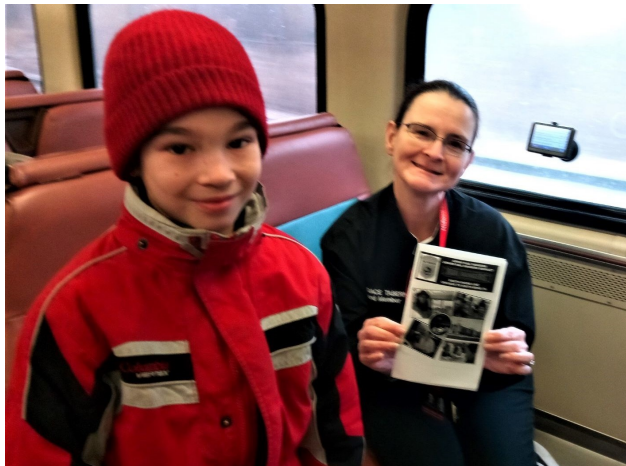


LEARN ABOUT NORTHWEST INDIANA WHILE RIDING THE ***SOUTH SHORE LINE***

By: Robert Tabern, President, Midwest Rail Rangers Corporation

If you are looking for a fun and educational activity during the late summer and early fall... but also something that will not break the bank... consider joining the Midwest Rail Rangers aboard the ***South Shore Line***. The Midwest Rail Rangers is a 501(c)(3) non-profit educational organization that provides on-board educational programs on private rail car excursions and Amtrak charters across the Upper Midwest. Their main focus, however, lies right here in Indiana -- on the ***South Shore Line*** between Downtown Chicago and South Bend Airport.

Two to three weekends per month, year-round, you will find Interpretive Guides with the Midwest Rail Rangers riding aboard the ***South Shore Line***. Their mission -- educating passengers about the interesting people, places, and history passing by outside their window while passing through the south side of Chicago, the historic steel-mill region of Hammond and Gary, the Indiana Dunes National and State Parks, and the 'bread basket' farming region of St. Joseph County. Learn interesting facts --- such as where you can find petite jellyfish in an Indiana lake (no one knows how they got there!), more about carnivorous plants that inhabit the region, and what happened to so much of the sand that was removed from the Indiana Dunes (hint: it might be in your cupboard!).



Today's young citizens are our future! Here a child is learning about the nearby area from ***Kandace Tabern*** (right) while riding the ***South Shore Line***

Since August 2017, the Midwest Rail Rangers have partnered with the Northern Indiana Commuter Transportation District (NICTD) to provide their unique style of on-board educational programs to passengers. Midwest Rail Rangers President **Robert Tabern** says, "The management of the ***South Shore Line*** has been very supportive of our efforts from day one. Many railroads might have said overseeing a new program like ours is just too much work... but the ***South Shore Line*** was totally on-board with us. They appreciate their passengers a lot and agreed having Guides aboard would be a

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really cool addition for their families and leisure travelers who ride on weekends.”

Midwest Rail Rangers Educational Officer Kandace Tabern

adds, “Our main focus is not railroad history – it’s the history and landmarks of the towns and communities we are passing through... but it is still very cool to be doing our educational programs on a railroad that has such a rich history – 110 years old – America’s Last Interurban – the *South Shore Line*.”

The Midwest Rail Rangers’ on-board educational programs take place on select Saturdays and Sundays only. Upcoming dates include: Saturday, September 7; Saturday, September 21; Sunday, September 22; Sunday, October 13; and Sunday, October 27. Additional dates for the remainder of the year are now posted at www.RailRangers.org. Eastbound programs with the Rail Rangers take place on Train #503, which departs Chicago-Millennium Station at 8:40am CT and arrives at South Bend Airport at 12:10pm ET. Westbound passengers can participate in an on-board educational program with the Rail Rangers on Train #506, which departs South Bend Airport at 1:05pm ET and arrives at Chicago-Millennium Station at 2:39pm CT. Passengers may board at intermediate station stops, too, to hear the Rail Rangers – but note that their narration is usually provided only aboard one train car (indicated by yellow signs inside the car), with seating available on a first-come, first-serve basis.

Midwest Rail Rangers VP Robert Neil says, “One of the best features of our program might be the cost! We provide our narration free for all passengers with their cost of their normal South Shore Line ticket. The normal round-trip adult fare between Chicago and South Bend is just \$28.50. And, on weekends, when we do our programs, up to three kids 13 and under ride free.”

The Midwest Rail Rangers also give special ‘enhanced’ educational programs about once per month specifically for families and rail enthusiasts. For example, on their September 22nd program date, Guides will be aboard selling autographed copies of their 100-page railroad route guidebook for the *South Shore Line* entitled “*Outside the Rails: A Rail Route Guide from Chicago to South Bend Airport*” as a fundraiser for the organization (copies are also available

for sale at www.MidwestRails.com). Both of the dates will additionally feature a Junior Rail Rangers Program – where kids and teens can earn a badge, sticker, or other prize (while supplies last) for completing a booklet about Indiana history.



