

ALL ABOARD

INDIANA

The Official Newsletter of the Indiana Passenger Rail Alliance

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Hope for the *Hoosier State*

By Don Yehle

Encourage – “to inspire with courage, spirit, or hope; hearten; to spur on: stimulate, to give help or patronage to.” (Webster’s)

Sixteen months ago an 11th hour decision gave new life to the *Hoosier State*. Four months ago, an extension to that agreement involving six municipalities, a county, the State of Indiana, and Amtrak breathed continued life into the 196-mile passenger train connecting Indianapolis with Chicago.

Once again last week, as yet another deadline approached that could have shut down the railroad, Amtrak and the State of Indiana reached yet another extension agreement – this time for two months -- to keep the *Hoosier State* serving the citizens of Indiana.

This latest agreement comes with a new twist, though. Chicago-based Iowa Pacific Holdings has emerged as a new private company responsible for developing the *Hoosier State* and for the train’s rolling stock. (See related article about Iowa Pacific Holdings.)

Avoidance of service disruption for rail passengers is everyone’s goal. It’s widely understood by Amtrak, INDOT, and Iowa Pacific that passenger rail service must be improved or it will be tough to continue to keep this service in place.

Proponents of this state-funded railroad haven’t enjoyed the waiting, but they are gaining encouragement from language in Indiana Governor Michael Pence’s proposed 2015-2017 budget for the Indiana Department of Transportation (INDOT). His budget proposal reads:

“After review by the budget committee and approval by the budget agency, money appropriated to the department of transportation under this section for any purpose may instead be expended to carry out an agreement with the National Railroad Passenger Corporation (Amtrak) to provide service in Indiana and to provide for purchase of equipment.”

Line Item to Support *Hoosier State*

More encouragement comes from Indiana State House Bill #1217 that calls for the appropriation of \$3 million dollars from the state general fund to carry out an agreement with Amtrak to provide intercity railroad passenger service in Indiana. The bill, authored by Rep. Randy Truitt (R-District 26), has been assigned to the House Ways and Means Committee where Rep. Truitt serves as a member (in addition to serving as Chairman of the Higher Education Subcommittee). “So many have worked hard for more than a year on preserving and improving the *Hoosier State*. I am pleased that the railroad is getting the attention it deserves,” Truitt says.

“Rail advocates must be measured in their approach, realizing the fiscal impact this service has on our budget today and the passenger service currently in place. This state asset is one that I feel we can’t afford to lose,” the state representative from West Lafayette says. (continued)

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In politics, as in life, there aren't any guarantees. This is why passenger rail supporters including IPRA members are being encouraged by Truitt to make professional requests of those in the general assembly that you know and that represent your region—both in the state house and state senate.

Make the influence net wide, while also making special requests of Karl Browning, the INDOT commissioner, Truitt says.

"Let us all follow HB 1217 and use that bill number in any correspondence with legislators and/or fellow rail advocates," adds Joe Krause, a West Lafayette resident who also is a volunteer station master at the Big 4 Depot in Lafayette.

Keep Correspondence Polite and Professional

"If we are polite and professional in our correspondence to local legislators, the governor, and Mr. Browning, we ought to be able to get Indiana back into responsible railroading," Krause continues. Three aspects of the legislation need to be included in letters, faxes, texts, and phone calls to Indianapolis. Those are the existence, content, and implication of the legislation, reminds IPRA President Steve Coxhead.

Truitt doesn't know for sure when the bill will reach the house floor. It most likely will be part of the overall budget, which would mean late February. A hearing on the passenger rail initiative would be ideal, before it gets into the budget, he says.

Getting the bill through the house is only part of the battle. Passenger rail advocates would/will have to convince the state senate the funding bill belongs in the hopper.

Make sure Mr. Hershman and Mr. Kenley know you favor HB 1217, Truitt adds. (Brandt Hershman chairs the Senate Tax and Fiscal Policy Committee, while Luke Kenley chairs the Senate Fiscal Policy Committee.)

A sample letter is included in this newsletter, along with names of those key to passage of this groundbreaking legislation.

