operations," he added. "Our highly dedicated team has been working long hours, days, nights and weekends in the field, office and mechanical shops to bring the PTC system online," said Victor Babin, SSL Chief Engineering Officer.

As the SSL develops and installs each component, it must pass multiple rigorous testing requirements in lab testing, field testing, and FRA certification. Field testing requires the physical testing of equipment on the SSL rails to ensure PTC systems are completely interoperable and working together seamlessly. Field testing began in April 2018, and the SSL's application for Revenue Service Demonstration (RSD) was approved by the FRA on November 2, 2018.

Entry into Revenue Service Demonstration will allow the SSL to start integrating PTC into daily passenger service. As NICTD rolls out this new system to the entire service schedule, it is anticipated that there could be occasional service impacts, which NICTD will work hard to minimize. SSL will work diligently to keep passengers updated and informed during this time. "There is nothing more important than the safety of our passengers," said Noland. "While our passengers may experience minor inconveniences throughout the PTC Revenue Service Demonstration process, we are confident that they appreciate our safety-first focus," Noland added.

(continued)

("South Shore Line—Positive Train Control..." continued from page 6) For more information, please visit <https://www.mysouthshoreline.com>.

The Northern Indiana Commuter Transportation District (NICTD) operates the South Shore Line train with service from Millennium Station in Chicago to the South Bend International Airport in South Bend, IN.

Commentary

Indianapolis Sued Over Plan To Abandon Regional Rail Corridor

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

Richard Vonnegut has sued the City of Indianapolis for its violation of changing the thoroughfare plan without public input. This involves the City's support for converting the Nickel Plate Railroad rail tracks into a trail. The lawsuit apparently asks for public comment hearings.



The Nickel Plate tracks – which run from downtown Indianapolis north beyond Noblesville--can handle joint rail and trail use according to advocate Logan Day of Save the Nickel Plate.

Separately, advocates of preserving the corridor met November 19, 2018 in downtown Indianapolis to form a new regional coalition to stop Fishers' plan for a trail-only option despite public protest. They discussed this recent development as well as the surprise joint pleading by Indianapolis/Noblesville/Fishers urging the STB to ignore the criticism and approve the rail track abandonment. (A freight railroad in Ohio has challenged the Fisher's plan.)

The Surface Transportation Board (STB), which has jurisdiction over the matter, **has yet to approve the abandonment.**

Over 1,200 persons have objected to Fisher's proposal and the suburb refuses to consider joint rail and trail use according to critics.

Vonnegut's lawsuit, brought by attorney Terry Tolliver, asks the STB to halt consideration of the matter pending resolution of the lawsuit.

The unique rail corridor has been used for freight, the *State Fair Train*, and the Indiana Transportation Museum special

events trains such as the *North Pole Express*.

Join **Save the Nickel Plate** on Facebook or ride your bike along the Monon Trail to see the corridor.

The lack of regional transit leadership in Indianapolis is appalling. Letting little Fishers dictate regional transit priorities including those for Indianapolis. Happily, the STB, which has jurisdiction, has yet to approve Fishers' proposal to rip out the rail tracks. Shame on Fishers for its slick PR campaign to make it appear that this is a done deal and a trail-only options is approved. They need STB approval which their plant in the *Star* and other publications fail to mention.

As we learned with the recent bid for Amazon here in Indianapolis, we need to work together as a region and not as individual cities. This includes having a viable regional transit system.

See the full story on this topic in the November **Midtown Magazine** ("Nickel Plate Controversy Comes to Midtown").

**Bill Malcolm also writes the Round the Ripple column in the Broad Ripple Gazette where this story also appeared. He also has a syndicated travel column which appears in the Windy City Times and other publications including two in Florida. These are hobbies.*

Bullets from the Board

By Steve Coxhead, President,
Indiana Passenger Rail Alliance

The Board of the Indiana Passenger Rail Alliance (IPRA) met on Thursday, 11/29/18 at 11:00 a.m. in the ELM room of the West Lafayette Public Library. The following items were among those discussed.

