

Iowa Pacific's Ellis Speaking Oct. 8 at Lafayette Meeting

By Donald Yehle

Members of the Indiana Passenger Rail Alliance (IPRA) and the Rail Users' Network (RUN), along with anyone interested in learning more about the public-private partnership which is the *Hoosier State* train, are invited to a day-long meeting on Saturday, October 8, at the Big 4 Depot in Lafayette.

"Come and learn more about the nation's only public-private partnership currently running intercity passenger rail service," says Richard Rudolph, PhD and RUN chair. The meeting, which is free and open to the general public, begins at 9 a.m. at the Amtrak railroad station (200 North Street), next to the Wabash River and one block from the courthouse square, in downtown Lafayette.

Speakers at the October 8 event include:

- Steve Coxhead, president, IPRA
- Ed Ellis, president, Iowa Pacific Holdings
- Arvid Olson, transportation chair, Greater Lafayette Commerce
- Will Wingfield, Indiana Department of Transportation
- Several Indiana mayors and Amtrak officials may also participate.

The event supports RUN's mission of working with local advocacy groups, and will give rail passengers and members of the general public an opportunity to learn more about the exciting partnership between Amtrak, the Indiana Department of Transportation (INDOT), Iowa Pacific Holdings, and the cities of Crawfordsville, Lafayette, Rensselaer, and West Lafayette plus Tippecanoe Co., Dr. Rudolph explains.

Efforts to improve passenger rail service across the country will be discussed during the first hour of the meeting, he says.

Mayors from 12 Indiana communities have been invited to the event. Passenger rail advocates from Michigan and Ohio are expected to join a diverse group of RUN board members who live and work throughout the United States and Canada. Media presence is expected, says Phillip Streby, a member of both organizations who is the official local host. *(continued)*



SAVE THE DATE FOR RUN'S ANNUAL MEETING / RAIL SUMMIT

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By Richard Rudolph, Ph.D. Chair, Rail Users' Network

Please join us at the Rail Users' Network Annual Meeting and Rail Summit, which is being held on Oct. 8 in Lafayette, IN. The meeting, which is free and open to the general public, is taking place at the Amtrak railroad station at 200 North Street. Come and learn more about the nation's first public-private partnership in passenger rail, providing service in the Hoosier State. This event supports RUN's mission of working with local advocacy groups, and will give rail passengers and members of the general public an opportunity

to learn more about the exciting partnership between Amtrak and Iowa Pacific Holdings Company and to share their concerns about this and other passenger rail services provided in the United States.

The *Hoosier State*, which is funded by the Indiana Department of Transportation and online communities, operates four times a week on days the Chicago-New York Cardinal does not operate. Amtrak provides the engineers, conductors, track access and sells and collects ticket revenue, and Iowa Pacific provides its own equipment, including locomotives, coaches and on-

board service crews. Hot meals are provided to business-class customers in the dome car and are available for purchase by coach passengers. Iowa Pacific took over the service last August and has already shown an increase in ridership over the previous year. While revenue is also up by 14%, the train is still a long way from profitability.

The day will begin at 9:00 A.M. with brief remarks from Richard Rudolph, Ph.D., Chair of the Rail Users' Network, who will also moderate the RUN Annual Meeting. This meeting is open to RUN members as well as the general public. The agenda will include a review of

STB REVISES ON-TIME PERFORMANCE STANDARD FOR AMTRAK TRAINS

By David Peter Alan

The Surface Transportation Board (STB or "Board") set a new standard for determining on-time performance (OTP) for Amtrak trains when they operate over a freight-carrying railroad, but the freight-carrying railroads are challenging it court. On July 28, the STB released its Final Rule on the subject (Docket No. EP-726), which sets a new standard for determining OTP for the purpose of triggering an STB investigation. The investigation could result in an award of damages from a host railroad to Amtrak. Congress

enacted a provision in Section 213 of the Passenger Rail Investment and Improvement Act of 2009 (PRIIA), which calls for such an investigation if OTP for a specific train falls below 80% for any two consecutive calendar quarters.

The new rule re-defines OTP for that purpose. A train is now considered "on time" if it arrives at or leaves from a station within 15 minutes of its scheduled arrival or departure time. In addition, OTP is now calculated for all stations, and not only at the endpoint where a train finishes its route.

In its decision, the Board noted that Congress has generally required host railroads to give Amtrak train priority over freight movements since it passed the Amtrak Improvement Act of 1973. At that time, however, there was a complex and exclusive method for enforcing that standard. Only the Attorney General could enforce it by bringing a civil action for equitable relief while, for a contrary result, the Secretary of Transportation could relieve a host railroad from this obligation "if the Secretary found that Amtrak's preference materially

(Continued on page 2)

The Rail Users' Network (RUN) publishes a quarterly newsletter. Click the image above to view a PDF of their Fall 2016 issue.