National and Regional Support Encouraging

After months of silence regarding a long-term funding solution for the *Hoosier State* and with frustration growing among Indiana railroad proponents, outside pressure to continue the railroad service has come from national, regional, and other state-wide bodies.

"We're not alone and not just a few lonely souls pounding away at this," says Coxhead, a Hammond resident.

The National Association of Railroad Passengers (NARP), a nationwide organization with over 25,000 members, urges "all parties involved, to work carefully,

completely, and above all quickly, to resolve any differences left outstanding so that there will be no disruption of service."

The Indiana General Assembly—now in session—is being urged to quickly consider, pass, and then fund HB 1217 (Railroad Funding) so as to assure a continued source of (financial) support for the *Hoosier State*.

In Charleston, West Virginia, the Friends of the *Cardinal* (the long-distance train that runs three days each week through Indiana and elsewhere) were the first outsiders to throw support for continual funding of the *Hoosier State*.

In its resolution, they praised citizen groups and local political organizations and their leaders for persevering through long series of negotiations between INDOT, Amtrak, and other interested parties regarding the continuance and proper running of the *Hoosier State*.

All Aboard Ohio—Ohio's equivalent of Friends of the *Cardinal* and IPRA—has authorized its leadership to send INDOT copies of its resolve to avoid any service disruption on the *Hoosier State*. "Whereas: The *Hoosier State* is a "companion train" to Amtrak Trains #50/#51 the *Cardinal* (Chicago—Indianapolis—Cincinnati—Huntington—Washington D.C.—New York City)," was one of their points of emphasis.

The Northeast Indiana Passenger Rail Association is calling on State legislators and other elected officials representing Northeast, North Central, and Northwest Indiana to support Rep. Truitt's funding bill.

Railway Age published a story on how Indiana is confronting the *Hoosier State* crisis and then an editorial entitled, "Forcing the Issue on the *Hoosier State* line." "Rail: Hoosiers want it, Indiana needs it" was a headline that appeared in the *Indianapolis Star*. A letter to the editor of *The Star* from Vincennes resident Duane Chattin urged support for the *Hoosier State*.

"I hope this session of the legislature will finally support passenger rail service in Indiana. It is an investment worth making," Chattin writes.

The Connersville *News Examiner* interviewed Coxhead about extending the *Hoosier State* corridor. *(continued)*



Recent news stories have been encouraging to the rail cause. (Photo courtesy Don Yehle.)

("Hope for the Hoosier State" continued from page 2)
A study of that idea would have the *Hoosier State* corridor extending from Chicago to Cincinnati (and Louisville).

The *Journal and Courier* of Lafayette ran a front-page story with a picture entitled, "Rail Line Finds Some Friends."

In one of many stories they've published, the Lafayette paper quoted West Lafayette Mayor John Dennis. He summarizes the issue as well as anyone: "Our hope is to spur INDOT to treat passenger rail with the same consideration they give our highways and bridges."

Iowa Pacific Holdings

By Don Yehle

Hoosiers best become familiar with this name, as the Indiana Department of Transportation (INDOT) is expected to name this Chicago-based company as the provider for rolling stock and sales and development marketing expertise for the *Hoosier State*.

As was the case with Corridor Capital LLC, which last summer won a "beauty contest"—but not the contract to develop the *Hoosier State*, Amtrak's engineers and conductors will continue to drive the four-day-a-week train, says www.trainorders.com.

On its website, Iowa Pacific Holdings (IPH) is advertising for a sales and marketing manager "responsible for executing collaborative marketing plans to raise awareness and engagement for this new service [*Hoosier State*], acquiring nurturing strategic partnerships and securing high-yield sales agreements with entities that align with our goals."

The position description further explains IHP's long-term plans and aspirations for the 196-mile railroad connecting Indianapolis with Chicago. Consider:

"A successful candidate will be knowledgeable of the collegiate landscape in Indiana that is accessible along the rail line—most importantly, Indiana University-Bloomington and Purdue University.

"This person will work closely with Visit Indy in designing travel packages via new product development highlighting Indianapolis as a premier destination for Chicago-area travelers.

"The selected candidate will maintain constant and open communications with key contacts in the tour and travel industry (e.g.—group wholesalers, group tours, leisure groups, travel agencies, etc.)."

