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# NARPnews

*“To help the United States compete globally, we must invest in a safe and reliable passenger rail system that Americans can depend on.”*

SENATOR CORY BOOKER (D-N.J.)

## House, Senate Committees Approve FY 2016 T-HUD Spending Bills

The U.S. House of Representatives on June 9 voted down seven anti-Amtrak amendments attached to the Fiscal Year 2016 Transportation, Housing & Urban Development (T-HUD) bill, thanks in part to NARP members calling their congressional delegations to voice their opposition.

Members helped to turn back amendments by Rep. Mo Brooks (R-Ala.) to eliminate Amtrak’s capital and operating budget. Amendments offered by Rep. Pete Sessions (R-Texas) and Rep. Bill Posey (R-Fla.) that targeted the Sunset Limited and Amtrak’s national network were also defeated. NARP thanks all its members who called their legislators to voice their opposition to these amendments.

In the end, the full House passed a \$55 billion FY 2016 T-HUD bill (HR 2577) by a slim margin vote of 216-210. The Senate Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies approved its FY 2016 \$55.65 billion funding measure on June 23.

The Senate bill includes: \$17.78 billion for the Department of Transportation; \$500 million for Tiger grants; \$1.68 billion for the Federal Railroad

Administration, including \$289 million for Amtrak operations and continued service for all current routes; \$1.1 billion for capital grants and an additional \$17 million for the Northeast Corridor to promote necessary reforms to Amtrak; and \$288 million for rail safety and research programs, including inspectors and training to help ensure the safety of passengers and local communities. The bill also includes \$50 million for rail safety grants, to support implementation of Positive Train Control (PTC), technology enhanced passenger rail safety and reduce high-way-rail grade crossings incidents.

NARP has advocated strongly for a predictable, dedicated source of funding for passenger trains that is robust enough to meet the needs of an aging infrastructure and ensure safety. Dedicated funding will help states and passenger rail operators to build a safer and more efficient rail system. It will also extend the planning horizon for transportation providers by improving project management and lowering overall design-build costs.

NARP urges members to continue contacting their congressional delegations, asking them to support steady funding for passenger rail. ■

## Senate Commerce Committee Unveils Rail Reform Bill

The Senate Commerce Committee released its version of the passenger rail reauthorization bill – the Railroad Reform, Enhancement, and Efficiency Act of 2015 (RREEA 2015) - on June 18. The bill, cosponsored by Sens. Cory Booker (D-N.J.) and Roger Wicker (R-Miss.), provides \$1.8 billion for Amtrak and passenger rail grants in FY 2016, steadily increasing funding levels over the duration of the authorization to \$2.8 billion in FY 2019.

While NARP didn’t get everything it wanted—most noticeably, a trust fund to provide a predictable and dedicated source of funding—the bill is a big improvement over the House’s Passenger Rail Reform and Investment Act of 2015 (PRRIA 2015).

“The funding levels identified by the Senate bill are far below what is required to meet the investment needs of the national rail network, and we will work with Senators to improve those numbers. The upward funding trend, however, is a positive one, and serves as a much-needed antidote to cuts proposed in the House,” said NARP President and CEO Jim Mathews.

The bill contains a number of extremely promising provisions that—with the proper funding levels—could be used to build the efficient intermodal transportation network that American businesses will need to compete globally in the 21st century:



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## ColoRail's Souby: Making an Impact



James Souby

Although NARP member and Council Representative James Souby has only been with the association since 2009, he has already made a huge impact. In his role as president of the Colorado Rail Passenger Association (ColoRail), he has been in front of the effort to save Southwest Chief service in his state.

Souby comes from a family involved in railroads through his father and grandfather, so he had previous knowledge of the industry. "In 2008, I was running a think tank in Park City, Utah, that looked at major problems facing infrastructure, and one of those was rail," he recalled. "I was struck by the fact that rail, which could help deal with highway congestion, was not a larger issue in infrastructure."

Souby decided to take more of an interest in rail policy. "I left the think tank and came back home to

Denver. I hadn't ridden a train for years, so I decided to take a trip from Denver to California to see my mother and sister," he said. "On the train, I saw an informational brochure from ColoRail. I also saw they were a partner with NARP, so I contacted them and joined both organizations."

After joining both organizations, Souby was eventually elected ColoRail president. As president, his priorities have been to restore the seasonal Ski Train in Winter Park, maintaining Southwest Chief service in Colorado and extending the line to Pueblo and Front Range.