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("...October 8 Summit" continued from page 1) "Those who attend could ride an on-time *Cardinal* to and from the East that day. Attendees who will be driving will find free parking in the county garage at the corner of 2nd Street and Columbia," Streby adds.

Traffic congestion in Lafayette will be lighter than normal for a fall Saturday, as Purdue University's football team will be competing out-of-town. A light continental breakfast of assorted pastries, fresh fruit, juices, and coffee will be provided by IPRA.

Indiana's state-funded railroad is gaining acclaim across the nation. Ridership is up over a year ago August, when the partnership was launched. Revenues are also up by 14 percent. Hot meals are provided to business-class customers in the dome car and are available for purchase by coach passengers, Rudolph says.

Funding for the 196-mile *Hoosier State* railroad comes from INDOT, the above four mentioned communities, and Tippecanoe Co. It runs four times a week on days the Chicago-to-New York *Cardinal* does not operate. Amtrak provides the engineers, conductors, track access and sells and collects ticket revenue, while Iowa Pacific provides its own equipment, including locomotives, coaches and onboard service crews, plus is marketing the train in Indiana and Illinois, continues Dr. Rudolph.

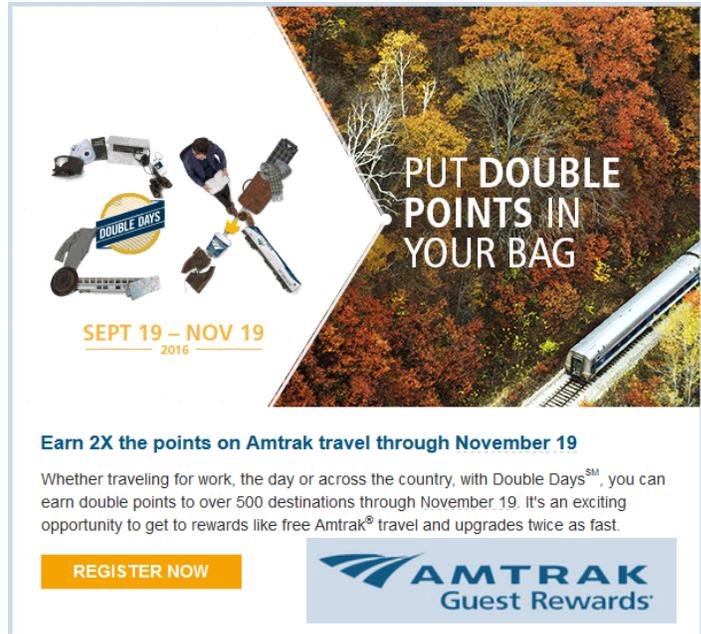
More meeting details are available by emailing Streby at pstreby@aol.com or by calling (765) 473-6561. RSVPs will help us know how many continental breakfasts to order, Streby says.

IPRA Represented at Key Rail Conferences

By Steve Coxhead

The IPRA Board met on 9/15/16, at the offices of Faegre, Baker, Daniels, in Indianapolis. Highlights of Board action and discussion include the following items.

- President Steve Coxhead will represent IPRA at the Midwest Interstate Passenger Rail Commission (MIPRC) meeting in St. Louis (9/27 – 9/29). Board member Fred Lanahan will also attend as the Governor's private sector appointment to the Commission.
- Still working on doing physical distribution of the newsletter. We are attempting to find an affordable printer. It was suggested that better use be made of modern social media. It was suggested that the Michigan Association of Railroad Passengers (MARP) include a link to the IPRA newsletter on their website.
- Still working on solicitation of advertising to defray the



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cost of the newsletter.