Of the 13 position requirements and qualifications, four stand out: (1) Experience working within a sales and marketing role in the tourism and hospitality industry; (2.) Knowledge of the tourism landscape in the Indianapolis as well as the Chicago regions; (3.) Creative and strategic thinker; can provide thought [sic] leadership to help drive awareness, engagement, and sales, and (4.) Ability to travel by train, air, and automobile for overnight business meetings, conventions, and trade shows.

According to the company's web site, Heritage Rail Leasing is the arm of Iowa Pacific Holdings "that owns and leases rail rolling stock, locomotives and track equipment."

Rolling stock listed are 100-150 seat commuter cars and 72 seat full-length dome cars.

Formed in March 2001, company services reach beyond locomotive and car leasing and rail passenger services. Railcar storage, rail freight service, rail trans-loading, freight car repairs, real estate leasing and sales, freight logistics, fleet management, and track maintenance and repair are other core businesses.

Company focus is on smaller feeder ("short lines") with annual revenues of \$10 million and less. "IPH has successfully acquired and operated 10 railroads—while working to increase business to rail customers and the communities they serve, through improvements in services, facilities, and equipment," its website reports.

Resolution in Support of House Bill 1217 Railroad Funding

By The National Association of Railroad Passengers

WHEREAS: The National Association of Railroad Passengers is a nation-wide organization with over 25,000 members who are concerned with advocating for the best National Rail System for passengers in every State, and

WHEREAS: The Indiana Passenger Rail Alliance, an organization composed of Indiana Citizens who are concerned riders of passenger trains, has joined with many other citizen groups and local political organizations and leaders to provide effective support Amtrak Train # 850/851 *The Hoosier State*, thus inspiring passenger rail advocates nationwide with their efforts, and (*continued*)



("Resolution in Support of HB 1217" continued from page 3) WHEREAS: There have been a long series of negotiations between The Department of Transportation of the State of Indiana, Amtrak and other interested parties over the last few years regarding the continuance and proper running of *The Hoosier State*; and,

WHEREAS: Indiana HB 1217 Railroad Funding has been introduced by Representative Randy Truitt and calls for the establishment of a line item in the Budget for the Indiana Department of Transportation that would support the *Hoosier State* passenger rail service, and

WHEREAS: The current operating agreements between The State of Indiana and the National Railroad Passenger Corporation (Amtrak) expire January 31st [*Editor's note: This has been extended for 60 days*];

NOW BE IT HEREBY RESOLVED:

The National Association of Railroad Passengers salutes The Indiana Passenger Rail Alliance and the many local officials, other citizen advocacy groups, and the general citizenry of the Indiana for showing Passenger Rail Advocates in every state a dedication to passenger rail that inspires and enlightens us.

The National Association of Railroad Passengers urges all parties involved to work carefully, completely and above all quickly, to resolve any differences left outstanding so that there will be no disruption of service on *The Hoosier State* on February 1.

The National Association of Railroad Passengers urges the Indiana General Assembly, now in session, to quickly consider and pass and then fund, HB 1217 Railroad Funding so as to assure a continued source of support for *The Hoosier State*.

Tell Legislators and INDOT's Boss Your Views on HB 1217: Railroad Funding

Letting your governor know your feelings about public issues -- like railroad funding-- is important, and passenger rail advocates and Indiana Passenger Rail Alliance (IPRA) members will want to remind state lawmakers of the existence of HR 1217 "Railroad Funding."

If passed, State Representative Randy Truitt's bill would appropriate \$3 million from the state general fund to the state's Department of Transportation (INDOT) to carry out an agreement with the National Passenger Railroad Corporation (Amtrak) to provide intercity railroad passenger service in Indiana.

The implication would be survival of the *Hoosier State*, which has been operating since October 2013 on fund-

ing from the state, as well as from Tippecanoe County, Beach Grove, and five cities along the railroad--Indianapolis, Crawfordsville, Lafayette, West Lafayette, and Rensselaer, says IPRA board member Tim Maloney, who also serves as senior policy director for the Hoosier Environmental Council.

To BE HEARD on this important legislation, contact any and all of the following five people plus other legislative people representing your respective districts.

