

## DESPITE [TEMPORARILY] LOSING 60% OF THEIR PASSENGER RAIL SERVICE...

By: Helen Hudson, Retired Public School Teacher & Wabash College Professor, Crawfordsville

While digging holes to plant hostas in the Crawfordsville Amtrak garden during a recent June weekend, a volunteer held up a piece of coal. "Look!" he said, "How did this get here?" Someone else found a railroad spike and other metal tidbits kept turning up. Much rail history lies beneath the ground near the solid brick building which once received coal and other supplies at this spot a hundred years ago and more. (The building itself has long been repurposed into a flooring store and a driving school.)

Today's gardeners, though, are more concerned with recent rail history. They gathered in late June to do some blitz community gardening and beautification in order to say thank you and farewell to the engineers and crews of Amtrak's Hoosier State line which makes its last run on June 30.

Residents of this city of 15,000, home to Wabash College, have had daily train service to Chicago and points east for decades. While many parts of the country are enjoying more and more frequent & efficient access to passenger rail service, including Indiana's neighboring states, central Indiana is now losing 60% of its passenger rail service.

Crawfordsville, though, has not given up in its fight for excellent, improved service. Under the leadership of Mayor Todd Barton,



*Above, volunteers hard at work on June 22, 2019 beautifying the Crawfordsville Amtrak Station Flower Garden. Below, the last morning Hoosier State passenger train on June 30, 2019 with the revived Flower Garden at the left.*



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**The price has dropped!**

the community understands the value of the service and is demonstrating that by actions such as the blitz garden project and the big thank you banner displayed in front of the garden during the last week of the *Hoosier State's* run.

The banner reads: "Crawfordsville Says Thank You to the Engineers and Crews of the *Hoosier State*. We will miss you" On the following Monday, Jim



Here Tod Bassler (left) & Marc Hudson secure the banner for the arrival of the next *Hoosier State* train.

Johnson published an article in the *Crawfordsville Journal Review* highlighting the work, which is online at [http://www.journalreview.com/news/article\\_cof79c26-95f9-11e9-baf1-4fd882cb2bc2.html](http://www.journalreview.com/news/article_cof79c26-95f9-11e9-baf1-4fd882cb2bc2.html).

"In the 21st century, *more* people not *less* should have access to affordable, sustainable public transportation", which is what passengers waiting for their trains have been saying again and again in June as the reality of losing the service approaches. Locals by the scores have been dismayed and distressed by the loss of the *Hoosier State*. Families are finding it harder to connect; businessmen no longer have the ease of traveling each weekday for meetings up and down the line. College students, especially foreign students, will find it more difficult to make connections to travel home or see the country.

Despite all this, the gratitude on display in the handsome garden represents hope for future options for public transportation here. Residents are also reminded of work done by Crawfordsville High School students about 15 years ago when they refurbished the "Amshak" station and its environs and created a beautiful perennial garden nearby. It is this garden that a score of community volunteers brought back to its glory this weekend.

Those high school students in the early days of the 21st century (2004-2011) not only brought the local Amtrak station back to life and planted a garden, but they also learned to advocate for public transportation once they'd learned its advantages and economic benefits. They wrote editorials, spoke publicly, and lobbied in Washington, DC.

Their work was awarded Gold Spike awards, the Main

Street local and State of Indiana awards for improving public property. The students also won the Sycamore Youth Leadership Award (given by ISU), NARP's Youth Service award for the nation, and Amtrak's top award, the Champion of the Rails. Purdue University partnered with the Crawfordsville students for its federal NEXTRANS initiative.

These Crawfordsville High School students were members of Dr. Helen Hudson's English classes. Many of them, living now as adults in many parts of the country, continue to advocate for public transportation. Hudson, now retired, initiated the garden and gratitude project at the Crawfordsville Amtrak station.

## Amtrak Media Advisory

# Suspension of *Hoosier State* Train Service

Effective Sunday, June 30

By: **Marc Magliari**, Amtrak Media Relations,  
[MediaRelationsChicago@Amtrak.com](mailto:MediaRelationsChicago@Amtrak.com)

The last scheduled runs of Trains 850 & 851 are this Sunday, June 30, due to the elimination of state funding for the *Hoosier State* trains. Under a 2008 federal law, services such as the *Hoosier State* train require state sponsorship.