- IPRA is hosting the upcoming meeting of the Rail Users Network (RUN) in Lafayette, on 10/8/16. Ed Ellis will speak. Amtrak representatives will be present. All are encouraged to attend; Board Member Phillip Streby is the local host for this meeting.
- The upcoming *Cardinal* meeting in Cincinnati (9/23/16) was discussed. Both IPRA (Arvid Olson and Donald Yehle) and INDOT will be represented. Meeting organized by Amtrak. Goal: Interstate compact for seven-day *Cardinal*. (See related story on this well-attended event.)
- IPRA members are requested to contact their elected officials regarding desirability of enhanced *Hoosier State* service.
- INDOT was favorably impressed by the *Hoosier State* celebration in Lafayette, in June, and appears to look favorably on the idea of the *Hoosier State* growing and becoming more self-sufficient. The *Hoosier State* has seen encouraging growth over last four months.
- Iowa Pacific has appointed Mr. Ben Butterworth as the new general manager for the *Hoosier State*. (See *All Aboard Indiana's* exclusive interview with Mr. Butterworth.)
- There was discussion regarding the possibility of a seven-day *Cardinal* being leveraged to facilitate the decoupling of the *Hoosier State* schedule from that of the *Cardinal*.
- Voted to join Indiana Citizens' Alliance for Transit (ICAT) in their support of the 2016 Marion County Transit Referendum.
- Discussion on rehabilitation of Indianapolis Union Station. It was suggested that engaging the interest of a commercial developer would be a key factor. It was noted that redevelopment of the station should be in the portfolio of Indianapolis city development projects.
- A rail issue information sheet, followed by a request for position, will be sent to both gubernatorial and U.S. (continued)

(“IPRA Represented at Key Rail Conferences” continued from page 2) Senate candidates, in this November’s election.

- Indiana’s partnership with Amtrak, Iowa Pacific, and the local communities served by the **Hoosier State** train from Indianapolis to Chicago has been a success, with ridership up 40% and on-time performance dramatically improved. (The 4-day-a-week train features cooked to order meals, a dome car, and a *first-class* seating option. (The other 3 days are operated as the **Cardinal** by Amtrak via a long distance train that runs from Chicago to New York.) Read more in the back page “IPRA Backgrounder” story.

The IPRA Board encourages all members, and friends, to take advantage of the enhanced **Hoosier State** whenever possible. If you have concerns about the state of passenger rail development in Indiana, please let your representatives in the state legislature know how you feel! It really does make a difference.

Crawfordsville Mayor Barton Among 90 at Cardinal Conference

By Donald Yehle

Fifty-seven leaders from six states were expected for the “**Cardinal** Conference” in Cincinnati on Friday, September 23. Ninety leaders from Indiana, Illinois, Kentucky, Ohio, Virginia, and West Virginia attended.

At issue – MAKE THE CARDINAL a seven-day train.

Amtrak’s Government Affairs and Operations teams laid out these four steps toward daily service.

1. Build a strong public/private/freight rail/Amtrak partnership/coalition to compete for funding (TODAY).
2. Evaluate current **Cardinal** route and traffic levels (early 2017).
3. Coalition leaders (with support from Amtrak, freight railroads, Departments of Transportation (DOTs), etc. will seek Federal funding as necessary and available. (2017-2019)
4. Break a bottle of champagne over locomotive coupler and enjoy the fruits of our collective efforts. (To be determined.)



IPRA’s Arvid Olson speaks with Crawfordsville Mayor Todd Barton at the Cardinal Conference.

This slide distilled the message of the Cardinal Conference.

BIG Picture

Brass Tacks

The single greatest (and most complex) improvement for the Cardinal is making it a daily train.

Per the Amtrak Government Affairs and Operations teams, the steps towards daily service are:

1. Build a strong public/private/freight rail/Amtrak partnership/coalition to compete for funding. (TODAY)
2. Evaluate current *Cardinal* route and traffic levels. (early 2017)
3. Coalition leaders (with support from Amtrak, freight railroads, DOTs, etc.) will seek federal funding as available. (2017-2019)
4. Break a bottle of champagne over locomotive coupler and enjoy the fruits of our collective efforts. (TBD)

Today’s presenters will address coalition-building and funding opportunities.

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Amtrak put the meeting together at the request of public and private interests along the route, most notably in West Virginia and Cincinnati.

Morrell (Moe) Savoy, deputy general manager, long-distance business line, Amtrak, provided “an inside look at how Amtrak’s national network trains function.” Two representatives from the Indiana Department of Transportation joined Crawfordsville Mayor Todd Barton in hearing Moe’s presentation on what he called “Amtrak 101.”

Three Cincinnati city council representatives were also present. Staffers from several Ohio congressional and senate offices attended. Jay Westbrook, assistant vice president of the passenger operations department for CSX Transportation, was there.

Jim Horner, director of purchasing for the Boy Scouts of America, came from Irving, Texas, and spoke on the importance of the **Cardinal** to Scouts, especially as they look to host national and international jamborees at their new “high adventure” base camp in Fayetteville, West Virginia.

“The unique partnership between Amtrak, BNSF Railway, plus federal, three states, and local governments to solidify the Kansas-Colorado-New Mexico route portion of Amtrak’s **Southwest Chief** service” was pointed to as an example of a successful rail coalition. Sal Pace, Pueblo County, Colorado, commissioner told the group that without this partnership “the viability of the entire (**Southwest Chief**) service was threatened.”

