



IOWA RAILS

IOWA ASSOCIATION OF RAILROAD PASSENGERS
JULY 2005

MEETING ANNOUNCEMENT

Next meeting is Saturday, August 27, 2005, at Okoboji Grill, 1225 Copper Creek Drive, Des Moines, Iowa

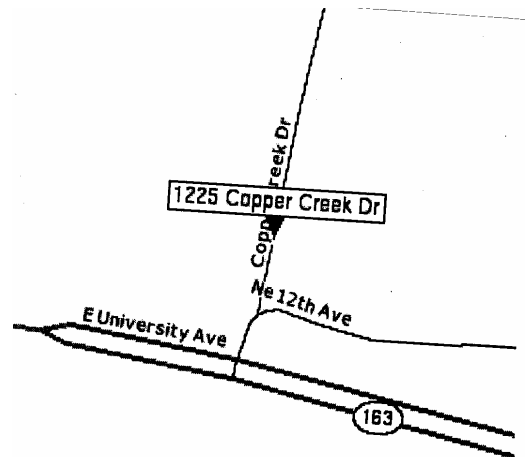
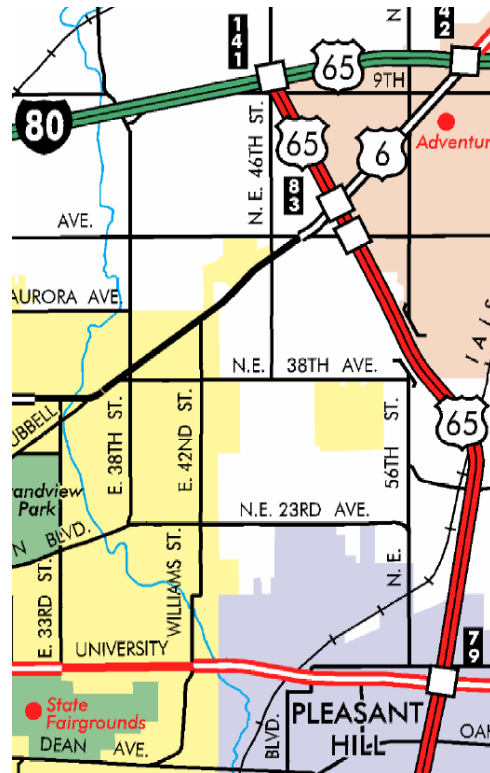
Attendees may enjoy an optional meal from the menu lunch at 11:00 a.m. and join together at 1:00 p.m. for the program and business meeting. Meals will be paid for by each individual participating in the lunch.

The program includes:

Pat Hendricks, President, IARP
Passenger rail update
Dick Welch, Regional Director, National
Assn. of Railroad Passengers
George Davison, General Counsel, IARP
Building Steam for Passenger
Rail

The public is invited and welcome and encouraged to attend the program and meeting.

Following the meeting, members will be able to view the Central Iowa Railroad Club and Beaver Valley Division at The Iowa State Fairgrounds, Des Moines, Iowa.



The Central Iowa Railroad Club was formed in 1967 to promote railfanning as well as to meet and work on various members' home layouts. A temporary first club layout was built at the Des Moines Science Center during 1970 and 1971. A second permanent layout was started in March 1972 in the rear half of a building in the 2300-block of University Avenue (Drake area) but was destroyed by fire in November 1982. One year later, salvagable remains were moved to the present club facilities (layout room, workshop and meeting room) at the Iowa State Fairgrounds. Remodeling of the building began, with construction of the third club layout, occupying a 20 x 45-foot area, beginning in late April 1984.

The setting of the layout is the Midwest with the farms, grain elevators, small industries and communities typical of rural America. The Central Iowa Railroad is a fictitious line running

from Milwaukee and Chicago in the east to Sioux City, Oregan, and Kansas City in the west. During operating sessions, however, it is not unusual to see equipment of many different railroads from across the country running over Central Iowa Railroad trackage.

Over eight-thousand hours have already gone into work on the layout with future changes and expansion planned. Trains of the Central Iowa Railroad operate on more than 400 actual feet of mainline track, with over 230 turnouts guiding them onto various routes, spurs, and sidings. Trackside signals show routing indications to the trains, while occupancy lights on a control panel covering the entire system show the dispatcher in which blocks trains are located. Train power is directed from various control panels around the layout through thousands of feet of wiring.



