

ALL ABOARD

INDIANA

The Official Newsletter of the

Indiana Passenger Rail Alliance

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PRESS RELEASE

LAST **HOOSIER STATE** PASSENGER TRAIN TO OPERATE ON JUNE 30, 2019

By: Steven Coxhead, President, Indiana Passenger Rail Alliance

Unfortunately the State of Indiana has elected to discontinue funding for the **Hoosier State** passenger train service connecting Indianapolis and Chicago, via Crawfordsville, Lafayette, Rensselaer and Dyer. As such, the last **Hoosier State** passenger trains will operate on June 30, 2019. This will be the first time in several years that Indianapolis will lack a daily rail connection to Chicago.

The Indiana Passenger Rail Alliance (IPRA) is disappointed and puzzled by the decision from Indiana's elected leaders to remove the **Hoosier State** line item from the recently passed state budget. This was done in spite of widespread support for continuance of the service. All unbiased analyses show Indianapolis-Chicago as a high priority, high travel corridor that, with the right investment, appropriate frequencies and trip times would bring benefits to consumers and communities along the route, and offer all travelers a safe, economical alternative to driving.

Many other states, including California, Illinois, Michigan, North Carolina, Wisconsin and Virginia are making substantial progress in establishing efficient and well patronized passenger rail corridors. Ironically, while Indiana is preparing to take a step back, the Illinois legislature this week passed a budget significantly expanding passenger rail in its state including new service to Rockford, new service to



The amazing Indianapolis Union Station on April 22, 2019. Our country's first union station (now mostly a fantastic Crowne Plaza Hotel (See offer on page 10)) could one day resume its important transportation role for Indianapolis and Central Indiana.

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IPRA Membership Form
The price has dropped!

Moline, and track improvements between Chicago, Champaign and Carbondale.

IPRA, in partnership with other stakeholders, will continue to explore alternatives to developing the *Hoosier State* corridor. Possibilities include: (1) some form of federal investment, (2) operation by private sector partners, and (3) operation by a regional authority of counties served by the corridor. The model for this last option would be the Northern Indiana Commuter Transportation District (NICTD) which operates passenger rail service in Northwest Indiana connecting South Bend and Chicago.

IPRA and others, will continue to advocate for the development of modern, 21st Century passenger rail service in the *Hoosier State* corridor and throughout Indiana. IPRA representatives will be onboard the last *Hoosier State* passenger train and at select stations along the route between Indianapolis and Chicago. In recognition of the significance of losing this important transportation link, privately owned railroad cars are expected to join the regular Amtrak consist on June 30th. The media is encouraged to cover this event.

For further information, contact the Indiana Passenger Rail Alliance (IPRA) at info@indianahighspeedrail.org.

Riding the *Acela Express* from Washington to Boston

By: Douglas Yerkeson, Board Member, Indiana Passenger Rail Alliance

While Indiana is set to lose its only Amtrak corridor train in less than a month (the 4 day a week *Hoosier State* between Indianapolis and Chicago), Amtrak continues to provide impressive service along the Northeast Corridor (NEC). On Sunday, May 19th, I had an opportunity to travel via Amtrak's *Acela Express* over the entire 457-mile NEC route from Washington, DC to Boston, MA.

I arrived at Washington Union Station about an hour before my scheduled departure time to explore the magnificent facility. Since I had the opportunity to travel in First Class, I was able to wait for my train (*Acela Express*



The magnificent *Washington Union Station*! The unique head house must be experienced first hand.



Train No. 2260) from Club Acela. We boarded around 1:40 pm for an on-time departure of 1:50 pm. Shortly after departing, we were offered in-seat meal and beverage service. I enjoyed a lunch of Chicken Tikka Masala while travelling south of Baltimore at speeds approaching 125 mph. The train was at capacity upon leaving Philadelphia and remained so until our on-time departure from New York City at 5:03 pm.