Jim Mathews, president of the National Association of Railroad Passengers (NARP) came from Washington, D.C., on his way to another meeting in California. Part of his organization’s fight for a world-class train system in America (cont’d)

("Crawfordsville Mayor...at Cardinal Conference" continued from page 3) includes a campaign to "help make the *Cardinal* a daily train."

Chuck Riecks, a NARP board member from West Virginia, worked with "Friends of the *Cardinal*" to prepare names and addresses of people who needed to join him in Cincinnati. These grass root rail advocates heard Mathews play three NARP public service spots. Spots reinforce NARP's goal of a *Cardinal* train operating "daily in each direction with at least one additional sleeping car."

"There was a lot of talk about forming an Interstate Coalition to work on the project. People want the coalition formed so as be able to start/support other passenger rail services in the same geographic area," Riecks explained.

Money matters when groups seek to expand passenger rail services in America. Brandon White of the Federal Railway Administration (FRA) provided a 23-slide presentation on how Tiger Grants and monies from the FAST Act can provide future funding opportunities that could make the *Cardinal* a seven-day train.

White, a transportation specialist and the FRA's long distance passenger train oversight manager, provided extremely useful information with a touch of humor. Congress has authorized \$4.5 billion through FY 2020 in a program dubbed FASTLANE -- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, he said.

The Honorable Knox Ross, mayor of Pelahatchie, Mississippi and secretary-treasurer of the Southern Rail Commission, helped lead a panel discussion on "strategies for forming coalitions and how to build awareness of passenger rail in a community or region." Mayor Ross spoke with authority as the Southern Rail Commission seeks to restore and improve passenger rail from New Orleans to Florida across Gulf Coast States disrupted by Hurricane Katrina.

"(The meeting) was amazing. (It was) an inflection point in leading to a daily *Cardinal*. Palpable energy with leaders from six states" is how Cincinnati's Derek Bauman described the September 23 event. Like many residents of the Queen City, Bauman longs for the day passenger rail connects Cincinnati with the rest of America every day, not just three days a week.

For more on this story, see this [Cincinnati Business Courier online article](#) or read "[Rail advocates: Coalition a must for bringing more passenger rail to Cincy](#)" from WCPO.



More photographs of the new streetcars are available on Flickr courtesy of the author. See link at end of article.

Cincinnati Streetcar Ridership Tops 100,000 in First Weeks

By J. Charles Riecks

On Friday, September 9, 2016, the *Cincinnati Bell Connector* opened for business. To mark the occasion, there was a grand celebration at Washington Park in front of the beautiful, historic Cincinnati Music Hall with an enthusiastic crowd estimated at over 1,000 present.

Wild acclaim followed former Mayor Roxanne Qualls' statement that this day was the opening of the "first leg of a modern city transportation system (in Cincinnati). And in a reference to the controversy the project has generated the crowd endorsed the remark "it is never easy, but when you succeed it is great."

The day was a great moment for the many dedicated street car supporters who had advocated for a street rail system through two streetcar referendums, and several election cycles where "the streetcar" was the number one issue. And it was a sweet moment for these same advocates who over the past 5 plus years had sat through countless community gatherings, public hearings, and city council meetings promoting and defending their vision of a better connected city.

The excited and pleased citizens honored these tireless individuals as well as the leadership of a local businessman, John Schneider. Everyone there Friday gave evidence that they are not finished yet!

It had rained that morning, and when the crowd was gathering the clouds were everywhere hanging low. The festivities proceeded, the threat of storms gradually subsided, and, after the initial "power-up" was provided and the cars *(continued)*

("Cincinnati Streetcar Ridership" continued from page 4) began to run, the day turned brighter and the sun finally came through.

For the first time since 1951, citizens of Cincinnati can ride a streetcar through their city and take the time to look out. For the first time since 1951, they do not have to worry about their place in traffic, but instead can observe the passing city scene. Another speaker remarked, "What a beautiful city they will see."

So, everyone is invited to come to Cincinnati, a city no longer considered to be "20 years behind times" (a quote most often attributed to Mark Twain), but a city which, as former Mayor Mark Mallory said, "Is on the cutting edge."

Ride the *Cincinnati Bell Connector* and see for yourself. Cincinnati is rolling into a brighter future thanks to passenger rail.

Editor's Note: Ridership on opening weekend (September 9-11) was 50,646 passengers. More than 29,000 rides were provided on Oktoberfest weekend (September 16-18). During a special tour for All Aboard Ohio on Saturday, September 26, operations officials said ridership had topped 100,000.