"There were demonstration runs over a weekend in March on the Winter Park line and the reaction to it was amazing," said Souby. The weekend train sold out quickly, serving approximately 450 riders.

Updating the effort to save the Southwest Chief, Colorado has joined with New Mexico, Kansas, BNSF and Amtrak to submit a \$12.5 million Tiger grant to do needed track repairs, said Souby.

"We've already raised \$9 million in matching funds," Souby added. "We also have local communities pledging funds, and we think this will make the difference because it demonstrates how much this line means to the region."

Souby said it's pretty easy for NARP members to step up and become more involved in advocacy efforts. "I spend quite a lot of time speaking to local groups and leaders using a stock presentation of only four slides," he said. "The first one is a photo of all the skiers boarding the Winter Park Ski Train. The second one is a proposal on the passenger rail system in Colorado."

The slides are used to discuss the importance of rail for current and future generations, said Souby. "I talk about how passenger rail is a good way to handle the state's traffic growth. The Front Range will grow massively in the next few years, and Interstate 25 won't be able to handle that traffic growth," he said. "My message is that now is the time to plan for a future rail system to make mobility in the state much easier."

Souby also notes the tremendous economic benefits for the state. "And this works well with NARP's national message for 'A Connected America,'" he added.

What is Souby's advice for NARP members who want to be more active in the association? "It all starts by getting acquainted with the goals of your local rail association. Learn about prospects for passenger rail in your communities and states and see how it fits with what NARP is doing," he said. "It's not hard for me to be enthusiastic about local and national activities. It's very rewarding and I enjoy the feedback I get from my talks to groups. And it helps energize ColoRail and NARP."

For NARP volunteer opportunities, go to <http://www.narprail.org/get-involved/volunteer/>

## Y'All Aboard: Restoring Gulf Coast Service

NARP President and CEO Jim Mathews was among those who sat on a June 17 panel -- Y'All Aboard -- in Biloxi, Mississippi, on the progress and support for restoring passenger rail service across the Gulf Coast corridor. An intermodal transportation system for the Gulf Coast creates a truly resilient region, enhancing the fabric, character and economies of southern coastal cities and towns, and restoring passenger rail there should be a priority.

The importance of passenger rail service to a community is illustrated by what happened in Hattiesburg, Mississippi. Since a 2007 renovation of its historic train station, Mayor Johnny DuPree said his city has seen an estimated \$80 million in new commercial development in the surrounding area. Meanwhile, ridership there has increased more than 60 percent, to 11,500 passengers in 2014.

Between 1993 and 2005, the Sunset Limited was the nation's only coast-to-coast passenger train, connecting larger cities including Orlando, New Orleans, Tucson, Arizona, and Los Angeles, with 29 smaller communities. In 2005, Hurricane Katrina caused significant damage to the railroad line along the Gulf Coast, forcing Amtrak to suspend service east of New Orleans. Although the line has since been repaired, Amtrak has yet to restore the service.

"Since 2005, NARP has consistently called for restoration of service between New Orleans and Orlando. Our members have made the case for its renewal to their state and local governments, and we have made the case here in Washington," said Mathews. This was illustrated by favorable language in the Senate's rail bill to form a working group to restore Gulf Coast intercity rail service. ■



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 505 Capitol Court, NE, Suite 300  
 Washington, DC 20002-7706  
 202-408-8362 / 202-408-8287 (fax)  
[www.narprail.org](http://www.narprail.org) [narp@narprail.org](mailto:narp@narprail.org)

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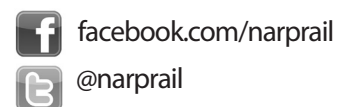
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# Charlie Hamilton Honored With Jack Martin Award



NARP CEO Jim Mathews, Charlie Hamilton and Board Chairman Robert Stewart

NARP presented the Jack Martin Passenger Rail Advocacy Award to at-large Council Member Charlie Hamilton. The award, established in honor of the association's late president, was given to Hamilton at the April Spring Council meeting.

The award is given to individuals who have given a significant and valiant effort to the cause of America's rail travelers. Hamilton, who has been a NARP volunteer since 1979, received the award for his efforts to help NARP's advocacy efforts. His plaque reads: "For his efforts in bringing the Association's advocacy efforts into the Twenty-First Century. Though his contributions travel through the ether, they have, and continue to have, substantive impact for those traveling aboard high iron."

Hamilton is the founder and co-owner of CHCS Internet Development, which has designed websites since 1994.

