

Analysis: Why the 'Hoosier State' will die on June 30

By: **Bob Johnston**, May 2, 2019. Reprinted with permission from Trains Magazine / Kalmbach Media Co.

INDIANAPOLIS — Indiana Gov. Eric Holcomb issued the Chicago-Indianapolis *Hoosier State's* official death warrant this week when he signed a \$34 billion state budget approved by the state legislature. It fails to include a \$3 million operating grant in each of the next two fiscal years that would have maintained daily service on a route also served by Amtrak's tri-weekly Chicago-New York *Cardinal*.

The *Hoosier State's* last runs are set for Sunday, June 30.

The signing effectively ends efforts to keep the train running by a bipartisan group of legislators and local politicians at intermediate *Hoosier State* stops of Rensselaer, Lafayette, and Crawfordsville. Those communities — but not Indianapolis — have collectively contributed about \$500,000 annually to support the service.

The discontinuance will end the train's complex tale of funding and operational struggles.

In 2013, Indiana initially balked at providing an operating grant under Section 209 of the **Passenger Rail Investment and Improvement Act of 2008**, which requires states to fund the majority of routes operating under the legislation's arbitrary 750-mile demarcation.

Amtrak management helped Congress craft the law's "short distance" versus "long distance" dichotomy. The distinction was based on the political reality that North Carolina was already paying operating support for the 704-mile New York-Charlotte, N.C., *Carolinian*, but politically



Trainmen uncouple the Hoosier State's three car consist from the eastbound Cardinal at Indianapolis on April 23, 2019. The Hoosier State trainset deadheads westbound on Mondays and eastbound on Tuesday to position equipment, and earns no revenue on Thursdays and Saturdays.

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conservative South Carolina and Georgia state governments would not agree to fund the 829-mile New York-Savannah, Ga., *Palmetto*, the only Amtrak long-distance train that doesn't run overnight.

The goal was to get states with robust corridor service such as Michigan, New York, and Virginia — where Amtrak had historically provided full funding — to pay for trains on the same basis as other states, as well as operating authorities from California to Maine.

However, in no way did the *Hoosier State* resemble or impose the same kind of cost burden on Amtrak as those multi-frequency corridors. But its board of directors and management under then-President Joe Boardman never fought for an exemption that would have been justified, based on the fact that the *Hoosier State* served two unique functions: It facilitated a daily link from Chicago to the company's indispensable Beech Grove Heavy Maintenance Facility near Indianapolis, and it strengthened the *Cardinal's* role as a meaningful Chicago-Indianapolis corridor service by filling the void on days the long-distance train didn't operate.

Amtrak also declined to pursue with host railroads a key finding of the legislation's required Section 210 "Performance Improvement Plan," which concluded that efficiencies and increased revenue accruing from daily *Cardinal* operation would be only marginally more expensive than the status quo. The proposal argued that a required third Chicago-New York trainset could be largely assembled from the *Hoosier State's* equipment, which deadheads with the *Cardinal* on two trips and is idle on Thursdays and Saturdays.

Instead, Amtrak's sanctimonious stance to Indiana was, "to be fair to the other states, you have to pay." Thus, funding was in the hands of a state government that focused on the train's revenue and expenses, rather than embracing the mobility benefits or transportation value that intercity rail can provide — even if the communities it served did recognize that value.

This sent the train on a tortured path that included:

— A failed attempt to strike a deal in mid-2014 with Corridor Capital, LLC., "America's first passenger train development company" (as described in its slick brochure at the time) that would use leased passenger cars and locomotive. Indiana apparently didn't realize it was expected to bankroll new equipment acquisition.

— Interim operation by Amtrak beginning in October, 2014, coupled with efforts by management to explain the route's inherent weaknesses and opportunities to both the state DOT and communities. It was similar to the effort to stir up support and funding for the

Southwest Chief. But unlike officials in Kansas, Colorado, and New Mexico, those in Indiana not only refused to ride the Oct. 1 inspection train and meet with CSX officials on board, but



Amtrak operations guru Chris Jagodzinski uses an inspection trip for local leaders on Oct. 1, 2014, to explain the *Hoosier State* route's congenital weaknesses. Indiana DOT officials were invited, but they declined to attend.

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never applied for external funding. Their attitude: We don't know and we don't want to know.

— A deal with Iowa Pacific Holdings, starting Aug. 2, 2015, for marketing and enhanced onboard service upgrades like business class, a dome car, and full dining service, in contrast to the bare-

bones, coach-only service Amtrak had provided. However, the contract allowed Amtrak, which supplied operating crews, insurance, and facilitated the state's right of access, to be paid first. Despite increased patronage, customer satisfaction, and revenues, Iowa Pacific couldn't cover the increased



Passengers on the inaugural run of Iowa Pacific's version of the *Hoosier State* have finished breakfast in the train's full-length dome on Aug 2, 2015. Iowa Pacific convinced Indiana authorities that amenities could substitute for speed in the short run, but the company's hopes of adding another round trip ended when unreimbursed costs forced its withdrawal.