Pictures of the Cincinnati Bell Connector and its maintenance facility are available courtesy of the author in [this Flickr album](#).

Meet Board Member Bill Malcolm

Indianapolis-based board member Bill Malcolm has worked with IPRA since 2014 when he spearheaded the effort to save the train to Chicago from Indianapolis working with IPRA Board Member Doug Yerkeson. Bill and Doug met with politicians and media officials to drum up awareness and support of the issue.

Bill has been a lifelong transit advocate. Indeed, he lives on the Monon Trail in Indianapolis and uses his bicycle to get around.

To his amazement, many Indianapolis civic leaders were unaware that there is a train to Chicago, much less that it was in jeopardy of being eliminated.

Bill also writes the Round the Ripple

IPRA Board member Bill Malcolm



column in the *Broad Ripple Gazette*.

Bill has spent 40 years in the utility industry and currently works for a D.C.-based national association fighting for fair and affordable utility rates.

You can read more about Bill on LinkedIn.

Indy Transit Referendum Deserves Your Support

By Addison Pollock

At the September IPRA meeting, an overview was given of the grassroots coalition, [Transit Drives Indy](#) promoting the Marion County transit referendum and the need for IPRA's support with networks in Marion County.

The [grassroots organization members](#) who make up Transit Drives Indy coalition are asking voters to 'Get Onboard' by signing up to receive action alerts and important information regarding volunteer opportunities for this important ballot question which asks voters in Marion County/Indianapolis if they would like to support a 0.25% local option income tax (\$0.25 for every \$100 earned) dedicated entirely to improving the Indy Go bus service outlined in the [Marion County Transit Plan](#).

Specific fixed-route improvements include shorter wait times, three rapid transit lines (operating between 10 and 15 minute frequencies), every route will operate every day, longer operating hours (20 hour/weekday service), and easier grid-like transfers.

In addition to asking voters to consider the Marion County transit referendum on November 8 (it will be Question #2 on the Marion County election ballot), supporters can get involved in the following ways:

[Register to vote](#) and encourage friends and family to do the same

[Request a speaker](#) for an event or social gathering to learn more about the plan and the referendum

Attend an upcoming speaking event or phone banking opportunity [here](#)

Follow/share Transit Drives Indy on [Facebook](#) and [Twitter](#), encouraging their personal and professional networks to sign up

Pollock is coordinator of the [Indiana Citizens' Alliance for Transit](#): An initiative of [Health by Design](#).

Office Phone: [317-352-3817](tel:317-352-3817); Cell Phone: [317-903-8993](tel:317-903-8993)
He's available by email at apollock@acsm.org

46 of 48 Lower States Served by Amtrak's National Network, New Amtrak Boss Says

Editor's Note: The following letter was written to "Fellow Amtrak colleagues" by Wick Moorman, new president and CEO of Amtrak. Mr. Moorman took over September 1.

My name is Wick Moorman, and it is a pleasure and a privilege for me to be joining you as your new CEO.

I want to start my time at Amtrak by saying how honored I am to follow Joe Boardman. I've known Joe for many years, and his work at Amtrak and FRA has left us a strong and useful legacy to build on. **During his eight years in leading the company (Joe Boardman), Amtrak delivered record ridership and revenue levels, while making critical investments in our assets and our people to prepare for future growth.** That success is a testament to the strength of the entire Amtrak team, and to Joe's commitment to leaving Amtrak stronger than when he arrived. That's what I hope to accomplish myself as your new CEO, as we work together to make Amtrak a safer, more efficient, and modern company, that's growing our business and delivering increasing value to our customers and the nation.

Let me tell you a little bit about myself, and why I have chosen to come to Amtrak.

The first thing you should know about me is that I am a **life-long railroader**, and from childhood I have been fascinated by the technology and romance of our business. After high school, I **studied civil engineering at Georgia Tech** and was fortunate enough to obtain an engineering co-op position with the Southern Railway, one of Norfolk Southern's predecessors. Upon graduation from Tech, I joined Southern full-time as a management trainee in the Maintenance of Way department, where I was first put to work on a track gang to ensure that I knew the railroad from the ground up! It was a great way to start, and **for the first 12 years of my career I worked in Southern and then Norfolk Southern's Maintenance of Way department as a track supervisor and then as a division engineer.**

Those years served as a wonderful foundation for my over four-decade career with Norfolk Southern. **After a brief stint in business school, Norfolk Southern gave me the opportunity to work in transportation, human resources, labor relations, IT and strategic planning.** These experiences helped me to understand what it truly takes to run a great railroad and pre-

pared me to become Norfolk Southern's CEO in 2005. Over the next 10 years, our company went through a period of significant change. Together, we continued to improve our safety culture. We introduced new technology and found new ways to become more efficient. And we completed several rail corridor projects that would help us grow our service capabilities and revenue levels for a long time to come.