CENTRAL IOWA RAILROAD CLUB & BEAVER VALLEY DIVISION

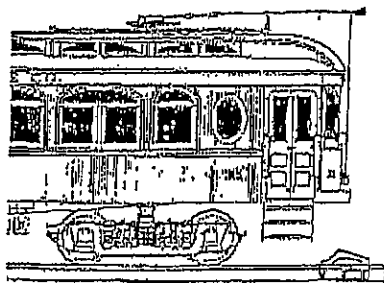
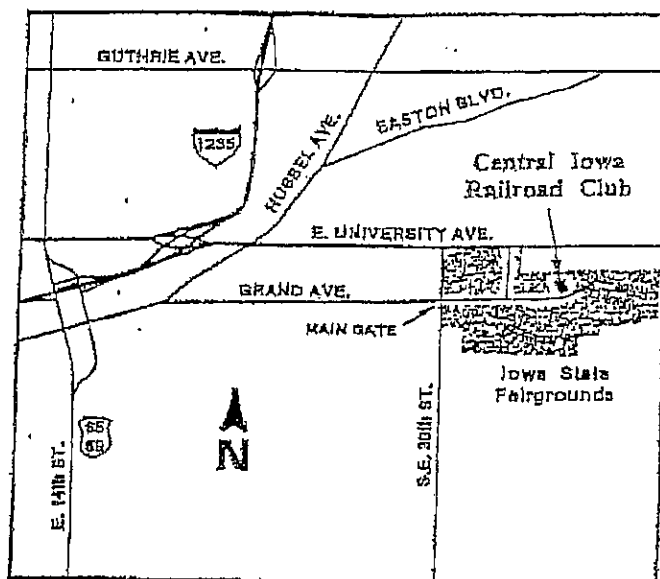
Iowa State Fairgrounds
Des Moines, Iowa 50317
515-266-8899

**OPEN FOR PUBLIC VIEWING
TUESDAY EVENINGS 7-9 PM**
(Business meeting first Tuesday each month.)

Groups may visit with advance notice by calling:

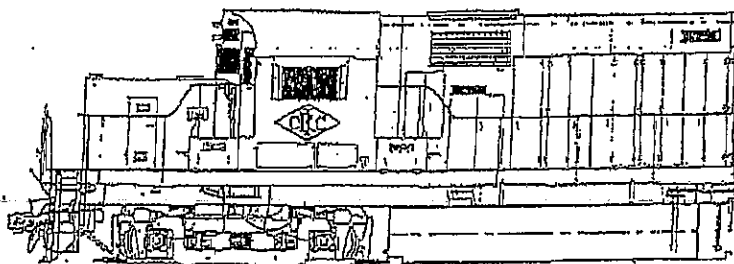
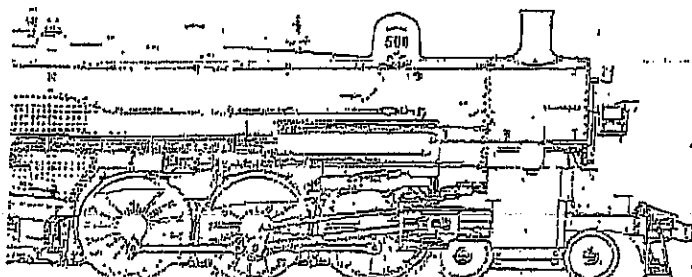
Club Operations
Tuesday evenings & Saturdays