After New York City, dinner was offered. This time I selected the Caprese Salad, which was satisfactory but not as good as lunch. We arrived early in New Haven, allowing passengers some time to walk outside on the platform, where I viewed several Amtrak and Connecticut DOT trains. Over portions



The *Acela* First Class has plenty of room with 3 seats abreast



Acela Express at the New Haven (Connecticut) Union Station

of our trip north, we travelled at 150 mph. We arrived seven minutes early at Boston South Station at 8:56 pm, concluding an excellent Amtrak experience.



Historic Dukakis Transportation Center at South Station, opened in 1898, is Boston's largest and busiest transit hub

Amtrak's NEC provides a glimpse of what rail passenger service could be in other corridors within the United States. Which leads to an important question. While other states, including California, Illinois, Michigan, North Carolina, Wisconsin and Virginia are making substantial progress in establishing efficient and well patronized passenger rail corridors, where is Indiana?

Editor's Note: See online at <https://www.amtrak.com/acela-express-train> to start your **Acela Express** adventure!

Total Ridership vs. Riders per Departure

By: Mike Christensen, Utah Rail Passengers Association

I sometimes make maps and do repetitive data entry as a way to relax. What follows is the result of me relaxing over the past couple days.

Earlier this week, I stumbled upon a 2013 article on CityLab titled "[Visualizing How Poorly Amtrak's Route Network Serves Most of the U.S.](#)" The article features a map with proportionally-sized dots representing Amtrak's total annual ridership for its 500+ stations. Unfortunately, we see long-distance routes attacked due to their relatively low ridership. However, I believe this is the wrong way to examine ridership as it gives the impression that only people in blue states ride trains in large numbers. It is a similar issue as those who try to claim that New York City is a dirty city due to its large total emissions, yet ignore that New York City has the lowest emissions in the nation on a per capita basis. Obviously, a station on the Northeast Corridor with 70+ departures per day is going to have higher total ridership than a station on a long-distance route with 2 departures per day. The deeper question is how the ridership compares on a per train basis. So, I set out to redraw the map based on riders per departure.

Step one: Recreating the annual ridership map. I downloaded a spreadsheet listing all Amtrak stations and their locations from the [US DOT](#). I then somewhat painstakingly downloaded the 2018 ridership statistics for every station from the [Rail Passengers Association](#) and added the 2018 total ridership for each station to the spreadsheet. Then I loaded the spreadsheet into [ArcGIS](#) and generated a 2018 version of the map featured in the

2018 Total Ridership



CityLab article.

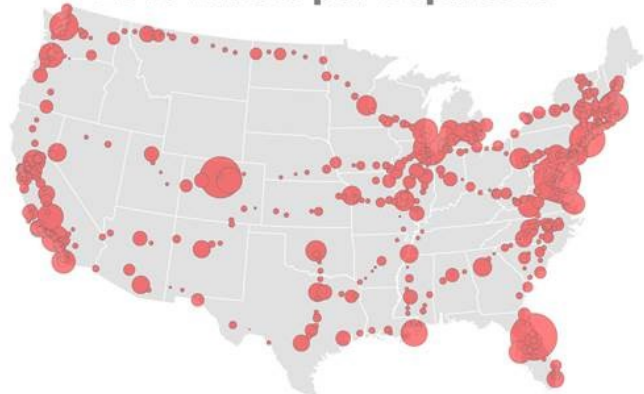
Step two: Create a map showing the number of departures per year from each station. Rather than spending hours looking through Amtrak schedules to determine how many times per day a train stops at each station, I queried the [Amtrak Status Maps Archive Database](#) for each station during the 2018 calendar year. The database automatically provides the total, which I added into the spreadsheet. Then I could generate a map with each station sized by the number of departures during 2018.

2018 Total Departures



Step three: Create a map showing riders per departure. This was the easiest step, since all it required was having the spreadsheet divide the total 2018 ridership by the total 2018 departures. The resulting map shows that long-distance routes perform much better when ridership is examined on a per train basis. More trains equal more ridership.

