

FROM: Rails Inc.

THE ROCKY MOUNTAIN FLYER:

CONNECTING THE DOTS OUT WEST

We are **Rails Inc**, New Mexico's passenger Rail action group. We are an all-volunteer 501-c-3 devoted to the return of Rail in its many modern forms as our dominant mode of land transportation. Our primary strategy is to point out the many ways that Rail benefits the public; that Rail and Rail transit are in fact shrewd investments of the taxpayer's dollar (not a bloody "subsidy"!). See "Transportation Subsidies: Who's Really On Welfare", ABQ TRIal Balloon, www.abqtrialballoon.org/archive.

As part of our Five Point Program (see our Web site, www.nmrails.org), we'd like to see the establishment of daily Amtrak Superliner service from El Paso to Shelby Montana, via Albuquerque, Denver, Cheyenne, etc. We're calling it the "**Rocky Mountain Flyer**". We think this will require a united effort on the part of the DOT's, Governors, members of Congress and advocacy groups in the five states along the proposed route. The obvious benefit of the RMF would be the linking together of Amtrak's four principal Western routes, thereby greatly improving passenger Rail connectivity in North America. Other benefits of this service would be numerous, and the expenses very reasonable (and job-generating), especially for the long haul.

Some of Amtrak's most successful routes are those sponsored by one or more states. Further, we think that Amtrak could do a pretty good job if they ever once got enough money to do it right (there's a major story right there). The rolling stock sitting around waiting for repair and rehab in their holding yards would more than enable what we propose, with enough left over to improve other routes.

Passenger Rail is among the few products or services in America in which Supply is artificially and cynically restricted in the face of great and increasing Demand. Some Free Market.

We have correctly pointed out in New Mexico that any political leader who sticks out his / her neck for more and better passenger Rail will find said neck pretty safe after all----not from the flat-earth special interests, but from the general voting public.

People want more trains. Let's supply them. For more information, contact:

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Postscript: One Great Issue Helps Another:

Here's an example of how great issues work together, and of how Rail can drag other issues up with it as it rises:

Since a major obstacle to smooth and seamless Rocky Mountain Rail service is the large number of coal trains in Colorado and Wyoming, a speedy switch to renewable energy would also help to effect a speedy Rocky Mountain Flyer. Such a double switch, as it were, could become a triple switch; the third being increased passenger-related revenue to offset the loss of coal-hauling revenue for freight carriers like the BNSF and the UP. Of course, our big dream is dedicated right of way for passenger trains.

See **"Paying For Itself"** and other articles on our Web site (www.nmrails.org) for information on the many other benefits of Rail service to towns and cities along this or any route; benefits like safety, fuel / energy economy, wise use of land and materials, historic preservation and sustainable re-development.

We also recommend consulting

www.lightrailnow.org,
www.narprail.org
www.ctaa.org

for information in greater depth than ours.