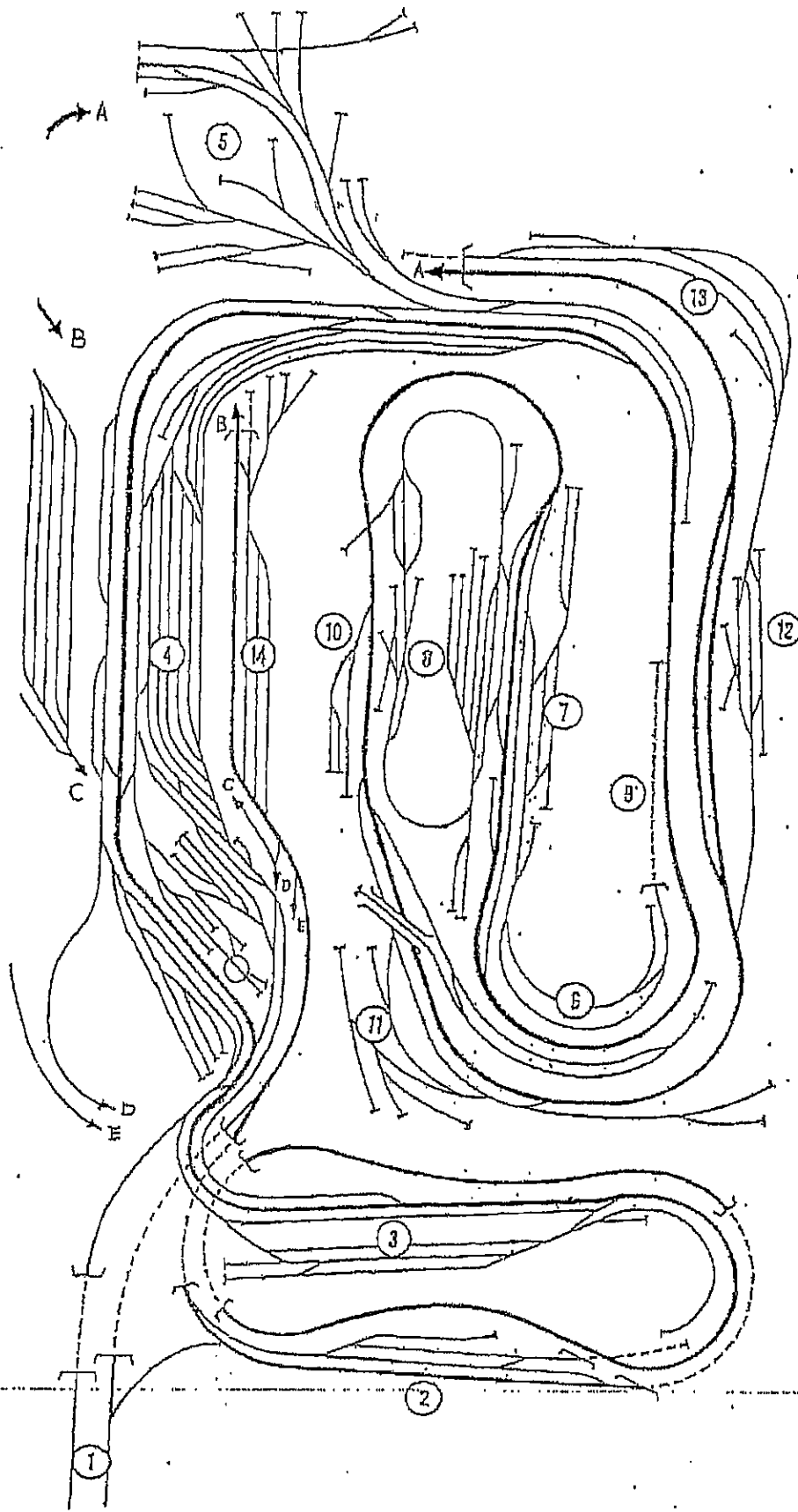
Cover illustration: The cheapest type is Niles Combine interurban, which could be seen running on the Beaver Valley division of CIRC. The same (a C&NW class 2 Pacific built between 1909 & 1923; The Alco G120 (C for Century series, A for four axle 20 for 2,000 HP.) were popular on many railroads. These units were built between 1965 & 1968. Both of these engines might be seen running in the CIRC line.



CENTRAL IOWA RAILROAD CLUB & BEAVER VALLEY DIVISION

Iowa State Fairgrounds
Des Moines, Iowa





1. Upper & lower staging yards
(in back room)
2. Wahl
3. Newcastle
4. Hilltop classification yard & engine terminal
5. Southfork industrial area
6. Turner
7. Clearview (also interchange to Idden & Beaver Valley)
8. Beaver Valley trolley line
9. Idden
10. East Troy
11. Northbend
12. Grinder industrial area
13. Riverton
14. Hollow yard (with hidden layout yard)

The layout, in full operation, is open to the public during the state fair as well as numerous open houses throughout the year. Smaller groups may visit with advance notice by calling

CENTRAL IOWA RAILROAD CLUB
P.O. Box 118
Des Moines, Iowa 50301

- No Admission Fee -

Membership in the club is open to anyone interested in model railroading. Stop by or write for details. In addition to regular Tuesday night activities (see schedule below*), the club is also actively involved in the area model railroad meets held every Spring and Fall in Des Moines.

The Central Iowa Railroad Club is a non-profit organization supported by membership dues and outside donations (which are tax-deductible to the contributor).

*** Club Schedule:**

First Tuesday of each month
Business Meeting - 7:30 p.m.

Second Tuesday
Operating Session

Third (& possibly Fourth) Tuesdays
Work Nights

Last Tuesday
Operating Session

Also open most Saturday afternoons.