"We have helped many nonprofit organizations develop websites, including several train-related sites here in the Northwest," he said. "I offered our services to NARP when the previous site needed to be updated. We put it together quickly, as NARP wanted to discontinue its relationship with the previous vendor as soon as possible. There are more improvements on the way."

Hamilton has donated hundreds of hours in choosing vendors, building NARP's website, moving to its new system and donating time of his staff to help the association. He is always on call for any technical issues with the website.

Hamilton's advocacy work also includes creating and managing Facebook groups for every Amtrak route, including vetting volunteers to administer all of them. People like the open discussion format, and they like to focus on their home train, he said.

"The Empire Builder, Cardinal and Starlight groups have been particularly active, but all of them have been lively," Hamilton said. "I feel that these venues make it easy for interested people to participate in rail advocacy, and the groups have been responsive when asked to contact their elected representatives." The current list of groups is available at <http://www.growtrains.com/amtrak-communities-on-facebook/>. Contact Hamilton through the website to add new groups to the list.

"Hamilton has given what would have been thousands upon thousands of dollars in technical advice so NARP can have a professional website," said President and CEO Jim Mathews. "NARP and its members continue to reap the benefits of his invaluable contributions." ■

## Congressional Rail Legislation

Continued from page 1

\* Authorizes the U.S. Department of Transportation to develop a program for issuing three-year operating assistance grants to launch or restore intercity rail passenger transportation, emphasizing projects that would restore service over routes formerly operated by Amtrak, as well as projects that provide daily or daytime service where such service does not previously exist;

\* Authorizes a 50/50 federal-state partnership for passenger rail rehabilitation and improvement, designed to address the state of good repair backlog that is hindering the efficient operation of U.S. trains and preventing growth across the national network;

\* Creates a Gulf Coast Rail Service Working Group to restore intercity rail passenger service in the region between New Orleans and Orlando, Florida; and

\* Reorganizes Amtrak's board of directors to ensure regional regional representation in the railroad's leadership.

Safety provisions include prioritizing grants to implement Positive Train Control technology and identifying steps to improve safety, such as creating speed limit action plans and addressing crew communication.

"To help the United States compete globally, we must invest in a safe and reliable passenger rail system that Americans can depend on," Booker said. "Our bipartisan bill takes important steps to improve rail safety in the wake of [May's] tragic [Amtrak] derailment, modernize our aging passenger rail network, and maximize investments in infrastructure through improved financing and grant programs.

The legislation allows Amtrak to reinvest Northeast Corridor profits back into improving Northeast Corridor infrastructure, including throughout New Jersey.



Sen. Cory Booker

"The nation's passenger rail system serves as an integral part of our overall transportation structure and our economy," Wicker said. "This bipartisan measure would make robust improvements to safety programs, improve existing infrastructure and empower state and local officials. The bill also leverages private sector investment, cuts red tape and increases transparency to make our critical infrastructure dollars go further." ■



- New Mexico's Department of Transportation said it does not have the \$50 million to pay to install Positive Train Control on the Rail Runner Line by the Dec. 31, 2015, deadline, reports the Beaumont Enterprise. Officials have asked for an extension. The Albuquerque Journal, citing state records, said the DOT will also need to start spending \$25 million for "midlife" refurbishing of locomotives, coach and cab cars between 2016 and 2020.

- Construction began June 16 on California's statewide high-speed rail system, reports the Fresno Bee. Crews have started building 16 concrete footings that will become the foundation of a 1,600-foot elevated bridge over the Fresno River, Highway 145 and Raymond Road. Officials said they expect the work to be completed within eight months to a year.

Meanwhile, opposing groups continue to fight the project, with San Fernando protesters -- made up of city officials, including the mayor pro tem -- who demanded that state officials answer questions about the project's impact on their community during an open meeting, reports the Los Angeles Times. In the meeting, held by the California High-Speed Rail Authority, Mayor Pro Tem Sylvia Ballin took exception with the plan, which would bisect San Fernando with high sound walls that the city fears will become an eyesore and magnet for graffiti. "We are here to tell you we will not accept it quietly, not one bit."