2018 Riders per Departure



(A couple caveats about the map: The Auto Train terminals at Lorton and Sanford result in huge dots, as does the Ski Train at the Winter Park Resort. Also, the ridership data includes transfers between routes, which will make stations like Chicago larger.)

I'll repeat the bottom line again: **More trains equal more ridership.** This lends support to the "more trains" portion of our push for "more trains, better trains."

The Future of Passenger Rail in Indiana

By: [Steven Coxhead](#), President, Indiana Passenger Rail Alliance

For the moment, anyone wishing better passenger rail for Indiana (especially members of IPRA) should seriously consider developing the following themes:

- 1) The issue is ongoing, and has not yet been settled, despite the present set back.
- 2) Amtrak has a role to play in maintaining the national network backbone, but is not crucial for short corridors within a State.
- 3) The idea of a regional authority has merit. Approach this as if it is our idea, and would be in addition to Northern Indiana Commuter Transportation District (NICTD).
- 4) The idea of the Indiana Economic Development Corporation (IEDC) reaching out to the private sector has merit. Draw analogies to the state support for both the [Indy to San Francisco] and [Indy to Paris] direct air flights.

IPRA can be the most significant voice to publicly think outside the box on improving passenger rail in Indiana.

A Visit to the Wabash Valley Railroad Museum

By: **Andrea Ditto**, Member, Indiana Passenger Rail Alliance

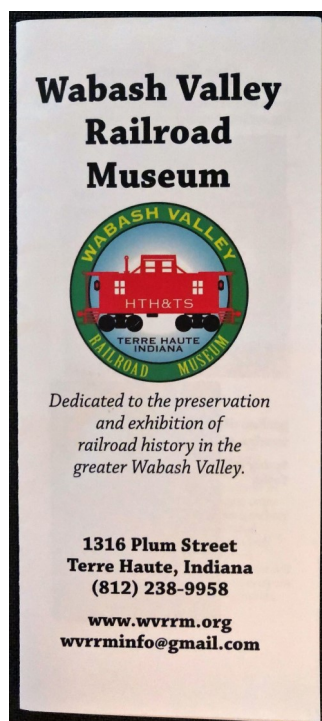
On a sunny May Saturday afternoon, my husband, **Michael**, and I met up with **Tod Bassler** to visit the **Wabash Valley Railroad Museum** (WVRM) located in Terre Haute, Indiana. Being native Hauteans, many times we had driven by the museum, but had never stopped. On this Saturday, we discovered a hidden gem.

The WVRM is located on the crossing of the old north-south C&E and east-west New York Central mainlines (now CSX lines) and on the site of the **Haley Tower**, which operated continuously for over 100 years. Saving the Haley Tower became the passion of a group formed in the nineties, consisting of railfans and former rail employees. Driven by need, they incorporated and became an accredited 501(c)(3) organization and adopted the name **Haley Tower Historical and Technical Society**. They have never looked back, continuing to develop and maintain the WVRM. What began with one interlocking tower has blossomed into a well maintained and interesting railroad museum, operated by totally dedicated volunteers.

The museum itself is an open-air museum, with several buildings, rolling stock (constantly being refurbished), and a raised platform from which to observe the present-day trains rolling past. We were lucky enough to see two that day! It was exhilarating to be so close to the cars as they sped by. Although they are all now freight trains, it was still fun to see all the different rolling stock speed past!

The museum has two interlocking towers and one depot, all of which are restored to allow both entry and interaction!

The **Haley Tower** was saved from destruction in 1999 and has



been restored in appearance to the 1980's, verified by actual visitors to the tower at the time. Its main attraction, besides the inclusion of an accurately depicted office and many historically accurate memorabilia (including a model of an actual cat that resided there!), is the 1926 fully restored

and operating GRS interlocking machine. Visitors learn how intricate it was for the operators at the tower to manually line up and prioritize trains, keeping them operating smoothly and without much delay. They are then allowed to operate the GRS machine, following a "switch" guide and manually pulling and pushing the arms of the machine.