Amtrak representatives will be riding these trains and providing information regarding travel alternatives for Indianapolis, Crawfordsville, Lafayette, Rensselaer and Dyer customers, as these communities will be without daily Amtrak train service for the first time since 1999. The Amtrak *Cardinal* (Trains 50 & 51) will continue to serve these communities three days per week.

When: Sunday, June 30

Northbound (Train 851) departs [Indianapolis Union Station](#) at 6:00 a.m.

Southbound (Train 850) departs [Chicago Union Station](#) at 5:45 p.m.

*Hoosier State* train history (with assistance from [Indiana University Press](#) author **Craig Sanders**):

[On October 1, 1980](#), the route gained a daily *Hoosier State*

(Trains 317 & 318) under a federal initiative from Sen. Birch Bayh. On April 27, 1986, the *Hoosier State* name was dropped in favor of the *Cardinal* name. The *Hoosier State* name was reinstated on [October 25, 1987](#), when it resumed operation on a daily schedule different from that of the *Cardinal*. The *Hoosier State* was discontinued after making a final trip on September 8, 1995.

The *Hoosier State* was reinstated as a tri-weekly train on [July 19, 1998](#), running on three of the four days the *Cardinal* did not. Daily service between Chicago and Indianapolis returned on [October 31, 1999](#), when the *Hoosier State* began operating quad-weekly as Trains 850 & 851.

Starting Monday, July 1, the service level on this route will be as it was from 1995 to 1998, with six trains a week, three in each direction. There will be no Amtrak trains on this route from Chicago on Sundays, Mondays, Wednesdays or Fridays; and no Amtrak trains from Indianapolis on Sundays, Tuesdays, Wednesdays or Fridays. Additional daily service by Amtrak Thruway Buses will be available at Chicago, Lafayette and Indianapolis.

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## All Hoosiers, not Just the Wealthy, Deserve Excellent Transportation

By: [Donald Yehle](#), Board Member, Indiana Passenger Rail Alliance

Should the State of Indiana be concerned about providing excellent transportation, including transit and passenger rail, for all citizens? Should the State of Indiana be concerned about providing non-stop air transportation between Indianapolis and Paris and between Indianapolis and San Francisco, for those fortunate enough to be able to afford such trips?

As a former editor of All Aboard Indiana, a Rail Passengers Association (RPA) State Council Representative, and a member of the Indiana Passenger Rail Alliance (IPRA), I vote YES to both questions.

The reality is that transit is caught in the state budget struggle.

The reality is that Indiana's only state-funded Amtrak route (the *Hoosier State*) ceased operations June 30, 2019.

Meanwhile, Indiana taxpayers are supporting air transportation to and from Paris and to and from San Francisco.

Those less fortunate, those who can't afford an automobile, and college students who have been relying on the *Hoosier State* to take them to Chicago are being pushed onto an already full 3-times-a-week Amtrak train (the *Cardinal*) or onto buses traveling an already overcrowded and not-too-safe Interstate-65 highway.

Governor Holcomb, please help us understand your thinking to cease funding a \$3 million a year *Hoosier State* when the annual state budget is \$32 billion and when the state coffers are heavily in the black.

Passenger rail advocates stand ready to work with the Indiana Department of Transportation and freight railroads (i.e. CSX) to implement improvements recommended in two recent studies that would provide all citizens with a state-supported rail passenger route of which we can all be proud.

The people of neighboring states, particularly Illinois, Michigan, and Wisconsin, are moving forward with passenger rail improvements, while Indiana has taken a step backwards.

There needs to be a level playing field to finance all forms of public transportation -- air, highways, and rail. Developed countries in Asia and Europe have bought into this idea, while the United States and the State of Indiana continue to believe in a "car culture" with some air transportation.

Thank you, Governor Holcomb, for leading a state that believes in fiscal responsibility, that believes in improving the education of young people, that believes in providing an outstanding quality of life for its citizens, but, let's look at providing a well-rounded transportation plan which includes passenger rail, too.

As the South Shore service, with its multiple daily schedules, has demonstrated, passenger rail works. Citizens in Northeast Indiana have labored and continue to work to bring about a modern passenger rail link connecting Chicago with Valparaiso, Fort Wayne, and Columbus, Ohio. Citizens in Central Indiana have expressed a strong desire to continue seven-day-a-week service between Indianapolis and Chicago.