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expense, so it pulled out at the end of February 2017.

— Another try by Amtrak from March 2017 to the present, this time adding business class, Wi-Fi, and a cafe car. But marketing efforts disappeared, hastened by Amtrak management changes that didn't include

efforts to increase revenue in the business plan.

Through all these gyrations, Indiana — with or without Amtrak's assistance — never made any meaningful attempt to find money for CSX infrastructure improvements. Such upgrades might pave the way for reduced travel times and another round trip, which might coax Indiana residents off of dangerous and congested Interstate 65. The state did commission at least one engineering study that outlined route enhancement options, but current Indiana DOT spokesman Scott Manning told Trains News Wire in January 2019 that he wasn't aware that the documents ever existed. They certainly were never acted upon.

Officials focused only on passengers actually carried, 27,878 in fiscal 2018, rather than the 60,000 Amtrak determined who traveled on either the *Cardinal* or *Hoosier State*. Now, most of that business will be lost to the reality of inconvenience.

"A lack of frequencies on a corridor ripe for development like this one effectively doubles the price," a former Amtrak operations manager tells Trains News Wire, because revenue derived from an extra round trip with the same equipment would spread fixed and variable costs over more revenue-producing trips. He adds, "I don't think anyone put a good plan in front of the state." Unfortunately, Amtrak's still-opaque allocated-cost formulas for equipment and administrative charges don't encourage additional frequencies either.

Other ironies:

— The governor's axe fell the same week Amtrak touted its 48th anniversary on May 1 by noting in a press release that the company "is heading toward break-even on an operating earnings basis by [fiscal year 2021]" and "has committed to investing billions in modernizing infrastructure, fleet, and facilities to meet the growing needs and ensure a continued, bright future for passenger rail service across the nation." Except, that is, for the *Hoosier State* in Indiana.

— The state legislature and Gov. Holcomb's decision was finalized during the public comment period for the Indiana Department of Transportation's "Statewide Transportation Improvement Program." The DOT is soliciting suggestions for surface transportation projects, "in which construction and operating funds can reasonably be expected to be available." Respondents can offer their opinions here or at one of 11 open

-house dates through May 16. The only one scheduled for a community directly on the route of the *Hoosier State/ Cardinal* is May 9, at Oakland High School in Lafayette, Ind., from 5-7 p.m.

Perhaps a number of interested constituents may attend, but it will be too late to save daily service.

36 Years of Service to Amtrak!

By: **Mark Petty**, Vice President, JP Corporation

JP Corporation bought a building and expanded operations in Beech Grove, Indiana in 1977. Brothers Charles "Kris"

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Petty (President) and Mark D. Petty (Vice President) are 3rd-generation owner/operators. Their Dad and Grandpa had both been highly-successful machinists/business owners. Dad and Grandpa were also train nuts – and as children – Kris and Mark enjoyed by far the finest model train set in the neighborhood. Today, thanks in large part to a 36-year very successful relationship with Amtrak, the company now owns three interconnected buildings at the same location. **JP Corporation is TOTALLY DEDICATED to PASSENGER RAIL in AMERICA and every team member understands this MISSION!**

JP Corporation's original building was purchased on Main Street in Beech Grove simply because it was the best real estate deal the company had found. The young enterprise needed a lot more space. At that time – the company's largest customer was Western Electric – and rail parts had not yet been produced. However – only 1.5 blocks away – stands Amtrak's Beech Grove Shops, the largest train maintenance and repair facility in America. Naturally, the brothers wanted to introduce themselves!

The brothers persisted, and eventually were offered their first Purchase Order (PO) from Amtrak. Thus began a major transition for JP corporation, one which would eventually make them arguably Indiana's leading CNC

Machining Job Shop for the Rail industry. Today, rail parts are the majority of JP Corporation's total business and are provided to several other customers in addition to Amtrak.

JP Corporation considers its 36-year Amtrak relationship as its crowning achievement, and credits the Beech Grove Shops with supporting it initially. Very quickly, the entire headquarters staff at Amtrak Philadelphia also became – and still are – highly-supportive. To its credit, JP Corporation has always walked the extra mile for Amtrak. All parts are produced in excess of PO quantity, so that some stock is always on-hand for immediate delivery directly to the Beech Grove Shops and/or other facilities. This dedication by JP Corporation has been highly-valuable to Amtrak, and has in-turn played a major role in the success of both companies.