The **Spring Hill Tower**, rescued in 2001, provides another throwback rail

experience. Spring Hill has been (and is being) restored to a 1950's model, based on a photo found depicting its appearance at that time. A climb up a very tall steep stair opens up to another rail experience as well as amazing views of the surrounding museum land. A

restored Saxby & Farmer interlocking machine, called an "armstrong", lets you line up a Milwaukee Road coal drag past the tower. It is like operating a Nordic-Track. "Armstrong" is a very suitable name for this machine! There is also a hand-painted model board on the wall.

The **Turner Depot** (from the 1800's) is the third restored building at the museum. It consists of two sides...the restored freight shipping side, full of historical memorabilia and small "office" area...and the freight storage side, which houses a small operative model train set and serves as the museum gift



shop.

Rolling stock on-site consists of the fully restored 1914 Pennsylvania N6b caboose, a C&E Pullman Troop Sleeper (currently restored exterior, but not interior), and a GE Switcher Locomotive (also in the restoration process).



The caboose interior and exterior have been lovingly and impeccably restored to its former glory, using the actual



Matt Iwema (left) & **Mike Ditto** with the Caboose at WVRM

blueprints for the car. You are transported into the world of a 1914 conductor and crew's "home away from home". It served as the office and resting area on the long journey of the freight train as it lumbered along the tracks and made its way to its next destination. Visitors see a vintage stove, where coffee and basic meals were prepared, two bed areas, where crew could sleep, a simple office area, and two observation "cupolas", which were accessed by very small toeholds. The restoration of this totally dilapidated caboose was begun in 2004 and just recently opened to the public.

The afternoon was an enjoyable experience. Our tour guide, **Matt Iwema** (Tod's friend) whose knowledge of "all things train" was incredible, walks visitors through the museum and each of its experiences. We would recommend that if you are in the Terre Haute area on a summer weekend, you should

visit the rail museum and spend an hour or so and be transported to the days of early rail.

The museum is located at 1316 Plum Street, Terre Haute, IN. It is open on weekends from May to October, noon-4pm. The admission is \$3.00 for ages 5 and up. They will accept credit cards for both admission and gift shop. Also, their website, www.wvrm.org is very informative and includes directions to the museum.

Life Beyond the *Hoosier State*

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

Looking to take Amtrak to Chicago after June 30 (when the four day a week *Hoosier State* train ends)?

You can still buy a ticket everyday from Indianapolis to Chicago on Amtrak. Amtrak Thruway bus service from Indianapolis leaves twice daily offering connections to Amtrak trains to Chicago from Normal and Urbana in Illinois. The bus also goes onto Galesburg where you can connect to trains to Denver and San Francisco.

The daily Amtrak Thruway bus leaves at 7:15 am ET from Indianapolis and arrives in Urbana at 8:20 am CT. The Saluki train leaves at 10:14 am CT and arrives in Chicago at 1:00 pm CT. The fare for the dates I checked was \$45. Note the wait time was just 59 minutes in Urbana.

You can also leave Indianapolis at 12:50 pm ET on the Thruway bus and connect in Normal (IL) and hop on the Lincoln Service train to Chicago. The fare was \$61 for the date I checked.

Amtrak still shows the Greyhound bus to Chicago on its website which stops in Lafayette (and sometimes Gary). Greyhound has many buses a day to Chicago. The Greyhound station in Chicago is near the CTA blue line and not far from the Loop. The bus will drop you off at Union Station as well (after first stopping at the Greyhound station). Tickets can apparently now be purchased through Amtrak without a connecting train.

Of course you can still take the 3 day a week Amtrak *Cardinal* train to and from Chicago. The Amtrak Thruway bus can also be used for other travel (and to avoid going to Chicago to catch the train). The Amtrak Thruway bus also

connects in Normal for trains to St. Louis.