May the public and private sectors continue to work together

to find public transportation solutions for all residents of Indiana. We like non-stop, commercial jet service connecting Indy with Paris and connecting Indy with San Francisco. We also like connecting Circle City residents with Lafayette residents and Crawfordsville folks with those hailing from Rensselaer and Dyer.

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## How the System Actually Works

By: Phil Streby, Board Member & Treasurer, Indiana Passenger Rail Alliance

Transportation for America just released an essay showing that U.S. transportation policy essentially amounts to "[Keep Building More Highways and Don't Worry about the Cost \(While Subjecting All Rail and Transit Projects to Rigorous and Skeptical Financial Analysis\)](http://t4america.org/2019/05/24/national-transportation-policy-is-a-rudderless-ship-sailing-off-into-oblivion/)." Lots of good granular detail here, but it's the big picture that's really scary. Rail [advocates need to make sure this paper gets into the hands of all your local media](http://t4america.org/2019/05/24/national-transportation-policy-is-a-rudderless-ship-sailing-off-into-oblivion/). They already get regular blasts from the Reason Foundation, the CATO Institute and all the other Koch-funded propagandist mills, so they may as well hear from you too. Read the Blog online at: <http://t4america.org/2019/05/24/national-transportation-policy-is-a-rudderless-ship-sailing-off-into-oblivion/>.

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## Come on Central Indiana... Get with Today's [Transportation] Program

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

**Why do most Hoosiers have so few transportation options? Why are nearby Midwest States improving their transportation options while Indiana "proudly" has a budget surplus? How can Indiana attract and retain more young people? If you're interested in learning why Indiana has a transportation problem and what you can do to correct it, read on.**

### DISTRACTED DRIVERS DOMINATE HIGHWAYS

Vehicle accidents on Indiana highways are almost a daily occurrence these days... why is this the case? The causes are usually many things... distracted drivers, drivers with poor judgement, aggressive drivers, way too many drivers,

seemingly constant construction... pick one or all of these reasons. Our highways, which I refuse to call FREEways any more are now much less "fun" than they used to be.

**Each of us reacts differently to what we encounter on our roads, which creates a lot of variability. Is a transportation model based solely on the private automobile sustainable as our urban populations grow? I don't think so. Many people think autonomous vehicles are the solution, but they're just machines on wheels with sophisticated computers and we know that all computers have bugs. They also don't solve the congestion problem since they're just another vehicle. Additionally, have you thought how the insurance companies will handle traffic accidents involving autonomous vehicles?**

What transportation options do we have? Our younger friends see the transportation choice mistakes we older citizens have made and simply don't want the risk, cost and wasted time associated with trying to drive a car in a city. I'm all for the freedom offered by a personal vehicle when we travel our amazing and vast country to have FUN but cars/SUVs work best in an urban area only for the "last mile", also now also offered by ride share companies like Uber and Lyft.

### HEFTY PRICE TAG FOR NEW CONCRETE

**Don't be fooled by new lanes being added to highways. According to Indiana Department of Transportation (INDOT), it costs \$10 million per lane-mile to add a [third] lane. That's a lot of our money for something that will immediately fill up with more traffic. Studies prove that doing this does NOT relieve traffic congestion. However, adding a third lane does help solve the problem with tractor trailers blocking the left lane of a highway.**

It has been proven time and time again that different modes of transportation work best for trips of different distances. Air travel is most time efficient for trips over 600 miles while personal vehicles are best for urban trips under 60 miles (and for those fun infrequent cross-country adventures). Here in North America we have simply forgotten to use passenger rail for regional travel in most areas. Passenger rail's distance "sweet spot" of 60 to 600 miles and it has been shown that travel by train works very well in areas such as Chicago to Milwaukee or the Northeast Corridor of our country.

**Indiana's northwest counties are very lucky to have the South Shore commuter train, the last leg of a vast Interurban system that served much of Indiana many years ago. Credit the Interurban for Indy's southside "Stop 10,**

11, 12, 13 & 18" road names! INDOT sees the value of the South Shore system and is now becoming more involved with its operation. Today there are active projects which will expand and improve the South Shore service making Indiana's northwest counties even more attractive to folks who live there and work in the Chicago region. For now, real estate is more affordable in Northwest Indiana than in many parts of Chicagoland.