- Maryland Gov. Larry Hogan (R) was so impressed with his ride on a Japanese maglev train during an official visit to that country in June that he wants to bring similar technology to run between Baltimore and Washington, D.C., reports the Baltimore Sun. The price tag for the project, which was also touted as a possibility in the 1990s and the 2000s, is \$10 billion. But the Greater Greater Washington blog thinks the money would be better spent on building the \$2.4 billion Purple Line as part of the existing D.C. Metro subway system. The proposed light rail line would connect Bethesda, Maryland, in Montgomery County to New Carrollton in Prince George's County. Hogan decided to move ahead with construction of the Purple Line, but decided against funding a proposed Red Line light rail extension in Baltimore.

- Illinois Gov. Bruce Rautner (R) is cutting the \$42 million the state pays in subsidies for Amtrak service down to \$26 million by July 1 as a way to close a \$4 billion gap in the budget, reports the Pantagraph. NARP has encouraged members to contact Illinois legislators and ask them to protect passengers from rail cuts that could cause major disruptions to the system. Meanwhile, Amtrak has continued its service despite the threat of cuts.

- An article in Governing magazine uses the example of rail service in Illinois to point out the struggles faced by states being required to pay higher subsidies to keep local Amtrak service for residents. The increased state costs, which went into effect in October 2013, came as a result of the Passenger Rail Investment and Improvement Act of 2008, which required many states to pay more to run 28 Amtrak routes shorter than 750 miles. Those routes cross 19 states and carry almost half of Amtrak's passengers.



Construction has begun on California's high-speed rail system. Photo courtesy of the California High-Speed Rail Authority

- The Philadelphia Inquirer reports that Northeast states and transit agencies are being asked to pay more to maintain the high-traffic rail corridor between Washington and Boston. The new cost-sharing plan is due to take effect on Oct. 1, although Massachusetts has objected, expressing concern about the higher bill and a potential plan to push more "federal responsibility down to the states." The move will not only affect the Northeast Corridor, it will also affect state-supported feeder routes, including the Keystone Corridor that links Pittsburgh, Harrisburg and Philadelphia, which all connect to the Northeast Corridor.

- The Missouri Department of Transportation (MoDOT), Amtrak and city and state transportation officials are concerned they may not make the Dec. 31, 2015, deadline to install Positive Train Control (PTC) technology, reports the Missourian. While MoDOT has allocated \$8.2 million this year for Amtrak, PTC installation is estimated to cost Amtrak \$12 million and the state an additional \$18 million. NARP is working with the congressional delegations from

Missouri and Colorado to ensure the funding burden for PTC installation in Kansas City and St. Louis does not fall entirely on passenger operators.

- A Pueblo Chieftain editorial applauds state efforts to fund track improvements that will allow the Southwest Chief to continue operating in Colorado. The Pueblo County Board of Commissioners voted unanimously to contribute \$12,500 in matching funds to support a \$15.2 million TIGER grant for the improvements. Local matching funds of \$9.2 million are required for the grant; Colorado, Kansas and New Mexico have pledged to contribute \$1 million each. Amtrak has pledged \$4 million, BNSF Railway pledged \$2 million and 20 counties and cities, along with the Colorado Rail Passenger Association, will also contribute to the cause, for a total of \$233,000 in matching funds.

- Maryland's MARC train between Washington D.C. to Peryville, Maryland, could eventually stretch up to Wilmington, Delaware, as talks between the two states' transportation agencies begin, reports Delaware's News-Journal. If talks go well, the service expansion, which would also allow more SEPTA trains to travel to Newark, Delaware, from Philadelphia, could begin as early as 2018. "We're still in that planning process," said DART CEO John Sisson said. "Do you run a commuter rail service from Philadelphia to Baltimore, do you run Wilmington to Baltimore, or do you run Newark to Baltimore?"

- California's Metrolink has become the first passenger rail system in the country to have a fully operational, interoperable and certified Positive Train Control (PTC) system in place, reports Metro magazine. The system now covers the entire 341-mile network owned by the agency as of June 14. "This is a time for us to pause, acknowledge how far we've come, and then double our efforts," said Shawn Nelson, chair of the Metrolink Board of Directors. "From the beginning, our agency was committed to have our entire system fully operable with PTC before the December 2015 federal deadline."

The New Hampshire Senate rejected \$4 million in the next capital budget to fund an engineering and environmental impact analysis for a proposed commuter rail between Boston and New Hampshire, reports the Eagle-Tribune. Gov. Maggie Hassan (D) had included the money in her budget. A New Hampshire Rail Transit Authority study found that operating rail to Nashua and Manchester would create up to 5,600 permanent jobs and 3,600 new housing units by 2030. ■

## Cathy Johnson: More Roads DO NOT Lead to Redemption

Cathy Johnson is a NARP Silver Rail and Heritage Circle member with a strong commitment to reconnecting American communities by rail. Her passion comes from what she feels is a rising number of senseless automobile fatalities in states across the country.