Going to Denver? You can use the Thruway bus from Indianapolis to Galesburg, IL and connect to Denver. This option also works for the train to San Francisco.

Going to Los Angeles? You can connect to the Texas Eagle via Normal, IL.

If New Orleans is your destination, take the 12:50 pm Thruway bus and connect in Urbana, IL. Another option is to drive to Effingham, IL and catch the train there.

Please note the wait times for bus-rail connections can be quite long.

If Milwaukee is your destination, Amtrak Greyhound leaves Indianapolis at 11:00 am or 2:30 pm ET and connects in Chicago to transfer to the train to Milwaukee.

Of course you can just take the bus to Chicago.

Megabus departs from Indianapolis as does Greyhound (and the Greyhound stops in Lafayette).

The Megabus "station" is on the west side of City Market in Indianapolis. The last time I checked the fare was \$35 but the fare increases as your travel date approaches. It is quicker than Greyhound since it does not stop in Lafayette nor makes a stop to give the driver a break at a local McDonalds.

The Miller Bus also goes to Chicago and makes numerous stops including Merrillville and the 95th and Dan Ryan CTA Red Line Station.

Both Miller and Greyhound leave from the beleaguered Union Station Terminal, 350 S. Illinois.

Unfortunately, driving is still the quickest way to get to Chicago despite the condition of I-65. I often stay on I-90 and take the Chicago Skyway. However, six miles of the Indiana Tollway are under construction and the fare over the Skyway Bridge is now \$5.25. However, there is little traffic and not many semis. You are dumped onto the Dan Ryan and traffic into Chicago can be heavy at times. Still, it beats the 80/94 Highway in my book.

For more bus and rail travel ideas, go to wanderu.com. For Amtrak travel including the Thruway bus, go to Amtrak.com. Note that Miller tickets are often cheaper on WANDERU.

I have taken many of the above options. Unfortunately, the connection wait times are often long. However, the Indy 12:50 pm ET bus provides a nice later in the day alternative. Note that the stop in Danville picks up released prisoners from the Illinois prison.

In summary, while the [hopefully temporary] end of daily train service in Indiana is a disappointment, there are still options for the die hard train fans. Connecting thru Illinois to catch Amtrak puts you in a state that upgraded its train stations and rail lines and also supports several trains a day to your destination. They also bought the new Siemens Charger locomotives (powered by Cummins engines built in Seymour, Indiana).

***Bill Malcolm** is an IPRA Board member who also writes a syndicated travel column. Both are hobbies. His opinions are his own. He is the founder of Hoosiers for Passenger Rail, Broad Ripple Park Alliance, and Friends of Broad Ripple Pool on Facebook. He recently wrote press releases (and secured media coverage) for our events at Beech Grove and the State Capitol where we rallied support for continued funding for the [Hoosier State](#) passenger train.

Bullets from the Board

By: [Steve Coxhead](#), President, Indiana Passenger Rail Alliance

The Board of the Indiana Passenger Rail Alliance (IPRA) met on Thursday, 5/23/19 at the West Lafayette Public Library in West Lafayette. The meeting was called to order at ten minutes after noon, and adjourned at 2:10 pm.

- ♦ **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 Thursday, July 25th from 12:00 noon to 2:00 pm again at the West Lafayette Public Library. Subsequent meetings are planned for September 26th, and November 21th (the 28th is Thanksgiving). All IPRA members and other interested persons are welcome to attend these meetings.**
- ♦ The May meeting was devoted to a further discussion of approaches to State-supported passenger rail systems that would not require the involvement of Amtrak. The traditional approach of Indiana paying Amtrak to provide service has, for the moment, been rejected by the State

of Indiana. The majority of the discussion centered on various aspects of a proposed regional transportation authority which could operate service in the **Hoosier State** corridor as well as other corridors within the State.