Robert Tabern and a South Shore Line train are both ready to spring into action!

While the Midwest Rail Rangers is celebrating two years on the *South Shore Line* next month, the roots of the organization go back many years. Many of those involved in the group once served as volunteers with Trails & Rails, a partnership between Amtrak and the National Park Service that ran on-board educational programs on the *Empire Builder* to Minnesota (2005-2010) and on the *Southwest Chief* to Missouri (2012-2015). When Trails & Rails service to these routes were cut, the guides founded the Rail Rangers -- their own non-profit organization -- in July 2015. Besides many private car excursions, the Rail Rangers also provided narration on

the Iowa Pacific-run *Hoosier State* in 2016 and 2017 between Lafayette and Chicago.

For more information about the Midwest Rail Rangers, check out www.RailRangers.org or www.DunesTrain.com. You can also send them an e-mail at info@RailRangers.org.



The IndyGo *Red Line* Bus Rapid Transit Route is a GO!

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

The Grand Opening of IndyGo's Red Line

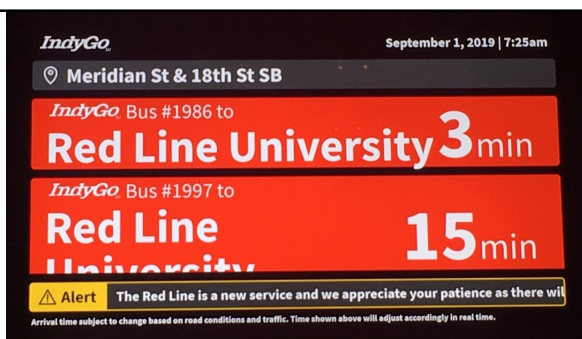


A southbound **Red Line** bus approaches the Broad Ripple station packed with eager customers

A new era for mass transit launched in Indianapolis on **Sunday September 1, 2019** with the opening of IndyGo's **Red Line**, the region's first Bus Rapid Transit (BRT) line. The BRT offers frequent service, uses 60% dedicated and 40% shared lanes, prioritization of traffic lights for BRT, comfortable stations with information screens, **VERY QUIET** all electric busses, level boarding, and off-board payment.



A full bus (left) and the 18th Street Station with Northbound & Southbound busses ready to go (right). Below see the real-time information screen at 18th Street.



Approximately 200 volunteers (**Tod Bassler** and **Doug Yerkson** included) greeted passengers during the first few

days of operation. Opening of the **Red Line** enjoyed great support from the community, with standing room only buses and hundreds of curious passengers at stations along the 13.1 mile route between Broad Ripple and the University of Indianapolis.

A **Red Line** rapid transit vehicle is scheduled to arrive at each station:

- ⇒ Every **10 minutes** during peak service [M->F 5AM- > 9PM]
- ⇒ Every **15 minutes** during off-peak service [M->F 9PM -> 1AM, Saturdays 6AM -> 1AM, Sundays 7AM -> 8PM]
- ⇒ Every **20 minutes** [Sundays 8PM -> 10PM]

The **Red Line** is completely **free for the month of September!** Local IndyGo routes are free through September 14th. The **Red Line** will operate under the same fare structure as local IndyGo service. **MyKey**, IndyGo's updated fare system, will provide off-board fare payment and collection at ticket vending machines and validators at each station. Additionally, riders may use their mobile app or reloadable card to pay and board rapid transit.

An opening celebration of the **Red Line** was held at the Indiana Statehouse lawn on Tuesday, September 3, 2019 attracting hundreds of mass transit supporters. The festivities kicked off with a party, including music, donuts and coffee. Speakers included Representative **Andre Carson**, Mayor **Joe Hogsett**, former Mayor **Greg Ballard**, IndyGo CEO **Inez Evans** and Indy Chamber Chief Policy Officer **Mark Fisher**.



Here people key to the existence of the **Red Line** watch as IndyGo CEO **Inez Evans** cuts the ribbon!

It was encouraging to see such bi-partisan support for mass transit at the opening celebration. I encourage our elected leaders to build upon this momentum by further expanding our regional mass transit system (including service into adjacent counties), lifting the light rail ban in Indianapolis, and restoring daily intercity passenger rail service between Indianapolis and Chicago.

Remembering the *Hoosier State* (1980-2019)

Reprinted with permission of author and *Railway Age* magazine. This article can also be found online at: <https://www.railwayage.com/passenger/remembering-the-hoosier-state-1980-2019>

By: David Peter Alan on August 8, 2019



The Hoosier State, as operated by Iowa Pacific Holdings. Chicago Tribune photo.