April 2 IARP Meeting

The April 2 IARP meeting was held in Little Amana, Iowa.

The first speaker was **Dan Sabin**, President of the Iowa Northern Railroad. Mr. Sabin challenged IARP members to be motivated, contact cities along the current route, contact cities along I-80 and contact other cities of Iowa.

Mr. Sabin encouraged us not to look at railroads as nostalgic. We should not lament what we had, but seek what Iowa should have.

He said that he uses this approach as president of the Iowa Northern Railroad. He actively seeks customers and ways to improve the railroad.

He used the same approach as the special consultant for The Hawkeye Express (The trains to the Iowa football games last fall). He never let a set-back discourage him. He made the Hawkeye Express a reality.

Mary Day from Senator Charles Grassley's office was our next speaker.

She encouraged us to follow the suggestions given by Dan Sabin. She encouraged us to contact our legislators.

She answered many questions concerning Amtrak's budget. She said that we can request Congressional Research Service (CRS) information through the local offices of Senator Grassley.

After both speakers, President Pat Hendricks encouraged all members to be

active in contacting legislators. He passed out several handouts.

Minutes of the previous meeting were approved. The treasurer's report was also approved. IARP's current balance is \$4,969.57.

Cathy Johnson motioned that IARP donate \$500.00 to NARP. The motion was seconded. After discussion, the motion passed.

Director John Ely announced that he was donating railroad videos to IARP to sell. The money from these videos would go to IARP's Treasury to use to promote passenger rail in Iowa.

Karen Huerter and Lance Erickson would be in charge of the unsold videos.

Mary Buczek encouraged IARP members to help celebrate Amtrak's birthday, May 1. On this day, we can show our support for Amtrak and the passengers.

The following members and director were elected:

President	Pat Hendricks
Vice President	Gary Billmeyer
Secretary	Joe Buczek
Treasurer	Mary Buczek

Director for 2005-2008
Judy Risvold

John Ely, Jr. (2006) and Roland Lynch (2007) continue as directors.

President Hendricks suggested that we have our next meeting in Sioux City, Iowa in July.

IARP CELEBRATES AMTRAK



On May 1, 2005, IARP members celebrated Amtrak's birthday in Burlington, Mt. Pleasant and Osceola, Iowa



IOWA RAIL NEWS

HAWKEYE EXPRESS WILL RUN IN 2005

Dan Sabin, President of the Iowa Northern Railroad informed IARP members that the Hawkeye Express will run during the University of Iowa Home Football games in the fall of 2005

The train uses equipment from the Colorado Ski train and travels between Coralville, Iowa and Kinnick Stadium



RELCO PLANS GRAND OPENING EVENT

Relco Locomotives is planning a special grand opening for their new facilities in Albia, Iowa, on Saturday, August 6.

There will be guided public tours between 10:00 a.m. and 4:00 p.m. The tour will include views of the locomotive shops and an opportunity for visitors to climb into a refurbished locomotive.

AMTRAK SECURITY

July 7, 2005 Amtrak Raises Security Threat Level

Heightened security in place in wake of London bombings

WASHINGTON - Amtrak has increased the railroad's security threat level in response to the terrorist bombings in London's transit system. This means Amtrak is putting more resources into its security efforts in stations, aboard trains and along the railroad. The heightened security involves deployment of more officers and K-9 teams as well as briefings to the railroad's employees reminding them to continue to be vigilant and on alert for suspicious activity.

Amtrak takes the London train bombings very seriously and is taking extra security measures strictly as a precaution. There has been no specific or credible threat made against Amtrak. The railroad will continue at this heightened security threat level until we have a better understanding of the events in London.

Passengers are reminded to contact Amtrak police at 1-800-331-0008 or to call 911 if they see any suspicious activity.

LEONARD L. BOSWELL
3rd District, Iowa

OFFICE:
1427 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 226-3806

300 EAST LOUISIANA STREET
SUITE 420
DES MOINES, IA 50309
(515) 281-1909

TELEPHONE IOWA NUMBER
1 800 432-1986

<http://www.house.gov/boswell>

Congress of the United States
House of Representatives
Washington, DC 20515-1503

June 15, 2005

COMMITTEES:
AGRICULTURE
SUBCOMMITTEE ON GENERAL FARM
COMMODITIES AND RISK MANAGEMENT
SUBCOMMITTEE ON LIVESTOCK
AND HORTICULTURE
TRANSPORTATION AND
INFRASTRUCTURE
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON RAILROADS
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE
SUBCOMMITTEE ON HUMAN INTELLIGENCE,
ANALYSIS AND COUNTERINTELLIGENCE
SUBCOMMITTEE ON TERRORISM AND
HOMELAND SECURITY

Mr. Pat Hendricks
513 E. 6th St.
Suite D
Des Moines, Iowa 50309

Dear Mr. Hendricks:

I appreciate you taking the time to share with me your concerns regarding Amtrak. The views of my fellow Iowans are an essential component of my decision making process as a Member of Congress.