- ◆ It was suggested that IPRA have a presence at the Indiana State Fair (8/2/19 – 8/18/19) as a means of drawing attention to the ongoing passenger rail question.
- ◆ It was noted that communications with the INDOT public relations manager (Mr. Scott Manning) should be strengthened.
- ◆ It was noted that the next meeting of the Infrastructure Policy Committee of the Indiana Chamber of Commerce will be on 6/17/19 (IPRA is a member of the Indiana Chamber). There was some discussion concerning the usefulness of our participation in the Indiana Chamber and whether it might be more useful to participate in the Greater Indianapolis Chamber of Commerce (commonly called the "Indy Chamber"). Note the Hoosier Heritage Port Authority (HHPA) is already a member of the Noblesville Chamber of Commerce.

It is still useful to maintain the dialogue with your State Senator, State Representative and Governor's Office concerning the importance of a modern passenger rail system to the State of Indiana. We may be, in a sense, switching gears, as there will be a gap in daily passenger rail service between Indianapolis and Chicago, but the war has absolutely **not** yet been lost. Now is the time to redouble our communications with State government, the media and the general public! Daily passenger rail service needs to be restored as soon as might be possible!

The next IPRA Board meeting will be held on Thursday, July 25, 2019. All IPRA members are welcome to attend!

What: IPRA Board Meeting

When: Thursday, July 25, 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) data for the **Hoosier State** train for the most recent six months are:
 - December 2018 – 89%
 - January 2019 – 88%
 - February 2019 – 77%
 - March 2019 – 86%
 - April 2019 – 71%
 - May 2019 – 85%**
- ⇒ **** IMPORTANT:** In May Amtrak changed their daily reporting metrics. Instead of end-to-end (IND <-> CHI) OTP, May's 85% is now the number of passengers who were on time that month.
- ⇒ This information is courtesy of the **Indiana Department of Transportation (INDOT)**.

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

HMMM... WHO WOULD BE A GOOD CANDIDATE TO OPERATE FUTURE PASSENGER RAIL IN INDIANA? –

INDOT, why don't you approach **Omaha Track Inc** and discuss a new and improved Indiana passenger rail network? See this interesting article online at https://www.progressiverailroading.com/short_lines_regionals/news/Washington-State-DOT-picks-Omaha-Track-to-operate-short-line-branch-announces-57-BUILD-grant--57706 (This news courtesy of **TradePress Media Group (Progressive Railroading)**).

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.

MICHIGAN RAIL CONFERENCE 2019 – This worthwhile conference should be on every Midwest passenger rail advocate's calendar! This year it's on **August 7 to 9, 2019** in East Lansing, MI. Go online to <http://www.rail.mtu.edu/MRC2019> and register today. Hurry since **Early Bird Registration ends June 7th** but may be extended.

CHICAGOLAND'S METRA HAS IMPROVED A STATION – Metra's **Prairie Crossing Station** near Libertyville now has a new shelter for improved passenger comfort. Read online at https://www.progressiverailroading.com/passenger_rail/news/Metra-opens-new-station-shelter-on-Milwaukee-District-North-Line--57710 (This news courtesy of *TradePress Media Group (Progressive Railroading)*).

PLEASE VIEW THE VIDEO TO SAVE THE HOOSIER STATE TRAIN – Even though the *Hoosier State* will soon be history (again), the message continues to be the same... **Indiana needs passenger rail to remain competitive in the World today!** Demetrius Villa of the American Rail Club has produced this fantastic video on YouTube about the state of passenger rail in Indiana. This video is a **MUST SEE!** Please see it online at <https://www.youtube.com/watch?v=4zUrxuDqsSI>.

ENJOY MTA'S NEW PAY SYSTEM THE NEXT TIME YOU'RE IN NEW YORK CITY – One Metro New York (OMNY) has launched! Similar to Chicago's Ventra, OMNY could integrate with PATH (like the Ventra's connection with Metra). Go online to <https://www.crainsnewyork.com/transportation/new-subway-pay-system-launches> (This news courtesy of *Crain Communications, Inc.*)

CELEBRATE 150 YEARS OF THE TRANSCONTINENTAL RAILROAD WITH A STAMP – Stop by your local US Post Office and pick up a sheet of 18 stamps commemorating our Country's Transcontinental Railroad's 150th Anniversary!