### STREETCARS MAKING A COMEBACK

Approximately sixty years ago General Motors and a tire company wanted more bus business so we let them destroy most urban rail streetcar systems in our country thinking that the flexibility of a bus (with those tires) is better. What we've learned is that transportation model fails when a bus is stuck in traffic with other vehicles (which is the case much of the time). However, when a bus becomes a non-polluting vehicle using a dedicated path, it once again becomes a reliable mode of transportation. The dedicated path model works so well that, in addition to Bus Rapid Transit (BRT), we're seeing a resurgence of streetcars in many American cities. The dedicated path approach also enables Transit Oriented Development (TOD) allowing beneficial real estate development near the routes. The IndyGo Red Line BRT (opening Labor Day weekend) is a good example of dedicated path since 60% of its route is in a dedicated lane with preferred traffic light control.

**The challenge with personal vehicles, taxis & ride share is they are low density travel modes with capacity of typically up to 5 people at a time. Rail and bus transit (including intercity bus & passenger trains as well as airplanes) offer much higher density travel options. As our population grows, low density travel options become more challenging in urban areas because there is only so much space on our roads. Low density vehicles work best for "last mile" (i.e. to get home) while high density vehicles work best for moving more people between urban, regional, national and international locations. Think what it's like when a sports event lets out... don't you hate waiting for cars to leave? Here, you aren't stuck in traffic; you ARE the traffic!**

Our time is valuable because we can't get it back. Wise transportation design helps us save time so we can spend more of it enjoying ourselves. Would you rather travel leaving the logistics up to a professional (driver) or instead wait in traffic jams (& at traffic lights) not being able to give your friends traveling with you your full attention?

Now let's talk about our transportation options for Central Indiana, which is starving for options other than vehicles. Here are some possible options both regionally and locally.

### REGIONAL RAIL TRANSPORTATION

The [Indianapolis <-> Chicago] Hoosier State Amtrak passenger train serving Central Indiana four days per week for the past 20 years will no longer run starting July 1, 2019, leaving the [New York <-> Washington DC <-> Indianapolis <-> Chicago] Amtrak Cardinal only for three days per week. Since this is not the first time there has been a gap in daily passenger rail service in Central Indiana, something must be done to stabilize and improve the service so more people can rely on it.

**The loss of the Hoosier State creates a serious void for many people wanting to use this prime transportation corridor. It will also be much more difficult to transport train cars to and from one of Central Indiana's most valuable businesses, the Amtrak Beech Grove Shops. This historic facility, the largest of three Amtrak shops, has in its employees immense intellectual property that enables them to literally do anything to maintain and repair rail locomotives and cars.**

If you know the current state of the train cars and tracks the Hoosier State & Cardinal passenger trains use, you'll know there is much room for improvement. This year Amtrak has an aggressive schedule to replace old worn out train cars. Also, I am aware of at least two recent studies (2013 & 2018) that have been completed which, if the recommendations had been implemented, the tracks between Indianapolis and Chicago would have already been improved allowing for faster and smoother travel.

**There is demand for improved passenger rail service in Indiana. A recent online petition hosted by the Midwest High Speed Rail Association (MHSRA) drew hundreds of responses with many people saying that passenger rail is their preferred mode of transportation. Students from Wabash College and Purdue University regularly rely on this route, which will soon be cut by almost 60% (8 of 14 trips weekly have been provided by the Hoosier State). To view a list of select responses to the online petition, go online at <https://indianahighspeedrail.org> and view the May 2019 edition of the Indiana Passenger Rail Alliance (IPRA) newsletter, All Aboard Indiana.**

**LOCAL RAIL / BRT TRANSIT**

The Nickel Plate Corridor, which was recently used by the seasonal Indiana State Fair Train, is a prime corridor for daily transit between northeast Marion & Hamilton counties, Broad Ripple and downtown Indianapolis. Today Fishers plans to soon replace about four miles of this corridor with a trail only (at high property tax cost to Fishers residents). Legal activities regarding this corridor continue today so this challenge has not yet been resolved.

**It's also shortsighted and very disappointing that the Central Indiana light rail ban has not yet been lifted. Transportation options, which create competition, benefit the customer.**

While I am a big fan of outdoor recreation during good weather, we also must not lose sight of the need for Central Indiana residents to travel to work (& play) at ANY time of the year. Only die-hard folks will use a trail during rain and snow storms! Also, it's a sobering fact that Indianapolis does not rank high in availability of urban parks so anything we do to improve our park space (including linear "parks") is a step in the right direction.