During the past 36-years, JP Corporation has produced nearly 1,000 different parts/assemblies for Amtrak. Some have been passenger amenity items such as door latches and bunk bed brackets. The company's specialty, however, is proprietary bolts, pins, and bushings, the majority of which are incorporated into the brake and suspension systems. In addition to providing repair parts on demand, JP Corporation also provides scheduled maintenance kits for Amtrak's passenger cars. These kits are configured in compliance with DOT regulations meaning that every part needed must be contained in 1 shipping box and sold as 1

SKU. There could be literally 350 to 500 parts (depending on which kit) and *nothing* can be missing. JP Corporation may only produce about 10% of the parts in a kit and is acting as a distributor for 90% of the other items. A single backordered hardware part means that the other 349 items *cannot ship*.

This very challenging aspect of the business has also greatly endeared JP Corporation to Amtrak. It is safe to say that over the course of its Amtrak relationship, JP Corporation has become exceptionally proficient at manufacturing train parts! In fact, it was named Amtrak's Woman-Owned Business Enterprise of the Year in 1999.



Rail parts are about 70% of total business at JP Corporation. The remaining 30% are about evenly divided between aerospace and induction heat treating. For the past nine years, the company has been ISO and Aerospace Certified. Neither is necessary to work for Amtrak, but is required for any kind of part that leaves the ground. JP Corporation has produced such parts for both Rolls-Royce North America and GE Aviation.

The company is especially proud of the fact that it won a design competition from Rolls-Royce North America for custom aerospace gear fixtures. These fixtures are used for machine-to-machine ingress/egress, for protected storage and for easier inspection. JP Corporation was awarded the contract to produce this equipment, plus install it directly into a production line. It proved to be far safer for gears and humans than the previous "system" of man-handling!

At about the same time, JP Corporation also supported LibertyWorks, the US Military division of Roll-Royce. The company built various destruction-testing parts for the F-35 project.

Lastly, JP Corporation operates a separate division which performs Induction (only) Heat Treat and Flame Hardening. This capability was originally brought in-house only to improve delivery times to Amtrak, but it very quickly took on a life of its own. Because it requires very highly-skilled operators (which the company is lucky to have), competition has declined and demand has increased. Today, JP corporation induction-hardens thousands of brake drums, brake discs, gears, sprockets, and related parts which are used by Caterpillar, John Deere, and the US Military.

JP Corporation operates both lathes and mills up to 5-axis. Perhaps the company's busiest machine is their newest 4-axis pallet-changer horizontal mill, which is a true workhorse. For close-tolerance aerospace parts, the company relies on a DMG/Mori DMU-50 True (simultaneous) 5-Axis Vertical Machining Center. This particular example is the maximum configuration offered, upgraded via spindle speed, size of tool changer and Siemens instead of Fanuc controller. A Zeiss CMM provides 3-D measurements.

More information about JP Corporation – including contacts – can be found at: www.JP-Corp.net – or contact Mark Petty directly at: Mark@JP-Corp.net (847) 275-6464.

A Timeline: Amtrak Service Between Indianapolis (IND) & Chicago (CHI)

By: [Marc Magliari](#), Public Relations Manager, Amtrak

[CHI-IND started with twice-daily Amtrak service on May 1, 1971.](#) The trains were the Chicago-Cincinnati *James Whitcomb Riley* and the Chicago-Miami/St. Petersburg *South Wind*. This represented a slight improvement in service levels between the two cities. On the eve of Amtrak, Penn Central operated the daily *Riley* and an every other day *South Wind* connector train between Chicago and Louisville that connected with the *South Wind*, which also operated every other day.

On July 12, 1971, the *Riley* was combined with the Cincinnati-Washington/Newport News *George Washington* to create the route that is in large part today's *Cardinal*. The *South Wind* was renamed the *Floridian* on November 14, 1971, and continued to operate between Chicago and Indianapolis. [On August 1, 1974, twice-daily service each way between Chicago and Indianapolis ended when the Riley was detoured onto a Chesapeake & Ohio route via Muncie.](#)

The Federal Railroad Administration that month closed much of the trackage used by the *Riley* and *Floridian* in Indiana due to hazardous track conditions. [There was intermittent daily service, depending on track availability until early-1975, when there was no daily service between CHI and IND.](#)

[On October 1, 1980, the route gained the daily Hoosier State \(Trains 317 & 318\) under a federal initiative from Senator Birch Bayh.](#) The desire of CSX to abandon part of the *Cardinal's* route prompted Amtrak to reroute it via Indianapolis in April 27, 1986. The *Hoosier State* name was dropped in favor of *Cardinal* giving rise to some referring to the "long *Cardinal*" and the "short *Cardinal*." The "long *Cardinal*" had a dining car and sleeping cars but the "short *Cardinal*" (Trains 317 & 318) did not.