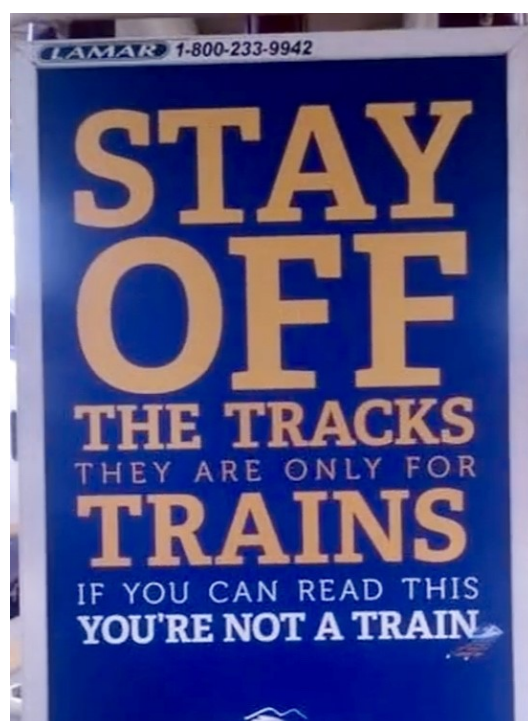
IT'S NATIONAL OR NOTHING – Lawmakers Monday Offer Strong Language Backing Long-Distance Trains, Station Agents and Private Cars. Read this great summary online at <https://www.railpassengers.org/happening-now/news/blog/house-appropriators-on-monday-its-national>

-or-nothing/ (This news courtesy of Jim Mathews, President, *Rail Passengers Association*).

NICTD's LEANER BOARD LOOKS PROMISING – Five Northwest Indiana elected officials + INDOT Commissioner McGuinness replace the previous 8-member board. Streamlined and focused. To read this excellent editorial, go online to https://www.nwitimes.com/opinion/editorial/editorial-leaner-nictd-board-lays-tracks-to-commuter-rail-expansion/article_5c563foa-82a7-59c2-a446-6de8abe7051b.html (This news courtesy of *The Times* (of Northwest Indiana))

RAILNATION CALIFORNIA 2019 in Sacramento – This coming October 17 to 21, 2019, please plan to attend the **Fall 2019 Advocacy Symposium** in California's Capital City! Registration is now open! Go online to <https://www.railpassengers.org/happening-now/events/railnation-california-2019-advocacy-symposium/> (This news courtesy of the *Rail Passengers Association*).

ILLINOIS KILLS HIAWATHA EXPANSION – Two northern Chicagoland suburbs don't want a 2-mile long freight train siding in their backyard. To change from 7 to 10 trains per day, another plan must be devised for the Hiawatha, one of the ten busiest Amtrak routes. Read the details online at <https://urbanmilwaukee.com/2019/05/14/transportation-illinois-kills-hiawatha-expansion/>. (This news courtesy of *Urban Milwaukee, Inc.*)



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.



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

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:

Indiana Passenger Rail Alliance
125 West South Street, # 662
Indianapolis, IN 46206-0662

...or at email address: info@indianahighspeedrail.org

IPRA President: **Steve Coxhead**
IPRA Treasurer: **Phillip Streby**
IPRA Secretary: **Douglas Yerkeson**

Newsletter Editor & Publisher: **Tod K Bassler**

tkbindps@gmail.com
+1-317-997-1381



Visit Indiana by train!

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

AMTRAK Hoosier State

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


And finally (from the State of Indiana Map), the advertisement for the **Hoosier State** Passenger Train. Map users later this year will be disappointed. Let's plan for a rebirth!

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 the following 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>	Name: _____
	Address: _____
	City: _____
	State: _____
	Zip Code: _____
	E-mail: _____