Johnson believes a lot of these tragedies could be avoided if public transportation options were more readily available. "Firey car crash kills three' is a recent headline in the local news section of the San Jose Mercury News. This news is repeated all too often and the reason for my dedicated support of public transportation," she said. "I have enjoyed passenger rail service ever since I traveled in the summer with my family from Iowa to Colorado. Colorado was a bit cooler, and my family and I loved to ride the California Zephyr."

Johnson became aware of the potential hazards on the highways, noting the approximately 100 deaths a day that happen on them. "Additionally, 4,000 teens were losing their lives annually due to negligence on the roads. These ongoing reports and incidents are what drew me to the conclusion that additional passenger rail alternatives would minimize the chances of families having to endure the loss of loved ones," she said. "I thank God every day that my grandson Noah is in a community like Washington D.C., where he has the option of taking the train on a daily basis."

Johnson says she is convinced that passenger rail is a safer way to travel both locally and nationally. "That is why I will continue to support the National Association of Railroad Passengers and its important mission," she said.

If you share the same passion and conviction that Johnson has for more public transportation options across America, please contact Logan McLeod, NARP's director of resource development, at (202) 408-8362 or [lmcleod@narprail.org](mailto:lmcleod@narprail.org) to learn how you can help. ■

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### Senate Committee Holds Rail Safety Hearings

A warning from a federal Railroad Administration (FRA) official saying that most of the country's railways will fail to meet a deadline for implementing the Positive Train Control (PTC) system that NTSB investigators said would have prevented the May 12 Amtrak derailment in Philadelphia was the big takeaway from a June 10 Senate Commerce Committee rail safety hearing.

"For more than three years, FRA has been sounding the alarm that most railroads have not made sufficient progress to meet the December 2015 deadline," FRA associate administrator for railroad safety Robert Lauby told committee members. "We have noted that the certification and installation of PTC systems are significant undertakings."

In testimony before the Senate Commerce Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security in January 2015, NARP President and CEO Jim Mathews said that if the Dec. 31, 2015, statutory deadline is not feasible, NARP recommended that any new law changing the deadline should do the following: grant authority to the Secretary of Transportation, on an individual company basis, to give up to three consecutive 18-month extensions, bringing the latest possible date of compliance 4.5 years after the current deadline, or June 30, 2020; change the law so that heavily traveled mainlines are not exempt because they happen to be owned by other than a Class 1; and explicitly require the prevention of low-speed, rear-end collisions.

The Class 1 provision is especially relevant, given warnings from Amtrak that several trains, including Missouri state-supported services and the Southwest Chief, could be threatened by PTC implementation costs that have been unfairly shifted to passenger operators (read more in "STATES NEWS"). NARP has been working with the Senate delegations from affected states to ensure that Amtrak, federal and state officials, and the host railroads arrive at a fair settlement that allows for the continuation of all existing passenger services. ■

### Becker Joins NARP DC Staff As Director of Special Projects

Long-time NARP member and board member Bruce B. Becker is now working on the association's professional staff, leading event planning, logistics and special projects. He has resigned from his NARP volunteer responsibilities and now reports to President & CEO Jim Mathews.

Events are becoming a critical part of NARP's emerging strategy. The association intends to transform its events from sessions to conduct association business into larger meetings with robust and interesting programs that will be designed to attract civic leaders, transportation experts and the general public.

NARP wants to bring like-minded parties together across all political viewpoints to help advance the national conversation about rail service into a larger, forward-looking intermodal vision NARP is calling "A Connected America." A Connected America links states and regions together with a high-quality, balanced intermodal and multimodal transportation system that serves all citizens, not just those in the high-density Northeast Corridor.

"Grassroots excitement is growing for the seamless and intermodal possibilities of 'A Connected America.' That means NARP today has a unique opportunity to rally behind local citizens and their elected political leaders to advocate for a broader vision of transportation, mobility and economic growth," said Mathews. "Bringing Bruce Becker aboard will help us move forward faster, with his talents and experience helping us amplify the voices of our members in every community."

Becker hit the ground running, helping with NARP's media and advocacy efforts in the aftermath of the May 12 Amtrak derailment in Philadelphia. He has also begun to help plan NARP's 50th anniversary celebration meeting, scheduled for Chicago in 2017.