Amtrak's *Hoosier State* train, Nos. 850 and 851, died on Sunday, June 30 at Indianapolis, after a long illness. She was 38. The immediate cause of death was removal from life support by Indiana State officials. During her lifetime, she ran between Chicago and Indianapolis, but her later life was difficult and plagued by ever-increasing weakness, except during one brief period in 2015-17. She is survived by Amtrak's *Cardinal*, which traverses the same route on its journey between Chicago and New York, but only three days per week.

Among the mourners were 153 customers (one less than the train's entire seating capacity) and the crew who rode eastward on the last run from Chicago, according to Amtrak spokesperson **Marc Magliari**. He also told *Railway Age* that there were 130 westbound customers on the final day, excluding private car customers. [Dave Bangert reported in the Lafayette Journal & Courier](#) that two vintage cars built by Pullman-Standard ran behind the Amtrak consist, one sporting the Pennsylvania Railroad's Tuscan Red livery. Also among the mourners was **Dr. Helen Hudson**, a retired high-school teacher who had won awards for sprucing up the grounds of the Crawfordsville station.

The *Hoosier State* was born on Oct. 1, 1980, at a time when

there were no passenger trains between the Indiana capital and the Windy City. She had a difficult childhood, with the one bright period from 1987 until 1995, running as a daily train to and from Chicago, on a schedule separate from the *Cardinal*. She was discontinued at that time, but came back from the grave in 1998, operating on the days when the *Cardinal* did not run. From Dec. 17, 1999 until July 4, 2003, she had grown to become the daily *Kentucky Cardinal*, serving Louisville either as a section of the *Cardinal* or as a stand-alone train, depending on the day. She was cut back to the four-times-weekly schedule between Chicago and Indianapolis on that date, a schedule she maintained until her death.

The long illness to which the *Hoosier State* succumbed began in 2008 with the passage of Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA), which required the states through which they run to absorb the full cost of trains traveling less than 750 miles. The Indiana Department of Transportation (INDOT) later sought a non-Amtrak operator to run her, but a deal with Chicago-based [Corridor Rail Development](#) fell through in 2014.

Amtrak continued to operate her on a short-term basis, and she survived on one reprieve after another, often under threat of impending sudden death.

The *Hoosier State* rallied in 2015, when [Iowa Pacific Holdings](#) contracted to operate her, under the leadership of **Ed Ellis**. During the period of almost 18 months when Iowa Pacific supplied her equipment and on-board services, she was the most luxurious train in the Amtrak system. She ran with 1950s-vintage coaches and a dome car that originally ran on the Santa Fe, and she sported the historic orange and brown livery of the Illinois Central Railroad. 1960s-vintage GP40FH-2 locomotives that had originally operated on the Central Railroad of New Jersey, and acquired from New Jersey Transit, provided motive power. Business class passengers sat and ate on the upper level of the dome car, and breakfast or dinner was included in the price of their tickets. Coach passengers ate at tables on the lower level of the dome car.

During that period, the *Hoosier State* served the last freshly prepared meals on any Amtrak train on a regularly scheduled basis. This writer's only experience riding the train during that period included a dinner of chicken piccata prepared by the train's chef, lemon pudding cake from a local supplier, and coffee served in a china cup. Nothing approaching that sort of meal had been available on Amtrak since 2005.

Amtrak re-assumed the *Hoosier State*'s operation on March 1, 2017, but Indiana officials balked at paying for it. Last February, Gov. Eric Holcomb proposed a budget that eliminated funding for the train, and the legislature passed it. The funding ended on June 30, so the train made her last trip from Indianapolis to Chicago and back that day.

The *Hoosier State* consist was denied the honor of lying in state in its ancestral home, Indianapolis Union Station, which has become a conference center owned by the Crown Plaza hotel chain and used for special events. The station building is not normally open to the public, but many of the architectural features from its debut in 1888 survive. The "Union Station" concept began in the Indiana capital in 1853, and a series of historic sign displays in the station building tells its story. The display is collectively entitled: "Take a Walk Through History. It will stop you in your tracks!"

For this writer, it did, but that was because of the severe downfall of rail passenger service in the city. There were more than 200 trains in each direction that stopped at the station in 1920, a number reduced to 59 by 1936. That number went down to three by 1971, of which only one survived until 1979. Then there were none, until the late *Hoosier State* was born. The station was restored as a hotel in 1986, but without trains. Concierge Richard Yarborough gave this writer a tour of the facility, and said that more than 500,000 people per month passed through the station in its heyday. He added that "Indianapolis could have been a major city for transportation" if events had happened differently.

Anyone who rides passenger trains is sad to see one removed from the rails. The loss means that a travel opportunity, or even some mobility or convenience, is no longer available. Still, questions persist about whether and for how long the ill-fated *Hoosier State* could have avoided becoming The Little Train That Couldn't Any Longer, and about the best way to serve a city pair like "Indy" and Chicago.