As you know, I am a strong supporter of Amtrak. As our national rail transportation system, Amtrak provides important travel opportunities for many Americans. Amtrak provides reliable and safe transportation for millions of commuters, and also reduces congestion in many of our urban areas by taking travelers off the road.

As a member of the House Transportation and Infrastructure Subcommittee on Railroads, I am committed to work to provide Amtrak with the resources it needs to operate efficiently. You may be pleased to know I have signed a letter to the Appropriations Subcommittee on Transportation, Treasury, and Housing and Urban Development requesting \$2 billion in funding for Amtrak for FY 2006. As the appropriations process gets underway for the upcoming fiscal year, I will continue to fight to ensure Amtrak stays operational and intact.

As I mentioned, your input is vitally important to me. Please be assured I will keep your views in mind as the full House considers various issues in the upcoming weeks and months of the 109th Congress. Furthermore, should you have access to the Internet, I invite you to visit my web site on which you may find useful information pertinent to your concerns. The address is <http://www.house.gov/boswell>. As always, my staff and I are here to serve you. Please feel free to contact us if we ever can be of assistance to you or to share your concerns.

Sincerely,

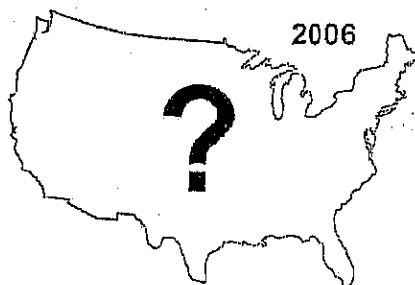
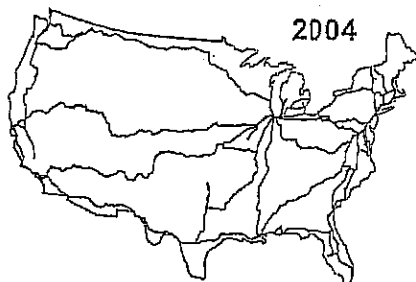
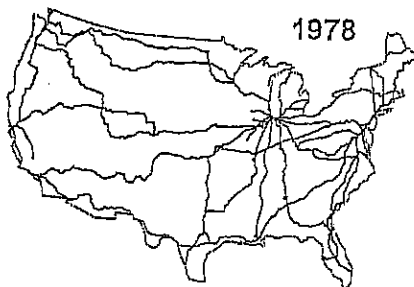
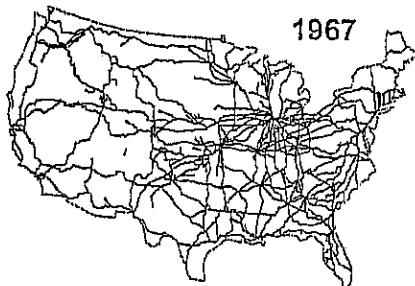


Leonard L. Boswell
Member of Congress

LB:rm

BUSH'S BUDGET WILL KILL AMTRAK

HELP SAVE OUR TRAINS!



Passenger rail service in the United States is seriously threatened! For fiscal year 2006 (which begins on October 1, 2005), President Bush has proposed *zero* federal funding for Amtrak.

Nationwide passenger rail service gives Americans a travel choice they have used increasingly since September 11, 2001. It serves many smaller communities with few transportation alternatives. It provides a financial and political framework for future rail corridor development. In 2004, Amtrak ridership was up 4.3%, to a record 25 million passengers nationwide.

A full Amtrak appropriation this year is critical to allow Amtrak to continue to eliminate its backlog of unmet maintenance needs and debt and to maintain the national passenger rail system.

President Bush's budget must be approved by both chambers of Congress. Now more than ever, the President and Congress need to hear from you, the train riding public. They need to know that Americans need and want a strong national rail passenger system:

- *Tell the President that there needs to be a national—not disconnected—well-funded passenger-rail network,*
- *Urge Congress to maintain or enlarge the present nationwide network by fully funding Amtrak, and to make the federal government a genuine partner with states developing higher-speed rail, as is done with highways, aviation, and transit.*
- *Ask your local mayor and chamber of commerce to work to save and improve your passenger trains.*

If possible or relevant, include a personal story about why Amtrak is important to you.