"As NARP approaches its 50th birthday in 2017, the association has accomplished a lot, but we must do more and do it better for the future," Mathews said.

To keep up with NARP activities, follow us on Facebook and Twitter (@Narprail), on our blog and via the weekly Hotline, which publishes every Friday afternoon. ■

# NARP Needs Volunteers

With ongoing rail battles on Capitol Hill and in state and local governments, NARP needs your help more than ever. Are you looking to build your resume? Do you want to add to your creative portfolio? Are you looking to develop new expertise in preparation for a career change, or just looking for a way to make a difference? Then consider volunteering with NARP. These are meaningful opportunities and a great way to jump-start your professional life and contribute to NARP's ongoing efforts to advocate for an improved multimodal transportation system.

It's also a great way to contribute your professional talents to your association. We need volunteers in administrative, communications, advocacy/programs and technology, and you can work from the comfort of your own home.

While these positions are unpaid, the results they produce -- for you as well as for NARP -- are real. You'll make a difference while generating work products, references and networking opportunities. It's a win-win!

Read more about these opportunities by clicking through the Volunteer menu to find each job listing page. If you think you're up to the challenge, apply by sending your resume and a cover letter by email to [volunteer@narprail.org](mailto:volunteer@narprail.org). See all the volunteer positions available at <http://www.narprail.org/get-involved/volunteer/>

What are NARP's key needs right now?

- State Support Coordinator: serve as an administrative and liaison resource for NARP Council state representatives as assigned, supporting Council reps as needed with organizational help, materials, lists and related tasks.
- Millennial Evangelist: generate excitement and enthusiasm for rail as the greenest and most efficient long-distance travel mode among college-age and young adults as part of NARP's Millennials Campaign, using social media, face-to-face peer persuasion and campus outreach.
- Newsletter distributors: leave NARP membership brochures and newsletters to take aboard trains, in train stations, at coffee shops, libraries, gyms, houses of worship, or other public places with community literature racks.
- Blogger: contributing lively, engaging content to association blogs. Researches and writes articles to engage readers and encourage them to take action.
- Graphic Design Associate: producing logos, graphics, interactive elements, infographics and other visual projects under the direction of NARP national staff.
- Routes Spokesperson: supports NARP's advocacy goals by becoming the passenger "expert" on a specific route or set of routes, and sharing that expertise.

## NARP Members Now Receive Via Canada Discount

A new agreement with Via Canada will allow NARP members to take advantage of a 10 percent discount valid system-wide on all of its trains. The discount applies to all services on Via Canada's long-haul trains, including the Canadian (except Prestige Sleeper Class), Ocean and the train to Churchill, Manitoba. It also includes the train travelling between Jasper National Park and Prince Rupert, in economy and touring class, and Via Canada's busiest routes, between Toronto, Montreal, Ottawa and Quebec City, in economy and business class.

The discount is available from now through May 16, 2016. Each NARP member can bring one traveling companion with the discount on the same days and trains. Members can book their train trips via their profile at [viarail.ca](http://viarail.ca), click on "Other Special Discounts" and enter the code 13110. Those calling in or booking at a train station can also use the 13110 code.

NARP members must show a valid membership card and photo ID upon request. The discount cannot be combined with other discounts or fare plans that use a discount code, nor can it be used to buy passes or discount cards. Finally, it cannot be used on tickets for unaccompanied youth. ■

## NARP TRAVELER'S ADVISORY

-- Amtrak warns that significant track and infrastructure improvements will affect trains operating along the Empire Corridor between Schenectady and Poughkeepsie, N.Y., with passengers may experience delays of up to 20 minutes when traveling through the work area at the Albany-Rensselaer station.

-- Due to track work being performed by Norfolk Southern Railway as part of the Piedmont Track Improvement Project, Train 74 and 75 will be canceled on Monday, July 20, 2015.

-- The Pan Am Railways 2015 Tie Replacement Project will cause train delays and cancellations; the specific timing of the project is subject to change.

-- Due to BNSF track work being performed near the Vancouver, Washington, station platform, checked baggage service and Amtrak Express shipments on Trains 27 and 28 are being suspended. It is anticipated that the work will be complete by July 31, 2015.

-- The Wolverine Service and Blue Water trains will operate on an adjusted schedule, effective April 20 through October 30, 2015. Many trains will operate between five and 45 minutes earlier, and some trains will depart up to 10 minutes later.