- We have launched a major effort to clean up and modernize our **membership list**. If you have been receiving duplicate messages in the past, you should no longer receive them. This will allow us to do more targeted communications, so people receive more high value information.
- Greater use of social media, such as **Twitter** and **LinkedIn**, to spread our message will be seen over the coming year, in coordination with the existing **Facebook** page. Anyone interested in getting involved with this initiative should contact us at info@indianahighspeedrail.org.
- Along with an increased use of social media, the (cont'd)

("Bullets from the Board" continued from page 7) coming year will see a major clean up and modernization of the **IPRA website**. Content will be streamlined and made more relevant. Anyone interested in getting involved with this initiative should contact us at info@indianahighspeedrail.org.

- Outreach to government and business organizations such as the **IEDC** (Indiana Economic Development Corporation) will be strengthened in 2019.
- IPRA met with **ICAT** (Indiana Citizens Alliance for Transit), recently, to discuss the role of the City of Indianapolis in the controversy surrounding the fate of the Nickel Plate right of way connecting Indianapolis to Fishers and Noblesville.
- A more active outreach to southern Indiana will be seen in 2019 in an attempt to effectively articulate that area's needs and desires for modern passenger rail systems.
- We are planning an IPRA Board Meeting in southern Indiana about the end of March in either Seymour or Columbus. Stay tuned for further developments. There will be something fun to do!

The next IPRA Board meeting will be held on Thursday, January 24, 2019 (i.e. the 4th Thursday). All IPRA members are welcome to attend!

What: **IPRA Board Meeting**

When: **Thursday, January 24, 2019**
at 11:00 Local Time

Where: **Location TBD**

Food: **Sandwiches will be brought in so that we may have 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 for more details as this meeting's date approaches.

Don't forget to include the *Hoosier State* (and other Amtrak services) in your travel plans. Heavy ridership is the most important weapon we have in the fight to improve rail passenger service in Indiana.

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.

The new General Assembly will start its work with the new year, with a biennial budget to be finalized by the end of April.

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.



Make the acquaintance of your local state representative and senator, and talk to them about the importance of financial support for passenger rail.

Those of you who are Indianapolis residents might want to talk to your City/County Councilman about why Indianapolis still lacks acceptable rail passenger service.

Finally, let us know about your conversations (or anything else you want to tell us) by sending a message to info@indianahighspeedrail.org.

Riding the Rails

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

HOOSIER STATE Update—

- The On-Time Performance (OTP) of the ***Hoosier State*** train for the most recent six months (with a 6-month average of **87%**) is:
 - June 2018 – 91%
 - July 2018 – 87% (*continued*)

("Riding the Rails" continued from page 8)

- August 2018 – 94%
- September 2018 – 91%
- October 2018 – 83%
- November 2018 – 74%
- Ridership (up 8.6%) and revenue have been trending **up** every month since [start of fiscal year] July!
- Radio advertisements for the **Hoosier State** started in mid-November in Indianapolis & Lafayette
- This information is courtesy of the **Indiana Department of Transportation (INDOT)** (<https://www.in.gov/indot/2815.htm>)



SAVE HOOSIER TROLLEY HISTORY – The **Hoosier Heartland Trolley Company's** mission is to remove their historic collection of railroad cars from the old [now closed] **Indiana Transportation Museum** grounds in Noblesville, IN. Please donate so they can recover these priceless vehicles. Go to <https://www.gofundme.com/save-hoosier-railroad-history> for more detail and to donate.



READ [ROUND THE RIPPLE] FOR UP TO DATE INFORMATION ABOUT THE NICKEL PLATE CORRIDOR – Go to <https://www.broadripplegazette.com/read.htm> and read IPRA Board Member **Bill Malcolm's** updates on the continuing saga of the plans for the Nickel Plate rail corridor. You can read all articles online and while Bill has written much about this topic and this editor recommends that you read Bill's column in the Broad Ripple Gazette Volume 15, Numbers 19 through 24 (current issue) in order.

MORE SUPPORT FOR RAIL+TRAIL ON THE NICKEL PLATE CORRIDOR – On Tuesday, December 4, 2018 the **Indiana Department of Local Government Finance** called a special public hearing regarding the Fishers proposed budget, tax rate and levy to pay for the Nickel Plate Trail. See a video of the meeting at <https://www.facebook.com/SaveTheNickelPlate/videos/379758382765016>. Anyone interest in the most recent and upcoming activities of **Save the Nickel Plate (StNP)** is encouraged to join the StNP email list at http://eepurl.com/cU_FxH and follow

StNP on Facebook at [fb.com/savethenickelplate](https://www.facebook.com/savethenickelplate).