The *Hoosier State* was not a mighty long-distance train that ate up one scenic mile after another. Neither was she part of a strong corridor that served the traveling public frequently and conveniently. Even her own boosters did not always realize her full potential. During the Iowa Pacific era, that railroad established a website for the train. It promoted the train, her business class and her destinations, and bore a copyright date of 2019—long after Iowa Pacific abandoned her and Amtrak took her back. While the site also contained some strange promotional copy for a vape shop for smokers, the original copy from there also presented her as a four-day-

per-week operation. While that was technically correct, the point of the *Hoosier State* train was to provide service between Indianapolis and Chicago and intermediate stops on the days the *Cardinal* does not run, thereby providing daily service for those communities.

That was the reason why the service ran, but her own promoters presented her in a false light by implying that there was no train running on the other three days of the week. Indianapolis and Lafayette (home of Purdue University) have bus service to and from Chicago. The other three stops, Dyer, Rensselaer and Crawfordsville (home of Wabash College), have no such service. Until the *Hoosier State* train died, residents of those communities could visit Chicago any day they wished. Now they can only do it on Thursdays or Saturdays, because of the Cardinal's tri-weekly schedule.

Philip Streby is one of Indiana's most active advocates. He is Treasurer of the Indiana Passenger Rail Alliance (IPRA) and serves on the Boards of Directors of two national passenger-rail-advocacy organizations, the Rail Users' Network (RUN) and the Rail Passengers Association (RPA). He is also an Amtrak retiree and worked as a conductor on the *Hoosier State* and the *Cardinal*. He detailed his campaign to save the train in the [April 2019 issue of IPRA's newsletter, All Aboard Indiana](#) in an article entitled: "Growing the Vitality in the Midwest is reason enough to Save the Hoosier State Train." He stressed the "business case" for keeping the train, writing: "The Midwest is one of the economic regions in this country, and needs a vital and balanced system of roads, airports, waterways and railroads (including passenger trains) if it is to grow and prosper. Younger generations are moving to where good public transportation exists, and right now, Indiana is not attracting that talent." He continued with an example: "A huge portion of Purdue University graduates look outside Indiana for job opportunities."

Streby campaigned hard to save the *Hoosier State*, but he believes that the state of freight railroading today could doom trains like it. He told Railway Age: "I worked that train when it was part of the *Cardinal* service. The disastrous gos should fairly well illustrate what happens when service is reduced. People left Amtrak in droves when 7 and 8 [the *Empire Builder*] went to four days a week.

Other trains faced a similar fate." Many of Amtrak's long-distance trains were cut to three or four days per week as part of the infamous Mercer Management-recommended cuts of the mid-1990s. Some of those trains were restored to daily operation in 1997, while others died completely. Amtrak

President and CEO **Richard Anderson** has threatened recently to impose similar cuts to long-haul trains again, which has made riders and advocates nervous.

Moving forward more than two decades, **Streby** continued: "Worse now is Precision Scheduled Railroading, which is neither precise nor scheduled. It has been set up by the bean counters who know nothing of railroading, only the bottom line. Trouble is, that bottom line is eroding because the shippers are being short-changed and they know it. The service is going out of the [freight railroad] shipping industry, just like the service went out of the passenger railroad industry." He also expressed that the key word is "scheduled," and that neither freight nor passenger trains keep schedules very well any more.

Amtrak spokesperson **Marc Magliari** told *Railway Age* that "We [at Amtrak] were really saddened by the outcome" that the *Hoosier State* has been discontinued, and he also placed the blame squarely on the Indiana officials who commissioned two engineering firms to make recommendations on how to make the route driving-time competitive. He said, "We've been very public in saying the status quo was not sustainable. But the State has chosen, for whatever reason, not to invest in the service." **Magliari** also cited PRIIA Section 209 and said that more decisions about train service will be made in the State Capitals in the future. In the past, the *Hoosier State* was used to bring equipment needing repair to Amtrak's shops at Beech Grove, and to take repaired equipment from there to Chicago to be placed back into service. He added it was hard to understand why the State "made a decision to make it harder to keep and attract work for more than 500 high-value employees." **Magliari** said that the *Cardinal* will continue to perform that function, but the time required for it could affect that train's on-time performance.