I retired quite happily last year, with no intentions of working full-time again, but then was approached about the possibility of leading Amtrak. I started my career in the summer of 1970, not long before Amtrak started to operate. It is not an exaggeration to say I have followed Amtrak since Day One – and while my background is in freight, I have a deep appreciation for passenger rail and have ridden passenger trains all my life. Amtrak provides a great and necessary public service. **It keeps people moving and businesses strong in the Northeast Corridor, and it provides connectivity and mobility to 46 of the 48 contiguous states throughout our National Network.** Furthermore, as our country's transportation needs continue to change and grow, **there is more and more public interest in passenger rail service everywhere.** Together, we can continue to transform Amtrak. We can expand and grow our company in ways that will help us meet these new demands, and make Amtrak the leading rail passenger carrier worldwide.

As I have talked to people over the years about my life and career, I have always stressed how extraordinarily fortunate and blessed I have been! The opportunity to become CEO of Amtrak is another chapter in that story of great good fortune, and I am excited to be starting today.

My immediate priority in the next 60 days as I transition into the new role is to spend time with the leadership team and to get out and see as many of you as I can, in order to get a better understanding of what we do, and how we do it. I also encourage all of you to let me know your thoughts on what we can do together to improve the company.

I will be communicating more with you as we close out fiscal year 2016 and kick-off fiscal year 2017. For now, thanks for everything you're doing to keep Amtrak rolling, and I look forward to seeing you somewhere out on the railroad.

Sincerely,

Wick Moorman

10,000 Pets Help Raise \$1.2 Million in Fees, Passenger Revenues Since October 2015

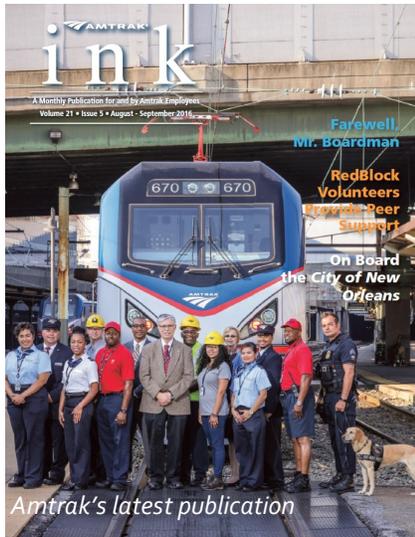
An expanded pet carry-on program has brought 10,000 pets on board Amtrak trains since October 2015, it was mentioned in the September-October issue of *Amtrak Ink*. Revenue gained was \$1.2 million.

In other Amtrak news:

A seventh daily round trip was added on the *San Joaquin*, an Amtrak state partner railroad financed through funds made available by the State of California, Department of Transportation.

The new Milwaukee Intermodal Station was mentioned in the same *Amtrak Ink* article entitled, "State Partners Provide More Than Financial Support."

Amtrak signage behind home plate has already reached five million major league baseball fans at three ball parks – Citi Field (New York Mets); Fenway Park (Boston Red Sox), and Wrigley Field (Chicago Cubs), the employee publication said.



described in a MARP newsletter as an "enthusiastic and energetic champion of passenger trains," currently works closely with the Southern Rail Commission in an effort to restart passenger train service between New Orleans and Florida.

While mayor of Meridian, Mississippi for 16 years, "Smith facilitated public-private partnerships to redevelop the city's Union Station as the Southeast's first multi-modal transportation center, a venture that spurred an additional \$430 million of infrastructure projects that bolstered the economy and quality of life for the people of Meridian," MARP reported.

Smith was chairman of Amtrak's board of directors from 1998-2003. As chairman of Transportation for America, he and his organization help "local leaders across the country develop smart, homegrown, locally-driven transportation solutions while making sure that the states and the federal government make the necessary investments, continued MARP in its August 2016 e-bulletin, *On Track*. For more information on MARP, go to www.marp.org.

(Board Member Phillip Streby attended the MARP meeting, and will be reporting on it in the November issue of All Aboard Indiana.)

