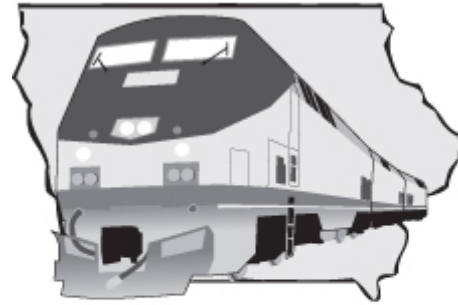


IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS

====February 2011====



IARP
IOWA ASSOCIATION
OF RAIL PASSENGERS

IARP to meet in Des Moines

Topics:

Our next meeting is Saturday, March 05, 2011, in Des Moines.

We will meet for lunch at noon at the Hesson Haus, 101 4th Street, Des Moines, Iowa. (515) 288-2520. The Hesson Haus is adjacent to the Iowa Interstate tracks and across from the historic Rock Island Depot.

After lunch, we will be given a tour of the Rock Island Depot.

Our meeting will follow the tour of the depot. We will meet in the west wing of the depot. Anyone arriving late should enter through the west wing of the depot.

Speakers

Derrick James (Confirmed)
Senior Government Affairs Officer of Amtrak.

Patrick Hendricks, President, IARP

Dick Welch, Iowa representative of the National Association of Railroad Passengers (NARP) Council.

- ◇ Federal legislation supporting the national rail passenger system
- ◇ Iowa's Proposed budget
- ◇ Iowa's proposed de-appropriation bill
- ◇ Midwest Interstate Passenger Rail Commission
- ◇ California Zephyr and Southwest Chief
- ◇ Cedar – Iowa River Rail Transit Project
- ◇ Proposed Passenger Train Service to Dubuque
- ◇ Proposed Passenger Train Service to the Quad Cities and Iowa City
- ◇ Proposed Passenger Train Service to Des Moines
- ◇ Proposed Passenger Train Service to Waterloo



Des Moines Rock Island Depot
photo by IARP member
Dennis L. Stowe

Dennis was a dispatcher at the Des Moines Rock Island Depot.

IARP Gets a new logo!

The Iowa Association of Railroad Passengers is saying Good Bye to



and Hello to its new logo



Our new logo better depicts our vision that Iowa have a balanced transportation system. A system that includes passenger rail service.

Let's hope that Iowa's current leaders realize that Iowa would benefit from having long-distance trains (California Zephr and Southwest Chief) and corridor trains (Iowa City to Chicago and Dubuque to Chicago). This vision would then expand from Des Moines to Chicago, Waterloo/Cedar Falls to Chicago, etc. etc. Other states have learned the benefits from passenger trains – so can Iowa.

Our new logo was created by Charles (Chas) Haberkamp. Membership chair Tim Kenyon suggested that the logo change be made.

Thank you Chas and Tim.

Iowa Legislation

The house passed HF45. HF 45 reduces the amount previously budgeted for passenger rail service in Iowa. HF 45 has been given to the senate for debate. The senate has not yet assigned a file number. We need to contact the Iowa senators and let them know that we are opposed to having the money for passenger rail reduced.

Governor Branstad's budget does not include funding for passenger rail service in Iowa.

Even though the Iowa House and the Governor have not shown financial support for state-supported passenger train service, we need to them know Iowans that support it.

IARP members

Many IARP members have called or emailed that they have contacted Governor Branstad and members of the Iowa House and Iowa Senate.

In addition to contacting our legislators, we can write letters to the editors and distribute flyers to the public. We can invite people to check out our website and/or join us on Facebook.

Here are some upcoming events that we can distribute flyers:

May 07, 2011 National Train Day

July 21-24, 2011 2011 Train Fest – Rock Island, Illinois

If you think of other events, contact one of the IARP contacts listed in the newsletter.

On Thursday, February 10, 2011, Membership Chair and Excursion Chair Tim Kenyon was on WHO Radio promoting passenger rail.

Iowa needs passenger train service between Chicago and Iowa City and between Chicago and Dubuque

Why not? Passenger train service for these two routes is part of the Iowa DOT 10 year strategic passenger-rail plan.

What can you do? Write to your national and state legislators. Let them know that you support expanded passenger train service in Wisconsin.

Since 1975, the Iowa Association of Railroad Passengers (IARP) has served as the voice for rail passengers in the state of Iowa. We need your help. The larger our membership, the louder our voice becomes. Let your elected leaders know that you, the rail passenger, will not be treated as a second class citizen. As a rail traveler, you already are aware of the many benefits that rail travel offers, so join your fellow rail travelers in working for more and better passenger trains. A new membership in IARP, using this form so JOIN US today.

To contact your elected officials, use the following addresses:

Iowa Governor Terry Branstad, 1007 East Grand Avenue, Des Moines, Iowa 50319
<https://governor.iowa.gov/contact/>

Iowa House of Representatives and Senators, State Capitol Building East 12th & Grand
Des Moines, Iowa 50319
<http://www.legis.state.ia.us/asp/Legislators/LegislatorInfo.aspx>

Yes, I will join you in support of passenger rail service for Iowa. I want to see passenger trains running to Iowa City and Dubuque. Enclosed is a check for my first years' dues.

Regular membership	\$15.00
Senior/Student membership	\$12.00

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Email address _____

Send to: IARP, 1422 West 9th Street, Davenport, Iowa 52804-4018
<http://iowarailpassengers.org>



Join us on Facebook

Vice President Biden Announces Six Year Plan to Build National High-Speed Rail Network **Plan Lays Out Vision for Long Term Infrastructure Investments Needed to Win the Future**

On February 8, 2011, **Vice** President Joe Biden today announced a comprehensive plan that will help the nation reach President Obama's goal of giving 80 percent of Americans access to high-speed rail within 25 years, as outlined in his State of the Union address. The proposal will place high-speed rail on equal footing with other surface transportation programs and revitalize America's domestic rail manufacturing industry by dedicating \$53 billion over six years to continue construction of a national high-speed and intercity passenger rail network. As a part of President Obama's commitment to winning the future by rebuilding America's roadways, railways and runways, the plan will lay a new foundation for the nation's economic opportunity, job creation, and competitiveness.

"As President Obama said in his State of the Union, there are key places where we cannot afford to sacrifice as a nation – one of which is infrastructure," said Vice President Biden. "As a long time Amtrak rider and advocate, I understand the need to invest in a modern rail system that will help connect communities, reduce congestion and create quality, skilled manufacturing jobs that cannot be outsourced. This plan will help us to do that, while also increasing access to convenient high speed rail for more Americans."

As the first step in this comprehensive, six-year plan, the President's Budget for the coming fiscal year would invest \$8 billion in expanding Americans' access to high-speed passenger rail service. In order to achieve a truly national system, these investments will focus on developing or improving three types of interconnected corridors:

- **Core Express**: These corridors will form the backbone of the national high-speed rail system, with electrified trains traveling on dedicated tracks at speeds of 125-250 mph or higher.
- **Regional**: Crucial regional corridors with train speeds of 90-125 mph will see increases in trips and reductions in travel times, laying the foundation for future high-speed service.
- **Emerging**: Trains traveling at up to 90 mph will provide travelers in emerging rail corridors with access to the larger national high-speed and intercity passenger rail network.

This system will allow the Department – in partnership with states, freight rail, and private companies – to identify corridors for the construction of world-class high-speed rail, while raising speeds on existing rail lines and providing crucial planning and resources to communities who want to join the national high-speed rail network. With rail ridership reaching all-time highs in many areas of the country during 2010, these investments will ensure that more Americans have the option of taking a train to reach their destination.

"In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today."

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