F.K. Plous, *Railway Age* contributor and longtime Chicago advocate, refuses to mourn for the recently deceased *Hoosier State*. Plous works for Corridor Capital LLC, the company that made the unsuccessful attempt to get the contract to operate the train in 2014, but now he is not convinced that it was worth saving. He told this writer: "I refuse to 'grieve' the *Hoosier State*. It was such an anomalous and irrelevant little gesture of a train that even the tiniest regret amounts to overkill. I often characterize pathetic and irrelevant trains like the *Hoosier State* as 'rolling museums,' but in the case of the *Hoosier State* that appellation is not fitting because a museum usually makes an effort to recreate as faithfully as possible something that existed in the past while the *Hoosier State* represented nothing that existed in the past." Plous

mentioned the *James Whitcomb Riley*, which began running between the two cities in 1941 on the New York Central (Big Four) route and made the trip in 3½ hours: "By taking five hours for the same trip, the *Hoosier State* 'revived' something that had never existed, a pokey, lurching unreliable streamliner between those two cities."

Plous did not criticize Indiana for running a train per se, but for running a train that appeared to have so little going for it. He speculated about what a better operation would be like: "If we could just go back to a reliable, daily, *James Whitcomb Riley*-like schedule, we could probably carry 300 passengers a day. If we could invest in infrastructure as Michigan and Illinois are doing and run 110-mph trains that make the trip in three hours, we could probably fill two or three frequencies a day. And if we could extend the improved infrastructure to Louisville and Cincinnati, we could fill ten daily trains between Chicago and Indy with five going to Louisville and five to Cincinnati."

Plous is not the only advocate who has called for a "Hoosier Corridor" instead of the single train that ran until recently. **Streby** and others, including this writer, have recommended such a service. Some have also said that Louisville is not far enough, that trains should continue through Kentucky and go to Nashville. In the meantime, though, it is more difficult to generate enthusiasm among politicians and their constituents for frequent service on a corridor when the only train still running on that mileage only operates a few times each week, and not even once a day.

The demise of the *Hoosier State* may be a harbinger of things to come. **Plous** explored the history of the train and its imminent termination in a feature article in the April issue of *All Aboard Indiana*, the same issue that included **Streby's** article quoted above. He blamed the State: "The more knowledgeable rail advocates, of course, understand that the State of Indiana actually sentenced the *Hoosier State* to death many years earlier when it repeatedly refused to invest the money needed to make intercity passenger trains successful. The news accounts rarely mention it, but the *Hoosier State* farrago is simply a private shame of the State of Indiana, which will not fund passenger trains even though it has a rail map with the potential to support a very strong and functional corridor service with a high potential to enhance the State's business growth." **Plous** particularly praised Indianapolis as a destination, with its station surrounded by a compact and active downtown, and with government facilities, sports and entertainment venues within walking distance.

Although Amtrak trains are part of America's interstate commerce, it appears that decisions about where Americans can go by train will increasingly be made in Statehouses, as **Magliari** mentioned. There are only a few long-distance trains whose routes extend 750 miles or more. Much of the rest of the Amtrak network consists of State-supported trains. Under PRIIA Section 209, the States must pay the full cost of enhancing and operating these trains within their borders. States like Illinois, Michigan and California are investing in their corridors, and those corridors are popular. States like Oklahoma with the **Heartland Flyer** and Vermont with the **Vermont** and the **Ethan Allen Express** only operate a train or two, without the commitment of investing in a corridor or running multiple frequencies on a line. The trains in those states depend more on the fortuity of local politics than the trains running along strong corridors. The **Hoosier State** may have been the worst example of such a train, but it may end up setting the standard for a grim future for shorter-distance Amtrak trains from now on.

Plous concluded his statement for Railway Age by placing the blame directly on Indiana officials: "Sorry to be so rough on Indiana, but they deserve it, even if they're not the only one. New York DOT doesn't understand the wealth-generating potential of the Water Level Route [the historic New York Central main, where **Empire Service** trains run today]. Pennsylvania does not understand the potential of the former Pennsylvania Railroad (now Norfolk Southern) main line. Mississippi, Alabama, Georgia and Tennessee are totally clueless about the economic potential of their rail routes. But Indiana should be particularly ashamed, because it's got Michigan and Illinois right next door to serve as exemplars."

This writer will miss the **Hoosier State**, because it is always sad when a train dies. She was too slow, was not marketed properly, and the Indiana politicians appeared particularly clueless about passenger trains. But this writer's ride from Chicago to Indianapolis in 2016 was a wonderful blast from the past. The ex-Santa Fe dining car provided a taste of rail travel as it once was. The chicken piccata and lemon pudding cake were delicious, and the coffee even tasted particularly good, probably because it was served in a china cup.