[The Hoosier State name was reinstated October 25, 1987, when it resumed daily operation as Trains 317 & 318, running on a different schedule from the Cardinal, which remained tri-weekly.](#) This gave the route two frequencies three days a week until June 11, 1995, when the *Hoosier State* was reduced to a tri-weekly operation. There was then Amtrak service five

days each week, with no trains from Indianapolis to Chicago on Tuesdays or Wednesdays and no Chicago to Indianapolis service on Mondays and Wednesdays. The *Hoosier State* was discontinued after making its final trip on September 8, 1995, reducing service again to tri-weekly with no service eastbound on Sundays, Mondays, Wednesdays and Fridays and no service westbound on Sundays, Tuesdays, Wednesdays and Fridays.

[The Hoosier State was reinstated as a tri-weekly train without food and beverage service on July 19, 1998, running on days that the Cardinal did not and without service to and from Chicago and Indianapolis on Mondays. Daily service between Chicago and Indianapolis returned on October 31, 1999, when the Hoosier State began operating quad-weekly as Trains 850 & 851. It was without food and beverage service until July 2015, when it was provided by an Indiana DOT contractor, and then directly by Amtrak in March 2017.](#)

Daily service will end, again, on June 30, 2019, when the *Hoosier State* service is discontinued yet another time.

Research of Amtrak service between Chicago and Indianapolis by Amtrak Public Relations Manager Marc Magliari and his colleagues, based on information from [timetables.org](#) and rail author Craig Sanders and his book "Amtrak in the Heartland," published by Indiana University Press and available in hardcover and electronic forms. ISBN: 978-0-253-34705-3.

An Informed Response to May 3rd Washington Post "Crossroads" Article about Amtrak

By: [Phillip Streby](#), Treasurer, Indiana Passenger Rail Alliance

First read the Washington Post article [here](#). Then read the following response from a very knowledgeable IPRA member.

Kudos to you for pointing out the concerns about funding passenger rail in this country.

Too bad your "reporter" didn't bother to check with local pro-rail passengers sources such as the Rail Passengers Association who could have provided balance to this obviously anti-rail piece.

As they have, no doubt, already responded to your paper's lopsided look at a troubled and woefully underfunded transportation choice

for most of America, I will try not to repeat what they have said. Oh, yes, I will, since you have deliberately chosen to repeat the hogwash fed to you by the "think tanks of America".

- 1) Fewer people ride trains in this country than fly or drive because there are, oh, so few trains to ride outside that Northeast Corridor you all enjoy at Federal expense to the detriment of the few corridors established by State funding, and well used, elsewhere about the country. And those few trains are made up of even fewer numbers of cars each year because Amtrak was never provided with funding to purchase new equipment each year as should have been done since its inception in 1970. (How many good paying jobs with benefits were lost at Budd Co. and Pullman because of that lack of oversight?)
- 2) Because of bullet no. 1, most US rail passenger routes have only one scheduled train per day, some routes even fewer, yet travelers cling to this service as a lifeline from their communities to the rest of the country. They clamor for more and better service, but you people are not listening any more than Congress is listening; yet you claim to be the eyes of the country. Better get your vision checked. You appear to be blind and don't know it.
- 3) If you cared to dig a little deeper into this issue, you will find enough material about the history of railroad passenger service to fill volumes of newspapers, and this issue can't even begin to be covered in the ultra-small segments allotted to television or radio "news" coverage. Why, you might even find your paper doing old-world, in-depth, thoroughly investigated, and honest coverage. We used to call this journalism.
- 4) If you do contact any of a number of passenger rail organizations for more, and better, information, you will soon learn the role of passenger rail was severely diminished by the deliberate actions both public (i.e. government) and private (think highway and air interests) and even the railroads themselves! People didn't abandon trains. Conditions imposed upon the railroads by government regulation, and nearly unlimited government money to build the competition caused the train service to disappear. Amtrak was never intended to be a success, but we Americans are a funny sort. We continued to ride what was left of a truly national system, and, now that we are older, and the new generations want better mobility with modern amenities, we dare to ask, né demand, for more.
- 5) I am certain that, by now, you are thinking "Maybe we should investigate this phenomenon more fully." Upon doing this you will discover that the investment in passenger rail (Amtrak, et al.), while barely 1/2 of one percent of the federal budget, pays back about three times that investment by virtue of private money invested. This economic growth, created because of its proximity to passenger rail, more than pays back the "seed" money. Just like the highway and air systems require public

investment to expand and keep them up-to-date, the rail passenger system also requires that same commitment to modernize and grow so that it better serve this nation of travelers.

- 6) More is spent in one year in just highway maintenance, than Amtrak receives as an operating subsidy. In other words, we spend more in snow plowing and mowing and road kill pickup (in addition to limited police patrol), than we invest in passenger rail. People don't love their cars; they just don't have another choice for short or medium distances. I'm not saying turn back the clock; I'm just saying let's even out the playing field by providing that choice, and not creating false assumptions which promote fewer choices for those of us outside major metropolitan areas having good transit.
- 7) Transportation drives the economy. Let's not continue to overlook one of those types of transportation because of ignorance.