**Indianapolis is thriving now (especially the Arts) but many of us are now stuck with basically only one 20th Century travel option in our great city and region. Transforming the Nickel Plate corridor in to a [rail + trail] corridor is a win-win for central Indiana residents as well as for local businesses since it will enable useful services for ALL the people. If a [rail + trail] is built, Central Indiana residents will have another less-stressful option to travel to work and downtown to attend events, to relax (like dine) and enjoy the great outdoors while exercising. There is something that works about the permanence of dedicated transit right-of-way that enables real estate development. Build it and they will come.**

For the IndyGo Red Line BRT, once the temporary inconvenience of construction has finished, we'll see the benefits of TOD emerge. I know I'll use businesses along College Avenue more often when I know I can leave my car in a parking lot at the University of Indianapolis at Shelby & Hanna and quickly ride to Broad Ripple knowing I don't have to find a place to park there. The Carson Transit Center has been a fantastic step in the right direction so let's build on that! Unfortunately the IndyGo Green Line (proposed for the Nickel Plate rail corridor) is no longer in the plan since it has been decided by a few people (with little input) who think that an approval by the U.S. Surface Transportation Board (STB)

for interim use of this corridor is best used by a smaller number of our citizens than more. Please speak up NOW and support investing wisely in the Nickel Plate corridor, an historic and unique Central Indiana asset.

**Remember, all Hoosier residents deserve to be able to travel around our great State safely and in comfort. Today's options are few, sometimes dangerous and often with unexpected delays. Good travel options should not be available only to the more affluent Hoosiers but to everyone. Please speak your mind and let your elected State & Local lawmakers know that you deserve better transportation options.**

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## Bullets from the Board

By: Steve Coxhead, President, Indiana Passenger Rail Alliance

There was no IPRA Board meeting in June. Here are some things to keep in mind (and do) as you promote better passenger rail for Indiana and our Country.

- ◆ **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 Eastern Daylight Time (EDT) again at the West Lafayette Public Library. Subsequent meetings are planned for September 26th, and November 21th (the week *before* Thanksgiving). All IPRA members and other interested persons are welcome to attend these meetings.**
- ◆ The last *Hoosier State* passenger trains ran on 6/30/19. However, this does not mean the end of the need to press the state government for the development of rail passenger systems within Indiana. We still have a lot to do. There are several issues still on the table:
  - ◇ **Restoration of the *Hoosier State* as a non-Amtrak service**
  - ◇ Expansion of the Amtrak *Cardinal* (New York to Chicago via Indianapolis) to a seven day train
  - ◇ **Development of the Northern Indiana Passenger Rail project (Chicago to Columbus, Ohio, via Fort Wayne)**
  - ◇ Completion of the expansion and double tracking of

the Northwest Indiana South Shore commuter service

- ◇ **Development of commuter rail systems serving the Indianapolis metropolitan area**
- ◇ Development of passenger rail systems linking Indianapolis with Cincinnati, Louisville and (possibly?) St. Louis
- ◆ The **Hoosier State** could be restored either by creation of a regional authority, or by the acquisition of a full private sector partner. Trackage rights could be negotiated directly between the CSX Railroad and the State of Indiana. A restored **Hoosier State**, under state control, would have several advantages over the old Amtrak **Hoosier State**:
  - ◇ **Full transparency regarding variable and fixed costs**
  - ◇ Control over schedules and frequencies
  - ◇ **Improved ability to maintain on time performance at an acceptable level**
  - ◇ Improved service quality

So, we are not yet out of options for the development of modern, 21st Century passenger rail in Indiana. There is, however, a lot of work yet to be done.

It is always 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. Please let us know about your conversations with members of the Indiana General Assembly regarding passenger rail in Indiana by sending IPRA a message via email [here](#).

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 (EDT)

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 *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.

## 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 past twelve months are:

- July 2018 – 87%
- August 2018 – 94%
- September 2018 – 91%
- October 2018 – 83%
- November 2018 – 74%
- December 2018 – 89%
- January 2019 – 88%
- February 2019 – 77%
- March 2019 – 86%
- April 2019 – 71%
- May 2019 – 85%\*\*
- June 2019 – 66%\*\*



⇒ **\*\* IMPORTANT:** In May Amtrak changed their daily reporting metrics. Instead of end-to-end (IND <-> CHI) OTP, May & June's numbers are now the **number of passengers who were on time** that month.