David Peter Alan is Chair of the Lackawanna Coalition, an independent non-profit organization that advocates for better service on the Morris & Essex (M&E) and Montclair-Boonton rail lines operated by New Jersey Transit, as well as on connecting transportation. The Coalition, founded in 1979, is one of the nation's oldest rail advocacy organizations. In New Jersey, Alan is a long-time member and/or board member of the NJ Transit

Senior Citizens and Disabled Residents Transportation Advisory Committee and Essex County Transportation Advisory Board. Nationally, he belongs to the Rail Users' Network (RUN). Admitted to the New Jersey and New York Bars in 1981, he is a member of the U.S. Supreme Court Bar and a Registered Patent Attorney specializing in intellectual property and business law. Alan holds a B.S. in Biology from Massachusetts Institute of Technology (1970); M.S. in Management Science (M.B.A.) from M.I.T. Sloan School of Management (1971); M.Phil. from Columbia University (1976); and a J.D. from Rutgers Law School (1981).

Options for Rail Passenger Service in the **Hoosier State** Corridor

By: Steven Coxhead, President, Indiana Passenger Rail Alliance

During the months of August and September, the President of IPRA and Board Members have been busy creating a White Paper that presents Indiana lawmakers with two options for improving passenger rail service in Indiana. Along with a cover letter, this White Paper is being sent to Indiana State Representatives and Senators for consideration.

Please find a copy of that White Paper here for your perusal:

Introduction and Purpose

For present purposes, we define the Hoosier State corridor as a rail line linking Indianapolis with Chicago, via Lafayette. The current (May, 2019) corridor also includes the communities of Crawfordsville, Rensselaer and Dyer. INDOT has commissioned studies which conclude that this could be a viable passenger rail corridor. The traditional approach (since 1971) of Indiana negotiating with Amtrak in an attempt to preserve and improve passenger rail service in the state simply does not work. If there is to be modern passenger rail service in Indiana, a framework must be devised which does not depend on the participation or cooperation of Amtrak. The two options described below are suggestions as to how this might be accomplished.

It is assumed that a viable service would consist of at least five round trips, each day. Equipment would be clean, state

of the art, and having modern amenities. Schedules and transit times would be set in accordance with the needs of the corridor. On time performance must be maintained at no less than 90%.

Option #1: A Regional Authority

A regional transportation authority could be set up consisting of the counties within the corridor. The authority would be funded in part by state and local tax revenue. It would own (or lease) equipment and operate the trains, under a trackage agreement with the CSX railroad. Indiana already has one such authority in northwest Indiana, to operate trains between South Bend and Chicago (Northwest Indiana Commuter Transportation District, or NICTD). NICTD is the model upon which the proposed authority could be based. Possible end points in Chicago could be either Millennium Station or LaSalle Street Station, both operated by Chicago Metra (not Amtrak).

This approach would give Indiana control of its' own destiny, providing the service that Hoosiers both want and deserve, linking the two largest Midwestern cities. It would prevent Indiana from being placed at a competitive disadvantage as compared to other parts of the Midwest, and the nation.

Option #2: Outreach to the Private Sector

The State of Indiana could reach out to the private sector to market the Hoosier State corridor as a public private investment opportunity. The intent would be different from the Iowa Pacific experiment. In that case, Iowa Pacific supplied motive power, rolling stock and on board services. Amtrak supplied the locomotive crew, trackage rights, and accommodation at Chicago Union Station. It is proposed that Indiana enter into a partnership with a private sector organization willing to take on the entire operation, including locomotive crew, provision of trackage rights, and a Chicago terminal other than Chicago Union Station. This would be similar to the Virgin Trains USA initiative in east Florida, but with Indiana as a partner. There are a number of firms that could potentially be interested in the corridor, but Indiana must actively reach out to them and market the investment opportunity. This could appropriately be done by the Indiana Economic Development Corporation (IEDC), as has been done with marketing opportunities at Indianapolis International Airport to various air carriers.

One possible arrangement would be for Indiana to own the

locomotives and rolling stock, and lease them to the organization chosen to provide service in the corridor.

Again, this approach would give Indiana control of its' own destiny, providing the service that Hoosiers both want and deserve, linking the two largest Midwestern cities. This option would be significantly different from the Iowa Pacific experiment, in that there would be no third party (Amtrak) involvement. And, again, it would help to prevent Indiana from being placed at a competitive disadvantage as compared to other parts of the Midwest, and the nation.

Conclusion

Many parts of the United States, as well as many foreign countries, are embracing the advantages to be had by modern, 21st Century, passenger rail systems. If Indiana lacks such systems, going into the future, it will become increasingly difficult to market the state as an attractive investment opportunity for business (especially foreign direct investment), and increasingly difficult to attract the younger, skilled workforce required by 21st Century business organizations. It has been observed that the millennial generation has a strong taste for public transportation, and will exercise this in deciding where to live and work. But Indiana must act, now, and not wait for the next budget cycle to roll around, to improve its' competitive position by embracing one of the options described, above.

Important Workshop for Passenger Rail Advocates at RailNation California 2019

Workshop to be led by: Sean Jeans-Gail, Vice President of Policy & Government Affairs, Rail Passenger Association

Join the Rail Passengers Association in Sacramento for a hands-on workshop designed to help you launch your own campaign for new and better train service in your community.