The Honorable Rep. Brian C. Bosma,
Speaker of the House
The Honorable Rep. Timothy Brown,
Chair, House Ways and Means Committee*
The Honorable Lt. Gov. Sue Ellspermann,
President, Indiana Senate
The Honorable Senator David C. Long,
President Pro Tem, Indiana Senate
The Honorable Senator Brandt Hershman,
Chair, Senate Tax & Fiscal Policy Committee
The Honorable Senator Luke Kenley,
Chair, Senate Appropriations Committee

The Indiana House mailing address is:
Indiana House of Representatives
200 W. Washington St.
Indianapolis, IN 46204-2786

The Indiana Senate mailing address is:
Indiana State Senate
200 W. Washington St.
Indianapolis, IN 46204-2785

*Representative Truitt's bill has been forwarded to the House Ways and Means Committee.

Additionally, communications with INDOT Commissioner Karl Browning are in order, Maloney says. The INDOT Commissioner is working on separate deals with Amtrak to extend the current operating agreement and with Iowa Pacific Holdings on a permanent arrangement for them to become the private operator for the *Hoosier State*.

Letters can be addressed to the Honorable Karl B. Browning @
INDOT Management Team
100 N. Senate Ave., IGCN 755
Indianapolis, IN 46204

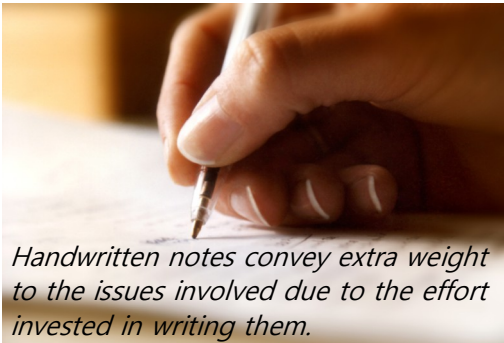
INDOT's phone number is 866-849-1368.

Rail Supporters: Write your governor. Give specific examples of riders you know and why they use the *Hoosier State*. Borrow language from the sample letter below; even better, use your own words, and most importantly, be one of many Hoosiers to tell our governor Indiana needs the *Hoosier State*. (See sample letter, next page.)

Sample letter for advocacy of HB 1217:

The Honorable Michael R. Pence
Office of the Governor
200 W. Washington St.
Room 206
Indianapolis, IN 46204-2797

Dear Governor Pence:



Handwritten notes convey extra weight to the issues involved due to the effort invested in writing them.

I am writing on behalf of the thousands of Hoosiers who rely on the *Hoosier State* rail line for transportation between Indianapolis and Chicago.

This train serves people who live along the train route—in Indianapolis, Crawfordsville, Lafayette, West Lafayette, Rensselaer, and Dyer. It also serves many folks who live within a 50-mile radius of each of these station communities. Five of these cities and one county currently financially support the *Hoosier State* train, which runs from Indianapolis to Chicago.

The state's decision to partner with the above cities to temporarily finance the service since October 1, 2013, is innovative and unique. Thank you, Governor, for the favorable wording in your proposed INDOT budget. Many passenger rail proponents are also thrilled with H.B. 1217 (Railroad Funding), which we see as the next step in the development of modern, 21st Century rail passenger service in Indiana. Our state has long been the "Crossroads of the Nation," and we need passenger rail to be part of that mix.

I'm asking you to work with the INDOT and the general assembly to spend the necessary dollars to maintain and advance the *Hoosier State*. By creating a line item in INDOT's budget, the burden for funding the state's only passenger rail line will fall where it belongs—on all state citizens.

As you know, the Blue Ribbon Committee on Transportation last summer included language in its report "to consider passenger rail if circumstances justify state support of the project." Mobility of our population and what that means for the state's economy falls within those guidelines. I hope soon the state also will adopt Resolution Two of the report that says, "Indiana should consider a transportation policy to enhance the movement of freight and passengers."

Most sincerely,

Does America Need Both Buses and Rail?