COST ESTIMATES NEEDED FOR GULF COAST SERVICE –

The National Association of Railroad Passengers (NARP) is excited to hear that the Working Group designated to review the restoration of Amtrak service in the Gulf Coast, is making significant progress. The group informed lawmakers that their work is moving forward, though they still need to determine cost estimates for restoring service, as well as solutions for funding the initiative. "The region is ready to restore service, not only because its residents hold fond memories of it, but because it is now an economic necessity," the group said in its update to Sen. Roger Wicker (R-Miss.) and leaders on the House and Senate transportation committees. Service along the route between New Orleans and Orlando was suspended after Hurricane Katrina caused severe damage to the region's railroad infrastructure in 2005.

Riding the Rails

By Donald Yehle

STREETCAR DELIVERED TO DETROIT FOR LIGHT RAIL SYSTEM --

The first streetcar for Detroit's new light rail system has arrived in the city. The QLINE streetcar was delivered nearly two months ahead of initial projections. Final assembly and mechanical checks will be completed over the next few weeks before the streetcar makes its first appearance on Woodward Avenue. Passenger operations are scheduled to start in spring 2017. It is the culmination of the M-1 RAIL initiative that began in 2007.

"JOHN ROBERT" BRINGS RAIL MESSAGE TO MICHIGAN RAIL ADVOCATES –

The chairman of Transportation for America was in Durand, Michigan, on Saturday, September 24, talking at the 43rd annual meeting of the Michigan Association of Railroad Passengers (MARP). John Robert Smith,

IPRA Members Invited To Tour Beech Grove

The Cincinnati Railroad Club is opening up a Monday, November 7, tour of two Indiana railroad facilities – the Indiana Transportation Museum in Noblesville and Amtrak's Beech Grove maintenance facility – to all Indiana Passenger Railroad Alliance (IPRA) members.

Cost is \$5 or \$30 if taking a chartered bus, according (*cont'd*)

(*"IPRA Members Invited To Tour Beech Grove"* continued from page 7) to Jack Haap of West Chester, OH.

Interested IPRA members must reserve space on the tours by contacting Mr. Haap at 8431 Woodreed Dr., West Chester, OH 45069. Please provide your email address, mailing address, and your check.

IPRA members may either meet Railroad Club members at Beech Grove at 11:30 a.m. or if you wanted to ride a chartered 56-passenger bus from Cincinnati, be at the Cincinnati Museum Center North Parking Lot at 9:15 a.m. The Beech Grove tour is set to begin at 11:30 a.m. on November 7.

Lunch at a Culver's Restaurant follows the Beech Grove tour at 2:15 p.m. The tour of the Indiana Transportation Museum will run from 3:15 p.m. to 5 p.m.

New Hoosier State GM Likes Building Train Cars

By Donald Yehle

Ben Butterworth, a Greenwood, IN, resident, has taken on a new challenge – exploring service opportunities for the *Hoosier State* which many hope will produce more on board revenue and require less taxpayer dollars. "As Ed Ellis (Iowa Pacific's president) says, 'Our job is to get people on the train and educate them about passenger rail,'" Butterworth explained.

The newly-named general manager of the *Hoosier State* excitedly talked of a fifth passenger car Iowa Pacific will put into service to replace an existing one. "The car, yet to be named, will look like the Durant. This will give us a spare, which we will gradually refurbish," he said.

The *Hoosier State's* consist currently is two locomotives, a dome/dining car for business class upstairs and food service downstairs, and three passenger coach cars. The train (#851) runs four days a week, departing Indianapolis Sunday, Tuesday, Wednesday, and Friday morning. Sister train (#850) leaves Chicago Sunday, Monday, Wednesday, and Friday evening.

Butterworth, who has been in railroading for 23 years, tries to ride the train one day a week. "I seek to listen to what passengers say. You just never know what those devoted to the service will come up with," he continued.

Ideas under consideration all could mean additional revenue. Does the public want a baggage car to transport bikes and checked baggage/parcels? What would a snack bar do for the *Hoosier State*? Is there interest in a lounge car such as the Adirondacks Club that ran between Indianapolis and Lafayette



Ben Butterworth rides the Hoosier State.

ette in June, Butterworth noted.

In explaining that several generations of Americans have not been on trains since the mid-1950s or 1960s, can we get school kids on the train, taking them from one town to the next or even into Chicago? To help make that happen, Iowa Pacific employs Heather Hice as its sales and marketing manager, he continued.

(Groups interested in riding the train should contact Hice at [317-617-0122](tel:317-617-0122) or at hiceh@premierails.com)

Changes or improvements and new revenue streams require Butterworth and his team to work with the Indiana Department of Transportation (INDOT), Amtrak, and in the case of a snack bar, the Food and Drug Administration. Iowa Pacific Holdings is one of several partners in this Chicago to Indianapolis, 196-mile train service. Other partners are the cities of Crawfordsville, Lafayette, West Lafayette, Rensselaer, Tippecanoe County, INDOT, and Amtrak.