Staff members from Rail Passengers' federal and state policy team will engage with workshop participants, in a small group setting, on the **A to Z of advocacy**. We'll teach you advocacy best practices, help you figure out the best strategy for interacting with elected officials and policymakers, and give

you a blueprint for launching a successful campaign to improve service in your town—whether it's local transit, commuter, or intercity rail and Amtrak.

This workshop will focus on giving advocates the following tools:

- ◆ **Define achievable goals:** whether it's launching a new service, a new frequency, or getting an issue on the ballot, you need to determine a workable path to get you where you want to go.
- ◆ **Build coalitions:** recruit like-minded advocates, national and local advocacy organizations, business partners, and elected officials. We'll tackle the hard questions about how to maintain partnerships in the face of adversity and competing interests.
- ◆ **Guide the narrative:** learn how to engage through social media, connect with traditional media outlets and reporters, and find the right message to cut through the noise.
- ◆ **Establish a campaign blueprint:** create a calendar for sustainable grassroots action, making intelligent use of limited financial resources and volunteer labor.

Workshop participants will leave not only with the knowledge to execute effective advocacy efforts but with a tool-kit of sorts as well. The interactive nature of the workshop will provide materials needed to hit the ground running in their advocacy work.

Workshop Registration - \$20.00 Per Attendee

[Advance Registration Required](#)

Bullets from the Board

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

There was an Indiana Passenger Rail Alliance (IPRA) Board meeting in July but not in August. The next meeting of the IPRA Board is planned for Thursday, September 26, 2019 at Navigrade Consulting in Fishers, IN.

The Board normally meets on the 4th Thursday of the month, on odd numbered months, with exceptions being made as necessary. The next meetings this year are planned for September 26th, and November 21st (week *before*

Thanksgiving). All IPRA members and other interested parties are welcome to attend these meetings.

- ◆ The July 25th Board meeting was held at the West Lafayette Public Library. Topics discussed included:
 - ◇ IPRA membership renewal
 - ◇ Continued membership in the Indiana Chamber of Commerce
 - ◇ Possible membership in the Indianapolis Chamber of Commerce
 - ◇ The 2019 Michigan Rail Conference
 - ◇ Lessons learned during the past 12 months
 - ◇ Consideration of a retreat to plan strategy going forward
 - ◇ Consideration of an IPRA 25th anniversary event
- ◆ IPRA has produced a white paper outlining non-Amtrak alternatives for operating the **Hoosier State** service. See elsewhere in this newsletter for the full text of the white paper. Options include:
 - ◇ A regional transportation authority similar to the Northern Indiana Commuter Transportation District (NICTD)
 - ◇ A public/private partnership
- ◆ This white paper has been sent to all 100 members of the Indiana House of Representatives. It will soon be sent to all 50 members of the Indiana Senate.
- ◆ Those interested in developing modern passenger rail systems in our state should have a short conversation with their State Representative and Senator, in which the issues raised in the white paper are explored. Discuss what would be involved in setting up a regional transportation authority.
- ◆ The Indiana Economic Development Corporation (IEDC) has reached out to the private sector, offering subsidies to induce air carriers to add long distance service to the Indianapolis International Airport. Ask your representative to find out why there has been no such outreach by the IEDC to the private sector to develop interest in a private sector solution to providing improved rail passenger service in the Indianapolis-to-Chicago corridor. IPRA has approached the IEDC, but was rebuffed. Perhaps your Representative or Senator will have better luck.

It is always useful to maintain the dialogue with your State

Senator, State Representative and the Governor's Office concerning the importance of a modern 21st Century passenger rail network in the State of Indiana. Please let us know about your conversations with members of the Indiana General Assembly about improving passenger rail in Indiana by sending IPRA an email message to info@indianahighspeedrail.org.

The next IPRA Board meeting will be held on Thursday, September 26, 2019. All IPRA members are welcome to attend!

What: IPRA Board Meeting

When: Thursday, September 26, 2019 from 12:00 noon to 2:00 pm Eastern Daylight Time (EDT)

Where: Navigrade Consulting (Conference Room 1), 14074 Trade Center Drive, Fishers, IN 46038

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.**

Please don't forget to include the **Cardinal** and other Amtrak services in your travel plans. Heavy ridership is the most important weapon we have in the fight to improve passenger rail service in Indiana.