By Don Yehle

Passenger rail advocates often hear that MegaBus and services like it make rail transportation unnecessary, or at least redundant. IPRA would argue otherwise. When heavy snow and icy conditions make travel on I-65 and other freeways impassible, the *Hoosier State*, the *Cardinal*, and the *Wolverine* keep rolling—maybe late, but not stopped.

While there are occasional rail mishaps—truck drivers ignoring crossing gates and colliding with trains, as an example—MegaBus also has its issues. The "no frills" bus line, serving Indianapolis out of its Chicago hub, has experienced both safety and service issues. Since August 2007, Mega Bus' Chicago hub drivers were cited 54 times by police for not maintaining driver log (21 times); speeding (20 times); following too closely (three times); improper lane changes (twice), and wind-shield violations (twice), according to Wikipedia.

Three times in the fourth quarter of 2014 Mega Buses were involved in serious accidents in Indiana (on the Indiana Toll Road at Hammond; on I-65 in Indianapolis and Seymour). Twice its double decker buses flipped on their sides. Speed, failure to slow down for stopped traffic, and weather were cited by police in accident investigations. Twenty-six people were sent to a hospital in one of the accidents, media reports say.

One IPRA member found the service to be odd on Sunday, January 16. While trying to travel from Indianapolis to Chicago, at 11:30 a.m., the bus experienced mechanical problems. Ridership was apparently low and/or was behind schedule. Rather than take passengers in the colorfully-decorated bus, Mega Bus dispatched a white minivan run by a third party operator.

"There is room for bus and rail," the passenger noted, saying he usually travels the Greyhound 11 a.m. departure. He prefers Greyhound (and Amtrak) since they use the bus rail station at 350 S. Illinois across from Union Station.

At present, MegaBus passengers in Indianapolis wait in the cold on the street in front of the City County Building. Later this year, the new IndyGo bus terminal now under construction there will provide a drastically improved waiting area for MegaBus.

Best of all, Amtrak now markets more Greyhound routes on its website, Amtrak.com. Further information on the Greyhound-Amtrak partnership is forthcoming in this newsletter.

Think Twice Before Fining Train Crews for Blocking Railroad Crossings

By Phillip Streby

A detailed enough explanation was provided by a Northeast Indiana engineer who explains in a newspaper opinion piece that blocking of intersections by trains is more complex than understood by many at first glance. New legislation to hand out fines isn't wise, says IPRA member Phillip Streby.

Readers are reminded: "Nothing is within the control of train crews, especially excessive train lengths."

Railroads have gone to great lengths -- maybe a pun in there somewhere -- to reduce both the number of crews and the number of crewmen on a train. The caboose is gone, the conductor rides in the locomotive, and there's no rear end brakeman, either, Streby writes. With a conductor at the front of the train, there's no need for a head end brakeman. These cost-saving actions are for every train. America today has longer trains, fewer trains, and fewer people staffing them, increasing the likelihood that each train can't move from Point A to Point B without stopping, he says.

Depending on the train's speed, stopping and blocking railroad crossings can result. Through mergers, spin-offs, or outright track abandonment, duplicate routes are gone, causing additional potential for blocked railroad crossings. Additionally, freight companies have pulled up track reducing triple or even four track mains, to mostly two track mains or even single track main, again a great savings, but with a downside: No infrastructure to turn to when the number of trains is increased, Streby says.

"Much of this change was caused by maintenance cost and by taxes paid on the infrastructure, just as you would pay for upkeep and taxes on any home addition. The government not only built the railroad's competition, but used taxes collected from railroads to help pay for it," he says.

If one train goes down, it affects the entire route, and possibly other routes which now have to accommodate, to the best of their ability, any additional traffic directed their way, he continues.

If a new route is unfamiliar territory for the originating crew, then crews who know the route are called or the railroad's freight crews, if any are available, are called out. If no "extra" crews are available, a stalled train may sit for a few minutes or hours further exasperating everyone, Streby explains.

Is it fair to blame and fine train crews? No. Laws about time limits for blocking crossings are already on the books; new legislation isn't needed. To blame crews is senseless. Their job is to put safety first. An irony of all ironies is crews don't have to get off the locomotives. Any police officer attempting to climb aboard might be guilty of trespassing since the railroad is private property!