Butterworth's company prides itself in showing what (customer) service is. "There are no microwave [ovens] on any of our trains (including Pullman Rail Journeys). Food is cooked from freshly prepared ingredients. One cook actually quit because a train once had a microwave," he said.

Fifteen people are employed by Iowa Pacific on the *Hoosier State*, serving as stewards and service attendants. All employees are cross trained. "As general manager, I'm part of the support staff for the people who do the job and bring to us ideas that will please customers and Indiana's taxpayers, Butterworth added. (Indiana taxpayers invest \$2.7 million a year to help finance and support the train.)

Upgrading of tracks is one improvement which would allow the *Hoosier State* and Amtrak's *Cardinal* to run at higher speeds and more frequently. This is important particularly if we're to operate more than one train a day, he continued.

Butterworth reminded *All Aboard Indiana* that he is not an island. In doing so, he also reminded *Hoosier State* advocates and passengers that Ed Ellis is a business development (guy unlike no other. "Ellis is a visionary in railroading."

To contact the new *Hoosier State* general manager, write ButterworthB@IowaPacific.com or call him at [317-374-3801](tel:317-374-3801).

IPRA Backgrounder: Supporting Passenger Rail: Indiana Leads the Way

The State of Indiana partnered with Amtrak, Iowa Pacific, and the local communities served by the **Hoosier State** train from Indianapolis to Chicago to fund operating and capital costs not covered with ticket revenue. The communities that are contributing funding have a vested interest in improving on-time performance of the train and ensuring accountability for the tax dollars being invested.

This partnership has been a success, with ridership up 40% and on-time performance dramatically improved. However, challenges remain, including finding a permanent funding source, cleaning up the beleaguered Indianapolis Bus-Rail Station, improving the scheduled run time, and adding additional daily departures to provide same day service each direction.

Indiana's public-private partnership with Amtrak, Iowa Pacific, and the local communities served by the **Hoosier State** train from Indianapolis to Chicago has been a success with increased ridership, revenues, and on-time performance. The four day a week train features cooked to order meals, a dome car, and a first class seating option. (The other three days are operated as the **Cardinal** by Amtrak via a long distance train that runs from Chicago to New York.) The following information is taken from the INDOT website:

Hoosier State Passenger Rail

The Hoosier State train and Amtrak's long-distance Cardinal services combine to provide daily roundtrip passenger rail service between Indianapolis and Chicago, which includes intermediate stops in Crawfordsville, Lafayette, Rensselaer and Dyer...

Public Funding

Congress voted to end federal support for the Hoosier State and other Amtrak routes of less than 750 miles effective October 2013. The State of Indiana partnered with local governments along the line to fund Hoosier State operating and capital costs not covered with ticket revenue. The tax amnesty program of 2015 will reimburse INDOT up to \$6M for these costs during the current (FY16 – FY17) biennium budget.

Hoosier State Partners

INDOT anticipates paying \$254,527 per month for the operation of the Hoosier State and the communities of Crawfordsville, Lafayette, Rensselaer, Tippecanoe County and West Lafayette pay a combined \$21,194 per month in FY16...

Iowa Pacific Holdings Agreement

Iowa Pacific was selected as the state's contractor to provide the train equipment, train maintenance, marketing of the service, and food and beverage service...Indiana's contract continues through June 30, 2017, and INDOT may prolong the service with Iowa Pacific for up to four additional years.

Amtrak Agreement

Amtrak serves as the operator for the Hoosier State, working with host railroads for track age rights, providing train and engine crews, and managing ticketing and reservations...

IPRA applauds INDOT's leadership; however...

Challenges to the continued success of the train include:

- finding a permanent funding source,
- evaluating the idea of requiring local communities along the route to fund part of the cost as Indiana is the only state with such a requirement,
- changing the departure time from Indianapolis to Chicago from the too early 6 a.m.,
- cleaning up the beleaguered Indianapolis Bus-Rail Station,
- improving the run time from the too long 5 hours and 5 minutes, and
- seeking additional daily departures so that passengers from Chicago can travel to Indiana and return the same day.

Related Links

[Amtrak](#)

[Iowa Pacific Holdings](#)

[Passenger Rail Service in Indiana](#)

[INDOT Rail Office](#)

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National Association of Railroad Passengers – J. Charles Riecks

Rail Users' Network – Dr. Richard Rudolph, PhD and Chair

For More Information

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

To learn more about IPRA, visit www.indianahighspeedrail.org

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