Contact the President, your two Senators, and your Representative. Send a brief fax or e-mail, including your regular mailing address.

White House comments: 202/456-1111; fax -2461
White House e-mail: president@whitehouse.gov
Senate/House switchboard: 202/224-3121

Any local library, or city or town hall can tell you the names of your Members of Congress (or visit the Library of Congress at <<http://thomas.loc.gov>>, with links to contact information).

Due to security measures, U.S. Mail sent to the President and Congress in Washington, D.C. can take about six weeks. If you must send a U.S. Mail letter, send it to your legislator's district office. The "blue pages" of your local phone book can provide you with this information.

National Association of Railroad Passengers
900 2nd St., N.E., #308 e-mail: narp@narprrail.org
Washington, DC 20002 web: www.narprrail.org
phone: 202/408-8362

The National Association of Railroad Passengers is an independent group supported by individual members. We seek to improve America's transportation system and environment by improving passenger trains. Write, call, or visit our website for membership information.

0502

A FEW AMTRAK FACTS & MYTHS
(from the NARP Website www.narprail.org)

1. Myth: Amtrak is unique in operating in the red, at taxpayers' expense.

Fact: All transportation is subsidized by American taxpayers (see #2 regarding highways). Singling out Amtrak assumes taxpayers do not want to invest in passenger rail. Polls consistently show that Americans support federal funding for a national rail passenger system. A *Washington Post* poll taken July 26-30, 2002 (and reported August 5, 2002), found 71% support for continued or increased federal funding of Amtrak. Conservative Columnist George Will, in a June 4, 2003, column, said the poll indicated that "support for Amtrak is strong among all regions, ages, education levels and income groups." A CNN/Gallup/*USA Today* poll conducted June 21-23, 2002 -- near the height of Amtrak's funding crisis -- found 70% support for continued federal funding for Amtrak. Votes in Congress have demonstrated time and again that taxpayers' duly elected representatives agree.

2. Myth: Highways pay for themselves through user fees.

Fact: In 2001, 41% of the \$133 billion spent on highways came from payments other than the gas tax, tolls, and vehicle taxes and fees, as follows: 15.3% general fund appropriations; 9.5% bond issue proceeds; 5.8% investment income and other receipts; 5.6% other taxes and fees; 4.8% property taxes. While most of this is at the state and local levels, federal policy encourages this by offering states generous funding matches for highway investments but no match for intercity rail investments. These statistics are in "Improving Efficiency and Equity in Transportation Finance," by Martin Wachs [The Brookings Institution Series on Transportation Reform (April 2003)], which states: "Revenues from fuel taxes have for three decades been rising more slowly than program costs as legislators become ever more reluctant to raise them to meet inflation. As a result, the burden of raising the funds for transportation programs is gradually being shifted to local governments and voter-approved initiatives that are, in most instances, not based on user fees."

3. Myth: Amtrak carries only a half-percent of the US travel market, therefore it is insignificant.

Fact: Where there is a strong Amtrak presence, as in the Northeast Corridor and New York-Albany, Amtrak dominates the airlines and offers a significant alternative to automobile travel. (Amtrak handles about 50% of all New York-Washington airline+railroad traffic. This calculation includes Newark/JFK/LaGuardia and Reagan National/Dulles Airports; and these rail stations: Stamford/New Rochelle/New York/Newark/Newark Airport/Metropark; New Carrollton/Washington/Alexandria/Manassas/Woodbridge/Quantico/Fredericksburg.) As travel volumes grow in the future, and construction of new highways and airports becomes less practical, the need for such services also will grow around the nation. In rural areas, where Amtrak's infrastructure costs are insignificant, Amtrak is often the only transportation alternative to automobiles.

4. Myth: Private Freight Railroad companies subsidize Amtrak.

Fact: The freight railroads urged the federal government to create Amtrak and agreed to provide access to their tracks at an incremental cost basis in 1971. The case can be made for the opposite -- that Amtrak subsidizes the freight railroads. For much of Amtrak's existence, the law prevented Amtrak from contracting out most work while the freight railroads reduced their employment rolls (in some cases by contracting out), thus reducing the amount freight railroads pay into Railroad Retirement. Amtrak workers are "railroad employees." Railroad Retirement obligations--unlike Railroad Unemployment Insurance payments--are calculated on an industry-wide basis, with all companies paying the same rates. Therefore, Amtrak is subsidizing the freight railroads' contribution to Railroad Retirement; Amtrak's "excess Railroad Retirement payments" (about \$150 million a year) is what Amtrak contributes to Railroad Retirement for workers that Amtrak never employed. If Amtrak were to go away, Railroad Retirement payments by the freight railroads and their employees would be increased.