Phillip Strebby
Peru, IN

Select Responses from **Petition** to Save the **Hoosier State Train**

By: Seventy (70) Concerned Passenger Rail Supporters

Please read these comments from a few of the **798 people** who signed the online "Save the **Hoosier State**" petition. I hope what your fellow Passenger Rail supporters have said here motivate you to **speak up and take action!** All comments here are from Indiana residents except as noted.

- 1) I have ridden this train numerous times and have enjoyed not only the ride but the view of the different parts of Indiana. Please don't stop it, but put in a new system that makes it faster and safer.
- 2) We need trains to encourage people to take public transportation and ditch their cars, thus keeping more cars off the roads and reducing the pollution and accidents... [Missouri]
- 3) Please, please, please don't eliminate funding for this train service! This is the BEST way for families, college students, and individuals to get back and forth from Chicago. In the grand scheme of the State Budget, the amount needed for this is quite small and I would implore you to consider the true BENEFITS to Hoosiers, as well as the positive environmental benefit of mass transit, lessening of traffic & parking congestion in Chicago, etc.
- 4) Eliminating a daily train to Chicago is a move in a backward direction!

- 5) I depend on the **Hoosier State** to get to Indianapolis on days the **Cardinal** doesn't run. The \$3 million in state investment in the Hoosier State is returned many times over in public good. Don't make a big mistake! [Wisconsin]
- 6) Please keep the **Hoosier State**. It runs on time more than the Cardinal does and the staff of this train is excellent. Day-trippers and students rely on week-end transportation to Chicago on Sundays. The train is the safest way to go and return in one day. The traffic on the highways is scary and even police don't venture on it to enforce speeds, tailgating, etc. unless they have to investigate an accident. There is almost no information or publicity out there to inform people about the train. Many don't know we have daily service and some people don't even know where Lafayette has hidden the train station since many don't even go downtown anymore. Invest in public transportation the way other developed nations do. It is the future.
- 7) Please keep the train to Chicago running! Public transportation is already severely lacking for rural areas and this train is by far the best way to get to Lafayette and/or Chicago from Crawfordsville and surrounding small towns.
- 8) Keep Indiana in the conversation for high speed rail projects! [Michigan]
- 9) Please prioritize passenger rail as a viable, comfortable and stress free way to traverse Indiana and the rest of North America.
- 10) This service will be IMPOSSIBLE to get back once it is gone. Please don't make this horrible short sighted mistake. We need trains, not interstates. \$3 million is absolutely nothing compared to what airlines and highways get, and Amtrak produces economic development along its route. Work to improve the service, not kill it.
- 11) Trains, for a college student such as myself, are a quick and efficient way to travel to major cities. By cutting funding to the I-65 corridor railroad, we are losing an efficient and effective means of transport. Why not invest in the railroad to save from having to spend so much on our numerous pock-marked roadways?
- 12) The money it costs the State of Indiana is probably very small. Republicans Governors just love to make political hay out of killing off Amtrak any chance they get. Repubs have no interest in public transport and are much more interested in the donations they receive from road builders. Thanks a lot Republicans. [Wisconsin]
- 13) Please, Governor Holcomb! Let's grow more jobs in Indiana. The Hoosier State line will help immensely.
- 14) I enjoy trips on the train; however, would appreciate more reliable / on time service.
- 15) Auto transportation is heavily subsidized. We should be encouraging more public transportation, rather than saving all our subsidies for roads.
- 16) Passenger service is needed between these two cities for those of us who dare not to drive to either location...
- 17) This is an important line for Wabash College's students, staff, and faculty...
- 18) Dear Governor Holcomb and members of the General Assembly, Please FIX the Chicago - Indianapolis train! Don't kill it. As a taxpayer from Northeast Indiana, I support the **Hoosier State** train and would love to see it be improved and be successful. Further, I implore you to support expanded passenger rail service to other parts of the state: Fort Wayne-Chicago, Fort Wayne-Indy, Indy-Louisville, Indy-Evansville, and better than daily service Cincinnati. Indiana can be a truly great place to live, but people need to be able to get from Point A to Point B.
- 19) Linking Chicago and Indianapolis by rail should be a no-brainer. Make it a better, don't get rid of it. I want the best ROI for my tax dollars. Roads to benefit personal cars is one of the worst investments the State can make. Indiana government spends Billions \$\$ each year to benefit personal car transportation. Indiana must and can invest in rail.
- 20) Killing the train would send Indiana further into the spiral of irrelevance that it already finds itself in. [Utah]
- 21) My whole family still lives in Indiana and the Indianapolis area. We visit regularly. Transit is an important part of what makes cities like Indianapolis thrive. We regularly take the train from Kalamazoo into Chicago and out from there and would love to see this line upgraded. [Michigan]
- 22) It was a nice experience to travel by train to Chicago for little weekend trips with my son...
- 23) Please do not cut funding, the train is good option for getting to Chicago for those people who are not able to drive to Chicago anymore because of the traffic.
- 24) I've used this train to get where I need. No other service (not even Greyhound) does this, especially where I live. My town [Crawfordsville] NEEDS this train!
- 25) I was born and raised here in Crawfordsville, but have lived all over the country where public transportation is a part of everyday living. We need to keep the **Hoosier State** as this new generation is moving towards using mass transit...
- 26) Please keep the service. Many people cannot afford to lose it.
- 27) Please keep the **Hoosier State**. We used it all the time to travel between Crawfordsville and Chicago. I-65 is horribly crowded with speeding trucks; very difficult driving for retirees like us, or anybody.
- 28) ... I-65 is an overloaded mess, and people need options to get to and from Chicago.