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

⇒ **NOTE:** This is the last time the Hoosier State OTP will be reported in this newsletter (until/if service resumes).

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

**"IT WOULD BE REASONABLE TO EXPECT THAT AMTRAK COULD RESTORE HOOSIER STATE SERVICE IF FUNDING WERE RESTORED WITHIN ABOUT SIX MONTHS"** – This is quoted with permission from **Joe Shacter**, Amtrak Senior Manager—State Corridors.

**WTUI (PBS BLOOMINGTON, IN) WROTE TWO STORIES CONTRASTING NEARBY AMTRAK SERVICES** – The **Hoosier State** & **Pere Marquette** have similar distances & amenities but different fates. See these excellent stories online at <https://indianapublicmedia.org/news/could-the-hoosier-state-line-come-back.php> & <https://indianapublicmedia.org/news/amtrak-officials-state-funding-of-rail-service-is-possible.php>.

**CREATE PARTNERS RECEIVE \$19 MILLION FOR DOLTON JUNCTION INTERLOCKING PROJECT** – The Federal Railroad Administration (FRA) has formally announced a \$19 million improvement grant (with a \$1 million match from Amtrak) for a rail junction that has been used by the *Hoosier State* four-days-weekly and by the *Cardinal* three-days-weekly. Of course, this improvement will help both passenger and freight traffic. A release from the CREATE Program, of which Amtrak is a partner, can be found online at: [http://www.createprogram.org/press\\_releases/jun11-2019.pdf](http://www.createprogram.org/press_releases/jun11-2019.pdf). (This news thanks to **CREATE & Marc Magliari**, Public Relations Manager, Amtrak Government Affairs)

**AMTRAK HAS LOST MONEY FOR DECADES. A FORMER AIRLINE CEO THINKS HE CAN FIX IT** – Onetime Delta CEO Richard Anderson nearly eliminated the railroad's operating losses, but some train fanatics are fuming about the changes. This article is a very good read. For you who have a WSJ subscription (or a nearby library), see the *July 6th issue* or view online at <https://www.wsj.com/articles/amtrak-has-lost-money-for-decades-a-former-airline-ceo-thinks-he-can-fix-it-11562385660> (This news thanks to *Wall Street Journal*).

**THE CHESAPEAKE AND OHIO HISTORICAL SOCIETY'S 50th ANNUAL CONFERENCE** – This conference is a gold mine of train history! This year it's from **July 31 to August 4, 2019** in Cincinnati, OH. Go online find the registration form at <https://cf.cohs.org/repository/samples/ConferenceRegistrationForm2019.pdf>.

**MICHIGAN RAIL CONFERENCE 2019** – This worthwhile conference should be on every Midwest passenger rail advocate's calendar! This year it's from **August 7 to 9, 2019** in East Lansing, MI. Go online to <http://www.rail.mtu.edu/MRC2019> and register today.

**THE AMERICAN RAIL CLUB HAS A NEW 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=-OoKf1lHFkQ&t=737s>.

**THE LONGEST DAY, AMTRAK STYLE** – Unlike the horrors of D-Day invasion of Normandy, on June 7, hundreds of passengers on Amtrak's *Lake Shore Limited* and *Capitol Limited* experienced one of their own longest days. Read this modern day horror story online at: <https://www.railwayage.com/passenger/intercity/the-longest-day-amtrak-style-a-k-a-bus-bridge-over-troubled-train-tracks/>.

(This news thanks to **David Peter Alan** and *Railway Age magazine*)



**Indiana Passenger Rail Alliance**

The Indiana Passenger Rail Alliance is a not for profit organization of concerned citizens, working to bring modern, 21<sup>st</sup> 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 21<sup>st</sup> Century businesses considering locations for expansion.