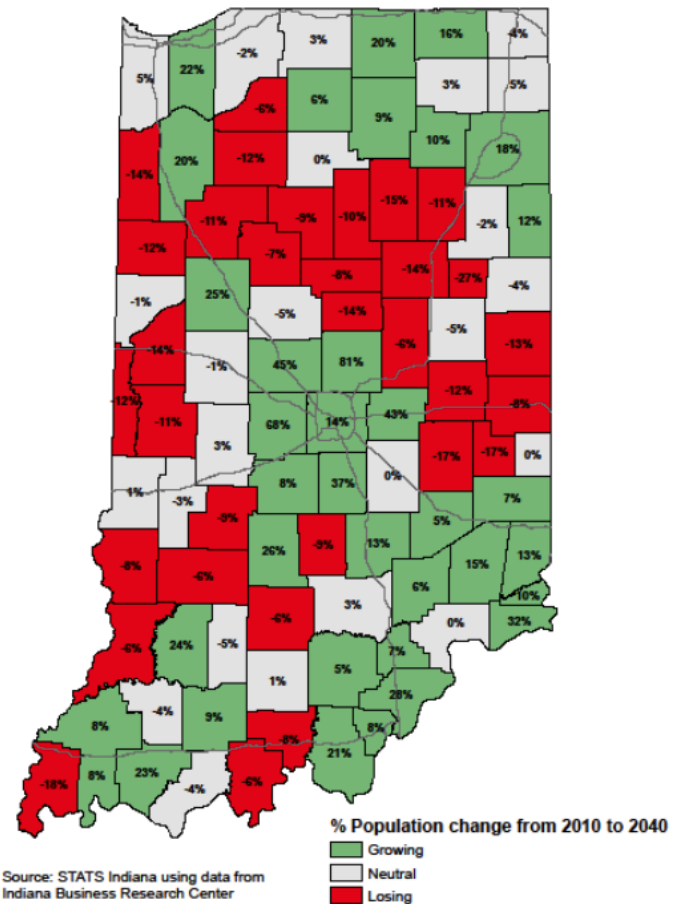
Indiana's Projected Urban Shift; Need for Improved Passenger Rail

By Doug Yerkeson

Indiana University Senior Policy Analyst Drew Klacik explores how economic development, taxation, and affordable housing development policy interact and affect the quality of life and economic health of metropolitan areas in Indiana. In his recent work, Klacik has studied changes happening in the state of Indiana, or, as he puts it, the two states of Indiana.

Per Klacik, these two states include Indiana's metropolitan areas, or regions consisting of a *(continued)*

Estimated Population Change 2010-2040



("Indiana's Projected Urban Shift" continued from page 6) densely populated urban core; its less populated surrounding territories; and rural areas, far removed from cities or towns. In Klacik's preliminary work, he has projected that metropolitan areas in Indiana will experience significant positive shifts in population density over the next 30 years (e.g., Indianapolis around 30%, Lafayette around 25%, and Ft. Wayne around 18%).

This projected migration to urban areas will necessitate new and improved transportation options, including passenger rail. With reference to the above map, it is interesting to note how increased urban population areas closely track current passenger rail lines in Indiana, including Amtrak's *Hoosier State/Cardinal* lines (between Cincinnati, Indianapolis, Lafayette and Chicago), Amtrak's *Capitol Limited/Lake Shore Limited* lines (between Toledo, Waterloo, South Bend and Chicago), and the South Shore commuter passenger rail line (between South Bend, Michigan City, Gary, Hammond and Chicago).

Additional information on Klacik's study may be found in Andrew Christenberry's article at the City Gallery's website: <http://www.citygalleryindy.org/indy-rise/>.

Train Interference on Hoosier State Line

By Don Yehle

One of the hottest topics among proponents for passenger rail is on-time performance. In Indiana, many people are following on-time performance of the *Hoosier State*.

In December 2014, the Northbound *Hoosier State* (Train #851) kept to schedule 61.1 percent of the time, compared to a 65.9 for the entire year. The Southbound *Hoosier State* (Train #850) arrived in Indianapolis that month on schedule 66.7 percent of the time, significantly better than its annual performance of 43.8 percent.