- 29) Is this seriously even in question? How else are we supposed to get to Chicago without an expensive flight? Without a vehicle, this train is my access to Chicago, Lafayette, Indianapolis. Sometimes it's literally the only way I can get there. Please don't strand me in Crawfordsville.
- 30) Indiana is going backwards, not forward. If we lose the Beech Grove facility because of no foresight, there will be no hindsight.
- 31) The State of Indiana needs to be progressive to attract new business. Funding the Hoosier State is a big step in that direction.
- 32) This is such a great asset (not to mention a relaxing ride) for Indiana and Chicago...
- 33) I have traveled numerous times on the **Hoosier State**, and as recently as a few weeks ago. This train service needs to be improved and expanded, not eliminated!
- 34) Please keep the **Hoosier State** train running!! I personally use it 1 to 2 times a month and it means a lot to me. My fiancé is seriously ill and needs care at the Roudebush Hospital. The **Hoosier State** train is the only safe and reliable way to visit him... [Wisconsin]
- 35) Alternative forms of transportation including passenger rail are essential to Indiana's regional economic development efforts. Eliminating this funding is not in the best interest of Indiana Citizens.
- 36) I frequently travel to the Midwest. A reliable train connection to Indy from Chicago would be an easier way for me to visit clients and family in Indy. [New York]
- 37) Deleting funding is the wrong direction. Rail deserves investment for future economic growth.
- 38) I use this line frequently to Chicago for family and solo trips. I'd be devastated if it were taken away or made less accessible!!
- 39) Although I live in Ohio, the **Hoosier State** train between Indy and Chicago gives me access to Chicago seven days a week... [Ohio]
- 40) I use this to come to Lafayette often! [Illinois]
- 41) Amtrak contributes 80 million a year to the state of Indiana. Fund the **Hoosier State** Line to benefit the state, the public, and Amtrak employees!!!
- 42) Please don't end this train service... You're missing the boat by not offering excursions so families could travel and have real experiences together.
- 43) The **Hoosier State** has been essential in maintaining connection with my son while in college in Chicago...
- 44) To discontinue the [daily] passenger train service between Indianapolis and Chicago would be a huge step back for the state of Indiana...
- 45) I support Passenger rail for convenience, job creation, and to protect the environment.
- 46) We love the **Hoosier [State]** Line. We frequently go to Chicago and this allows us to avoid Chicago traffic. This is a big part of what we love about Crawfordsville... public transportation to Chicago!! Don't let this go.
- 47) Corridor service such as this needs to be preserved, and in fact, should be expanded to Cincinnati. [Ohio]
- 48) This was a great way to travel. **Iowa Pacific** had done a great job. [Illinois]
- 49) I strongly support funding for the **Hoosier State** and for good public transportation systems across all of Indiana. We must be connected across counties and across the Midwest!
- 50) I take the train to Chicago to visit my daughter. The last trip I took on the return trip from Chicago the train was sold out. We need to continue this train.
- 51) I'm concerned that once train service is ended it will become next to impossible to reinstate it. It is a great way to reach Downtown Chicago.
- 52) Governor Holcomb, Please be imaginative and prudent and plan for the long-term... Trains are a wonderful mode of travel now, but in a few decades they will be utterly central to the transformed economies of our nation and all other nations.
- 53) Fight for our jobs. Losing this route will be highly detrimental to not only Amtrak, but the state of Indiana in its entirety.
- 54) This is no time to abandon rail transportation, which will happen with reduced service. We need more, not less. Please.
- 55) I rode the Amtrak train from Indianapolis to Chicago on my way to Washington State in 2009 to visit my aunt and Uncle in Seattle. Please do not cut this train. I would prefer to travel by train than fly.
- 56) Rail, and especially High Speed Rail, should be getting more funding and expansion rather than less...
- 57) ... Indiana has become a forward thinking state which leads the nation in a welcoming new business, growing existing business, and fostering business expansion. Along with a friendly business climate, we must provide transportation options more than highways or air travel. The **Hoosier State** passenger rail service should be an alternative, convenient option for rail travel between the 'Crossroads of America' and the business hub of Chicago...
- 58) As a Californian, I can attest to the benefits of an invested rail network in SoCal. I also bid a warning for if you choose to deny this route. You will encounter the greatest backlog of Highways and Airports in the entire country, believe me, I drive the LA freeways. People will be less inclined to travel and both cities will suffer from this loss. I plea you do your own research and maybe take a page from a history book. Rail, the tool that

revolutionized America, is our key to a better, brighter future.
[California]