Riding the Rails

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

FRA ANNOUNCES \$272 MILLION IN 'STATE OF GOOD REPAIR' GRANTS – Yes, Illinois, Michigan and Wisconsin are getting slices of this valuable "pie". As usual, Indiana is not at the Transportation Improvement Table. Indiana Advocates, please continue sharing your message! Read this well written article online at: https://www.progressiverailroading.com/passenger_rail/news/FRA-announces-272-million-in-state-of-good-repair-grants--58387. (This [August 22, 2019] news thanks to the **Progressive Railroading**)

PHOENIX VOTERS SAVE LIGHT RAIL – The ballot Proposition 105 that would have halted the expansion of the city's light rail system was overwhelmingly rejected 62-to-38. So here it's: Common Sense 1 / Koch Brother Dark Money 0. Read this article & comments online at: [https://](https://usa.streetsblog.org/2019/08/28/phoenix-voters-save-light-rail)

usa.streetsblog.org/2019/08/28/phoenix-voters-save-light-rail. (This [August 28, 2019] news thanks to **Streetsblog USA**)

SOUTH DAKOTA DOT TO SELL ALL STATE-OWNED RAIL LINES – Wondering what things would be like today if Indiana did the same... See the list of lines online at: https://www.progressiverailroading.com/short_lines_regionals/news/South-Dakota-DOT-to-sell-all-state-owned-rail-lines--58390. (This [August 22, 2019] news thanks to the **Progressive Railroading**)

'CROWD-SOURCED' BUS BETWEEN CHICAGO AND INDIANAPOLIS WILL BECOME PERMANENT – The pilot phase of the [3 hour 45 minute] OurBus service that also stops in Zionsville & Lafayette has successfully completed. Read this informative article online at: <https://www.masstransitmag.com/bus/news/21094168/il-crowdsourced-bus-between-chicago-and-indianapolis-will-become-permanent>. (This [August 26, 2019] news thanks to **Mary Wisniewski** at the **Chicago Tribune** and for **Mass Transit** for the online copy)

WHY YOUR PUBLIC TRANSPORTATION SUCKS – This very funny 24.5 minute video by Patriot Act spokesman **Hasan Minhaj** is entertaining and hits the nail on the head. View this memorable video online at https://youtu.be/1Z1KLpf_7tU. (This [August 19, 2019] YouTube video thanks to **Hasan Minhaj** and **Patriot Act**)

AUTUMN COLORS EXPRESS – Do you want to experience an amazing rail trip through West Virginia this October? If so, remember October 25th, 26, 27th (Fri -> Sun), buy tickets and GO! See all the details online at <https://www.autumncolorexpresswv.com>. (This news thanks to **Rail Excursion Management Co.**)

INSIDE AMTRAK'S DYING LONG-DISTANCE TRAINS – Many passenger rail advocates already know much of the information shared in this [7 minute 20 second] YouTube video. View this story online at https://youtu.be/q-jP4vh3z_A. (This [July 16, 2019] YouTube video thanks to **Jason Bellini** at the **Wall Street Journal**)

FIVE UNBELIEVABLE TRAIN RIDES YOU CAN ACTUALLY TAKE – If you're a passenger rail advocate and looking for a few memorable experiences, look no further. Enjoy this article online at <https://www.triptrivia.com/5-unbelievable-train-rides-you-can-actually-take>. (This [June 26, 2019] article thanks to **Trip Trivia**)

AN INTRODUCTORY GUIDE TO TRAIN TRAVEL IN THE UNITED STATES – With a few exceptions the Author got it right.. Read this good article online at <https://www.themanual.com/travel/guide-to-train-travel-usa-amtrak>. (This [December 10, 2018] article thanks to **Nathaniel Adams** at **The Manual**)

THE AMERICAN RAIL CLUB HAS A VIDEO WITH A SOLID MESSAGE & ACTION ITEMS – A 23-minute video on YouTube entitled “**How to Build High-Speed Rail in the US**” is hosted by **Demetrius Villa**, President of the **American Rail Club**. This video has a useful message... collaboration & capitalism will work. See it online at: <https://www.youtube.com/watch?v=-OoKf1HfKQ&t=737s>.

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 thanks to the **Rail Passengers Association**)

Discounts

Amtrak & RPA - 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!**

AMTRAK DEALS – Always look online at <https://www.amtrak.com/promotions/deals> for all current Amtrak Deals! As of September 5th, there are 34 active deals.

STUDENTS CAN SAVE ON AMTRAK MIDWEST TRAVEL – If you're a traveling student, please go online at <https://media.amtrak.com/2018/05/students-can-save-amtrak-midwest-travel> and learn how you can save money travelling on Amtrak!

YOUR KIDS GET A 50% DISCOUNT WHEN TRAVELING WITH YOU – Please go online at <https://www.amtrak.com/children-discounts> 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 bi-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
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Publication Change


Starting with the July/August 2019 issue, *All Aboard Indiana* will publish every two months. If you prefer a monthly schedule, please let the Editor know.

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>	<p>Name: _____</p> <p>Address: _____</p> <p>City: _____</p> <p>State: _____</p> <p>Zip Code: _____</p> <p>E-mail: _____</p>
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