Also, capacity enhancements designed for passenger trains benefit freight operations during much of the week. The newest example, with construction just under way, is restoration of double-track on Union Pacific's mainline just west of Sacramento.



5900 Sixth Street SW
Cedar Rapids, IA 52404
(319) 298-5400

July 7, 2005

Press Release

CEDAR RAPIDS, IOWA – Dennis H. Miller, President and CEO of the Iowa Interstate Railroad, Ltd. (IAIS), announced the approval of a \$32,700,000 Federal Railroad Administration RRIF (Railroad Rehabilitation Infrastructure Fund) loan to be used for rehabilitating the 500 mile Iowa based railroad.

“The funds will be used to upgrade and rehabilitate approximately 300 miles of track between Atlantic, Iowa and Bureau, Illinois. The end result will be a railroad capable of handling 286,000 pound loads and an operating speed of 40 MPH. The project will consist of bridge upgrades, siding work and extensions, 700,000 rail anchors, 5 miles of new rail, 183,000 crossties, road crossing repairs, and surfacing of 200,000 tons of ballast. Upon completion of the main project, rail grinding will be done on 40 miles of track,” Miller said.

The Project has already started and is scheduled for completion by the end of 2006. “This 25 year loan will enable the IAIS to eliminate the deferred maintenance which occurred over the past 30 years and position the railroad to handle larger cars that have become the standard in recent years,” commented Miller.

Founded in 1984, IAIS is a regional carrier operating over 500 miles between Omaha, Nebraska, and Chicago, Illinois, of the former Chicago, Rock Island and Pacific (“Rock Island”), which liquidated in 1980. IAIS Chairman Henry Posner III noted, “IAIS’ original mission was to create competition for its on-line customers through its connections with every Class 1 railroad in the USA. With these improvements to our infrastructure, not only will that competition will be enhanced but additional capacity will be created in the Central Corridor at a time when capacity is at a premium. This further validates the vision of IAIS’ founders, Heartland Rail Corp., and the State of Iowa, whose loan programs over the years have been instrumental to both the company’s formation and its survival through some very difficult times.”

IAIS is headquartered in Cedar Rapids, Iowa and is a subsidiary of Railroad Development Corporation (www.rrdc.com). RDC is a privately held Pittsburgh-based railway management and investment company.

Contact: Dennis H. Miller Telephone (319) 298 5422
President and CEO Fax: (319) 298 5456
Iowa Interstate Railroad LTD E-mail DHMILLER@IAISRR.COM

ProRail Nebraska,

Statewide Survey Discloses Solid Citizen Support for Intercity, Commuter, and High Speed Rail Passenger Service

LINCOLN—A solid majority of respondents in a statewide survey of Nebraska residents voiced strong support for Amtrak, even as the national rail passenger system is threatened with a shutdown by Congressional termination of funding.

Results of the 2004 Nebraska annual Social Indicators Survey were released in mid-June by the University of Nebraska-Lincoln Bureau of Sociological Research. Of a total of 1,807 respondents, 66.7 percent "agreed" or "strongly agreed" with the posed statement: "Congress should provide a dedicated source of funding for Amtrak so that we can have a good nationwide rail passenger system." Those who completed the survey interviews represented 44.4 percent of the 13,250 persons sampled, validating survey findings. The sampling error of the survey was plus or minus 2.5 percent.

The U.S. House of Representatives Appropriations Committee's Subcommittee with jurisdiction on Amtrak "marked up" (wrote) the 2006 fiscal year transportation funding bill. While highway and aviation spending was increased, Amtrak was subjected to a 55 percent cut: \$550 million. While the markup is the first step in a very long appropriations process, Amtrak advocates say the number is very concerning, and if eventually passed, would lead to Amtrak's bankruptcy.

A House of Representatives news release said the proposed bill "prohibits federal funding for a route which requires a subsidy of \$30 or more per passenger—most of which are long distance trains."

Among long distance trains operated by Amtrak is the California Zephyr, daily eastbound and westbound, between Chicago and Sacramento, Calif. The Zephyr stops in Nebraska are at Omaha, Lincoln, Hastings, Holdrege and McCook. During fiscal year 2004, ending on September 30, 40,305 passengers boarded at Nebraska stations, a higher figure than that of the four previous fiscal years.