**Want more information?**  
Contact us at: [info@indianahighspeedrail.org](mailto:info@indianahighspeedrail.org)

**ON THE WRONG TRACK** – Read this very good EDITORIAL about Indiana's passenger rail plan (or lack thereof) online at: <http://www.journalgazette.net/opinion/20190702/on-the-wrong-track>. There are some good quotes from local leaders including **Helen Hudson & Steve Coxhead**. (This news thanks to the [Fort Wayne] *Journal Gazette*)

**WANT A FRESH PERSPECTIVE ON OUR COUNTRY'S PASSENGER RAIL WOES** – "**In Lieu of the Alleged 'Shame,' it is More Like the Intelligence of Indiana**". Read this thought provoking article online at: <https://ntbraymer.wordpress.com/2019/04/14/in-lieu-of-the-alleged-shame-it-is-more-like-the-intelligence-of-indiana/> (This news thanks to **M. E. Singer**)

**PRIVATE FLORIDA RAIL HAS SEEN INCREASED RIDERSHIP EVERY QUARTER** – Virgin Trains USA future looks very **BRIGHT[LINE]!** See the 3:44 minute interview with chairman **Wes Edens** at <https://www.cnn.com/video/2019/06/24/virgin-trains-usa-chairman-private-florida->

[rail-has-seen-increased-ridership-every-quarter.html](#). (This news thanks to **CNBC**)

**MILLENNIALS ARE RIGHT TO KILL THE AMERICAN CAR** – Read this well written article online at: <https://qz.com/1574174/millennials-are-right-to-kill-the-american-car/>. (This news thanks to **Elizabeth Minkel** at **Quartz**)

**COMMUTES ARE LONGER WHEN CITIES FAIL ON TRANSIT** – Read this well written article online at: <https://usa.streetsblog.org/2019/05/06/study-commutes-are-longer-when-cities-fail-on-transit/>. (This news thanks to **Aaron Short** at **Streetsblog USA**)

**SUMMER BY RAIL 2019** – Don't forget to follow this year's RPA Summer by Rail intern, **Chef Madi Butler!** See her adventures online at: <http://summerbyrail.com/>. (This news thanks to the **Rail Passengers Association**)

**SOUTH SHORE GETTING \$2.8 MILLION TO UPGRADE 7.5 MILES OF RAIL** – Yes, this improvement to the Northern Indiana Commuter Transportation District (NICTD) infrastructure is going to occur! Read this short but sweet article online at: <https://www.apnews.com/895cad3a624649c99760d165d51059d4>. (This news thanks to the **Associated Press**)

**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** - The Rail Passengers Association (RPA) members save **10%** online at [www.amtrak.com](http://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.



*The Frank Thompson (left) & Colonial Crafts (right) vintage cars are attached to the Hoosier State 851 the morning of Sunday, June 30, 2019 approaching Chicago. (Credit Mark Hinsdale)*  
Below is an interior shot of the amazing **Frank Thompson**.



## 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:

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## Publication Change

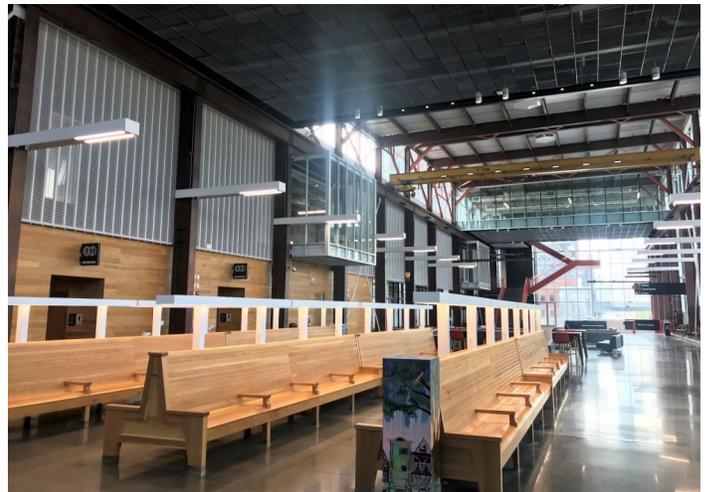
Starting with this issue, *All Aboard Indiana* will publish every two months. If you prefer a monthly schedule, please let the Editor know.

## 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:



Here are some great train station interior photos taken by IPRA Board Member **Bill Malcolm** during his recent travels. Above is Raleigh, North Carolina & below is Portland, Oregon.



 <p><b>Indiana Passenger Rail Alliance</b></p> <p>A one-year membership in the <b>Indiana Passenger Rail Alliance</b> is only <b>\$15</b> (Student/Senior 65+) or <b>\$25</b> (Member)</p> <p>Join or renew at <a href="http://www.indianahighspeedrail.org/join.html">http://www.indianahighspeedrail.org/join.html</a></p> <p>Please mail check to: <b>Indiana Passenger Rail Alliance</b>, 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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