Train interference in December by CSX, Norfolk Southern, and Union Pacific caused 45.8 percent of the delays. Track and signal issues caused another 29.6 percent of the delays, reports Joe Krause, IPRA board member and Amtrak volunteer.

These improved numbers result in part of a less harsh winter so far, he says.

Oops! No News Yet on Chicago -Detroit Study

By Don Yehle

All Aboard Indiana promised a report this month on public feedback on the multi-state rail project to im-

prove passenger rail service between Detroit and Chicago, the existing Amtrak *Wolverine* route. "No information is available yet," according to Michael Frezell, Office of Communications, of the Michigan Department of Transportation (MDOT).

MDOT has taken the lead on this joint project of the Federal Railroad Administration (FRA) and state transportation departments in Indiana, Illinois, and Michigan. Frezell doesn't know when the report on public comments on the project's Tier 1 Draft Environmental Statement will be ready.

The Indiana Passenger Rail Alliance (IPRA) filed comments in December in support of upgrading the tracks from Porter to Chicago and establishing a new station stop in Northwest Indiana. Hammond is the recommended site for that new Northwest Indiana station stop, says Steve Coxhead, IPRA president.

Union Station Repairs; Train Support Uncertain

Indy plans repairs to Union Station, mum on train support, mum on continuing financial support. Adam Thies of the City of Indianapolis told *(continued)*



IPRA Members: Are we ready to advance the cause for a modern, 21st century passenger rail system in the State of Indiana? - Steve Coxhead, President (Map image courtesy Dennis Hodges.)



Indy's Union Station has a rich history, as seen in this 1970 photograph. (Photo public domain as part of government document; accessed via Wikimedia Commons.)

("Union Station" continued from page 7) *All Aboard Indiana* on January 23 that the repairs needed to Union Station (which houses the Amtrak Greyhound transit center at 350 S. Illinois Street in Indianapolis) will be made.

"...[A]ll the planned projects for Union Station that were discussed in the fall are moving forward into contracting and implementation", he said.

A consultant report identified \$1.5 million in structural repairs needed for the facility, which had scaffolding up in the station during 2013-2014. The City owns Union Station (the oldest building in the City) as well as the train shed. Greyhound operates the facility.

A question about Indy's financial support for the Hoosier State was deferred to Mayor Greg Ballard's new press secretary, Jen Pittman, who had not responded as of press time.

Indianapolis had been reluctant to support the train beyond the deadline. (The State of Indiana requires the communities served by the train to fund 50% of its subsidy cost).

Benton Co. Resident Says Sell Events in Conjunction with Rail

I am 57 years young, but there are so many things I just don't understand anymore! Why can we (our country) spend so much money on trivial studies like how long it takes for ketchup to run out of a bottle and how many ants live under Indianapolis, but we can't spend money on an invention that has been here longer than any us-passenger rail? Trains built America! When I was 10 years old my family took a trip on the *Santa Fe Chief* from Chicago to Los Angeles. I remember it like it was yesterday-whizzing across the desert in that train was like being in another world. I

believe there are people with vision out there, but they're not seeing the forest because of the trees.

Save the train and go to work setting up events (train excursions like Colts-Da Bears and Pacers --Da Bulls). Use the train for Santa Claus rides (see the December issue of *All Aboard Indiana* @ Indiana High Speed Rail). Find a farmer that owns land along the tracks, pay him/her to plant a maze in his field, and each fall take people there by train to find their way through the maze. It starts with marketing. Sell events in conjunction with the train and watch revenue grow. I believe this to be an important matter because if we let trains go, they will never, never come back.

Sincerely,
Rick Bailey,
Benton County

For More Information:

All Aboard Indiana is a monthly publication of the Indiana Passenger Rail Alliance (formerly Indiana High Speed Rail Association).

To learn more or to join IPRA go to www.indianahighspeedrail.org or contact us at Indiana Passenger Rail Alliance, 3951 North Meridian Street, Suite 100, Indianapolis, IN 46208

To follow rail news on Facebook go to Hoosiers for Passenger Rail and/or Hoosiers for the Hoosier State.

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Note: This group is not affiliated with Amtrak, the National Railroad Passenger Corporation.

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