- 59) With travel on the Interstate highways becoming more hazardous with overcrowding and more truck traffic, passenger train service is an important, viable option. [Illinois]
- 60) Subsidies are always a difficult topic as little is taken from many and much is given to few. However, 'too-short-to-fly' routes are the future of passenger rail and therefore preservation of existing assets is prudent. [Wisconsin]
- 61) In this age of global warming, public transit options can help to aid in reducing this issue. I can see where more frequent and faster trains could really sell the service as a viable option to replace driving to and from Chicago. I'm riding the train as I type this, and I'm doing so, so as to save money that would be spent on parking while in Chicago on business. I value this service!
- 62) **Iowa Pacific** did a good job. It had potential. The infrastructure could use major improvements. A train three days a week will not work and is a joke and yes, perhaps an expansion to Cincinnati might just work. If trains were to move at even 79 miles per hour maximum with adequate passing siding, 'PTC' Positive Train Control & true 'CTC' Centralize Traffic Control, this might bring significant improvements.
- 63) Rail transit is key to the movement of people, products and ideas and Indianapolis and Chicago should be more connected than they currently are. [Wisconsin]
- 64) ... It seems absurd that I can grab a fast train to my destination in Germany from Paris so easily but I must drive through significant traffic, often stopped traffic from Indy to Chicago. We are a dinosaur in our transportation offerings.
- 65) With Amtrak Beech Grove shops and other procurements and payrolls in Indiana contributing \$80 million per year to Indiana's economy, I think it's unwise to limit Amtrak's ability to get their stuff to Beech Grove shops by canceling this regional train. [New York]
- 66) It is also a wonderful trip to take children on to learn and have together time on the trip with parents not having to pay attention to driving...
- 67) We absolutely cannot, as a country, continue to destroy intercity passenger rail. Time to get highway and airline money out of public policy. [Missouri]
- 68) To remain economically competitive, Indiana needs a balanced transportation system including efficient, frequent and reliable passenger rail service.
- 69) Thanks for starting this petition. I will circulate it as widely as possible. [New Hampshire]
- 70) Rail passenger service is an essential part of any comprehensive public transportation system... Reliance on any one mode spells out disaster.

Bullets from the Board

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

The Board of the Indiana Passenger Rail Alliance (IPRA) will meet next on Thursday, 5/23/19, in Lafayette. Details to be announced (or inquire at: info@indianahighspeedrail.org).

- ◆ **The Board normally meets on the 4th Thursday of the month, on odd numbered months, with exceptions being made as necessary. The next meeting is planned for May 23rd. Subsequent meetings are planned for July 25th, September 26th, and November 21th (the 28th is Thanksgiving).**
- ◆ A budget with no support for the *Hoosier State* was passed and was signed into law. It can be expected that as of July 1st, the service will be suspended. There are, at this time, no known plans on the part of either Amtrak or Indiana to restart it. So, it is gone. Of the 28 Amtrak state supported routes, this is the first, and so far the only one, to be discontinued.
- ◆ **The Hoosier State did not fail. It did need improvement to realize its' potential. The State of Indiana decided to walk away, rather than work with Amtrak and CSX to make the necessary improvements. This was a political decision, not an economic one.**
- ◆ It is clear that the traditional model of Indiana paying Amtrak to run trains will no longer work. There are other models (not involving Amtrak), and it is the intent of IPRA to work to nudge Indiana into adopting one of them.
- ◆ **One approach would be to set up a multi county authority to own and operate a service in the *Hoosier State* corridor. Indiana would be the owner and operator, and set schedules and fares to best serve the corridor. There is precedent in the Northern Indiana Commuter Transportation District (NICTD), currently operating South Bend to Chicago service with nine trains on weekdays. It is within Indiana's power to move in this direction, if so desired.**
- ◆ Another approach would be to actively reach out to interest private parties to operate the service. This would go a step farther than the Iowa Pacific experiment, in as

much as the private operator would not only own the equipment and provide on board services, but also supply the operating personnel (which were supplied by Amtrak in the past). The **Brightline** initiative in East Florida provides a model of what can be done under the right circumstances. Indiana could do this, but it would have to actively reach out to the private sector and market the idea.