Seventy-five percent of respondents strongly agreed or agreed with the second statement: "The State of Nebraska should start planning the commuter rail system now before it's more expensive and too difficult to put in place."

A study conducted by the Nebraska Transit and Rail Advisory Council looked at the potential for commuter rail service in five travel corridors: Grand Island-Lincoln-Omaha; Norfolk-Fremont-Omaha; Blair-Omaha; Omaha-Nebraska City and Omaha-Lincoln, which became the focus of the formal study. The study, financed largely through federal funding, provides a benchmark for revisiting the potential for Omaha-Lincoln commuter rail service, as population continues to grow.

Rail Passenger Service Survey Results – add 1

The third statement, "Nebraska should support a plan to establish high-speed rail service between Omaha and Chicago and extend it from Omaha to Lincoln," was favored by 58.7 percent of survey respondents. High speed rail operation is generally considered as 125 miles per hour or more. The speed limit for intercity rail passenger trains, set by the Federal Railroad Administration, is 79 miles per hour, if track conditions permit. The High Speed rail concept involves corridor trains operating out of the Chicago, Ill. Hub. One of the key organizations supporting the implementation of high speed intercity passenger rail is the High Speed Rail Compact Commission, of which the State of Nebraska is a member, with four delegates appointed by the governor.

The portion of the survey with the statements relating to rail passenger transportation was developed by, and fees paid to the UNL Bureau of Sociological Research by ProRail Nebraska, an independent state affiliate of the National Association of Railroad Passengers, the principal advocacy group of a U.S. rail passenger system.

For further information or comments, please call
Richard Schmeling, President,
ProRail Nebraska
(402) 327-8444

IARP Membership Application

**Yes! I want to support improved Iowa
railroad service. Here's my
membership in the Iowa Association
of Railroad Passengers (IARP).**

**(Print this form, fill it out and mail it
with your payment.)**

Name :

Address :

City :

State and Zip :

Telephone :

(____) _____

E-Mail :

**One calendar year regular
membership \$15.00 (Student
members \$12.00)**

Amount enclosed: \$ _____

Make checks payable to: IARP

Mail to:

IARP
3349 Southgate Court SW #108
Cedar Rapids, IA 52404-5424

Note: IARP is a tax-exempt organization
under section 501(c)(4) of the IRS code,
however contributions to IARP are not
tax-deductible.

IARP CONTACTS

President: [Pat Hendricks](#),
513 E. 6th St. St., Des Moines, IA 50309-1917
Voice: 515-282-9289, FAX: 515-282-4642

Vice President: [Gary Billmeyer](#),
1301 Rittenhouse, Des Moines, IA 50315-6531,
515-287-3107 or 800-383-4444

Legal Counsel: [George F. Davison, Jr.](#),
2746 Lynner Drive
Des Moines, IA 50310-5835
515-250-1553

Secretary: [Joe Buczek](#),
1422 West 9th Street, Davenport, IA 52804-4018
563-323-3390

Treasurer : [Mary Buczek](#),
1422 West 9th Street, Davenport, IA 52804-4018
563-323-3390

Director: John Ely, Jr.,
203 23rd Street, N.E., Cedar Rapids, IA 52402
319-363-3927 (term expiring 2006)

Director: Roland Lynch,
P.O. Box 864, Council Bluffs, IA 51502-0864
712-323-0522 (term expiring 2007)

Director: [Judy Risvold](#),
1114 59th Street, Des Moines, IA 50311-2108,
515-277-4717 (term expiring 2008)

Excursion Chair: [Eliot A. Keller](#),
1244 Devon Drive NE, Iowa City, IA 52240
319-363-2061 (work) 319-337-9924 (home)

Newsletter Editor: [Mary Buczek](#),
1422 West 9th Street, Davenport, IA 52804-4018
563-323-3390

Membership Chair Cathy Johnson,
242 Ferson Avenue, Iowa City, IA 52246-3509

NARP Region 10 Director (from Iowa)
Richard F. "Dick" Welch, IARP,
3349 Southgate Court SW #108,
Cedar Rapids, IA 52404-5424,
319-362-6824 Voice, 319-362-7734 FAX

Records Chair: Richard F. "Dick" Welch, IARP

General Correspondence:
IARP, 3349 Southgate Court SW #108, Cedar
Rapids, IA 52404-5424 319-362-6824 (voice)
319-362-7734 (FAX)