INDIANAPOLIS-CHICAGO AMTRAK ROUTE IS BIKE FRIENDLY – Don't forget that bicycles are 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)

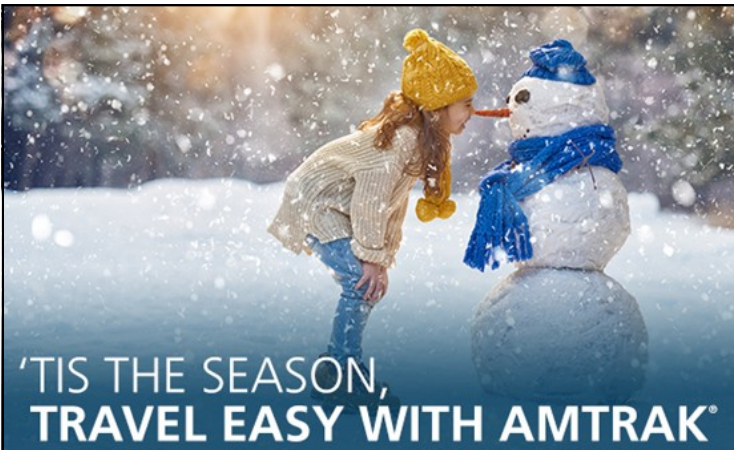
SOME NEARBY PASSENGER RAIL HISTORY... THE FLORIDIAN – Seen here at LS Junction in Louisville, KY in Winter 1978, this train connected Chicago, Lafayette (Purdue), Bloomington (IU), Kentucky, Tennessee, Alabama and south Georgia to many Florida cities. (Photo by Charlie Bucolla)



AMTRAK CHICAGO UNION STATION GREAT HALL PROJECT COMPLETED – On November 29, 2018 the renovation of this amazing 93-year-old building was officially unveiled. There will be more work to continue improving Chicago Union Station! Keep an eye out starting in December for a new website, <https://chicagounionstation.com>. Please go to <https://media.amtrak.com/2018/11/amtrak-chicago-union-station-great-hall-project-completed> to learn more! (This news courtesy of Amtrak Media Relations)

RANDAL O'TOOLE'S NEW BOOK IS AVAILABLE – Next month we'll publish some reviews of *Romance of the Rails: Why the Passenger Trains We Love Are Not the Transportation We Need*.

INDIANA LAWMAKER WANTS CENTRAL INDIANA LIGHT RAIL BAN LIFTED – Indiana State Representative **Justin Moed** of Indianapolis wants to present a bill to do this in the 2019 session. See more at <https://www.wishtv.com/news/indiana-news/indiana-lawmaker-wants-light-rail-ban-lifted-in-2019/1620067488>. (This news courtesy of **WISH TV** (copyright **Nexstar Broadcasting Inc.**)) (continued)



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BOOK NOW

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

MADRID BANS POLLUTING VEHICLES FROM CITY CENTER –

Starting 6-Dec-18, only vehicles producing zero emissions will be allowed to drive freely in downtown Madrid, Spain. Read the article at <https://www.theguardian.com/cities/2018/nov/30/its-the-only-way-forward-madrid-bans-polluting-vehicles-from-city-centre>. (This news courtesy of *The Guardian*)

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.

Rail Passengers Association (RPA) members now have a new benefit... **MemberDeals**. Current RPA members will find details on RPA's website. **If you're not a RPA member, this is a great time to join!**

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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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IPRA Membership

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

 <p>Indiana Passenger Rail Alliance</p> <p>A one-year membership in the Indiana Passenger Rail Alliance is only \$25 (Student) or \$30 (Member)</p> <p>Join or renew at http://www.indianahighspeedrail.org/join.html</p> <p>Please mail check to: Indiana Passenger Rail Alliance, 125 West South Street, Unit 662, Indianapolis, Indiana 46206-0662</p>	<p>Name: _____</p> <p>Address: _____</p> <p>City: _____</p> <p>State: _____</p> <p>Zip Code: _____</p> <p>E-mail: _____</p>
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