- ◆ **We note that the tracks between Indianapolis and Chicago are owned by CSX. Indianapolis Union Station is owned by the City of Indianapolis. Alternative terminals in the Chicago end are either Millennium Station or the LaSalle Street Station.**

IPRA will further develop and supply more information regarding these ideas. All those interested in having modern, 21st Century, passenger rail in our state should feel free to have conversations with their State Representatives and Senators, urging them to explore these ideas as a way forward. It wouldn't hurt to let the Governor and INDOT Commissioner know your thoughts, either.

The next IPRA Board meeting will be held on Thursday, May 23, 2019. All IPRA members are welcome to attend!

What: IPRA Board Meeting

When: Thursday, May 23, 2019 from 12:00 noon to 2:00 PM Eastern Daylight Time

Where: West Lafayette Public Library, 208 W Columbia St, West Lafayette, IN 47906

Food: Lunch will not be provided

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* (until June 30, 2019), the *Cardinal* 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. Also, let us know about your conversations regarding passenger rail in Indiana by sending IPRA a message via email [here](#).

Riding the Rails

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

HOOSIER STATE Passenger Train Update–

⇒ The On-Time Performance (OTP) of the *Hoosier State* train for the most recent six months (with a 6-month average of **81%**) is:

- November 2018 – 74%
- December 2018 – 89%
- January 2019 – 88%
- February 2019 – 77%
- March 2019 – 86%
- April 2019 – 71%

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

See INDOT's website [here](#) for more information.

INDOT SEEKS PUBLIC COMMENT ON [STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM \(STIP\)](#) –

INDOT is hosting 12 public open houses this spring from March 27th to May 16th to solicit input regarding STIP. **Please attend one of the 2 remaining meetings and ask for improved passenger rail in Indiana!** For details, go online to: <https://calendar.in.gov/site/indot/event/indot-hosting-public-open-houses-regarding-the-statewide-transportation-improvement-program-stip/>

AUCTION FOR REMAINING INDIANA TRANSPORTATION MUSEUM EQUIPMENT – The remaining locomotives, cars & equipment will be auctioned starting Wednesday, June 5, 2019 at 7:00 am & ending Friday, June 7 at 7:00 pm. Please go online at <https://ozarkmountainrailcar.com/auctions.php> for details.

PLEASE VIEW THE VIDEO TO SAVE THE HOOSIER STATE TRAIN –

Demetrius Villa of the American Rail Club has produced a fantastic video on YouTube about the state of passenger rail in Indiana. This video is a **MUST SEE!** Please see it



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

online at <https://www.youtube.com/watch?v=4zUrxeDqsSI>.

CANCELLING THE CENTRAL INDIANA LIGHT RAIL BAN LEGISLATION *DIED* IN THE INDIANA SENATE – After Indiana House Bill **HB-1365** passed in February, the Senate didn't even have a hearing. Transportation improvement advocates **MUST** continue to promote choices!

SPECIAL PRIVATE CAR TRIP FROM CHICAGO TO CARBONDALE, IL ON JUNE 8, 2019 – This is a treat for the rail enthusiast who is celebrating, maybe, a birthday! Go online to <https://shoutout.wix.com/so/83MdRRhNI?cid=7c53f3cd-99f5-4ca6-84e3-4391c90fc5b3#/main> for details. Act soon before you lose out! (This news courtesy of *Midwest Rail Rangers*)

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) (a.k.a. **NARP**) members have a benefit... **MemberDeals**. Current RPA members will find details on RPA's website. **If you're not an RPA member, this is a great time to join!**

STUDENTS CAN SAVE ON AMTRAK MIDWEST TRAVEL – If you're a traveling student, please go online [here](#) and learn how you can save money travelling on Amtrak!

YOUR KIDS GET A 50% DISCOUNT WHEN TRAVELING WITH YOU – Please go online [here](#) and learn how you can save money when travelling with your children on Amtrak!

Crowne Plaza Union Station in **Indianapolis**: Selecting

Corporate ID = **6972** will give you the Amtrak rate of **\$134 per night** (King or two Double beds). You can also request an historic train car room for **\$154 per night** (King or 2 Double beds). The cancellation policy is 48 hours and these rates will be available until December 31, 2019. 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 our website: <https://www.indianahighspeedrail.org>

...or contact us at our mailing address:
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 125 West South Street, # 662
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...or at email address: info@indianahighspeedrail.org


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IPRA Membership Form

Membership, **which has recently been reduced by \$5 per year**, can be purchased online at: <https://www.indianahighspeedrail.org/join.html>

You are also welcome to print and mail this form:

 <p>Indiana Passenger Rail Alliance</p> <p>A one-year membership in the Indiana Passenger Rail Alliance is only \$15 (Student/Senior 65+) or \$25 (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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