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The Indiana Trails Fund, which has used railbanking more than any other group in Indiana, opposes shortening the number of terms which apply to railbanking. The reason is because several matters, which may involve railbanking, are not under control of the trail group which is seeking to protect a line into the distance future. Such a line may have features - bridges, tunnels, crowded city streets or cityscapes, and/or other features which are impractical to detour, and therefore require using a rail-right-of-way, but the purchase of such RROW may be delayed for a long time. The delay may be for fundraising, to comply with regulations, to adapt to new building, and/or aspects of purchasing which are out of control of the trail group - a trail group which is operating to save a corridor.

We, the Indiana Trails Fund has had such experiences of lengthy times to railbank.

One time was our trying to save a corridor during the Norfolk-CSX acquisition of the Conrail operation. In this case the wait resulted in acquiring the NKP line in Miami County, Indiana.

Another was during a time when a rail operator kept extending the negotiating time - with out negotiating - a technique, which could have been remedied by a note or warning from STB. The result was a failure to acquire the line in question.

Right now ITF is engaged in negotiating in AB-55-775-X. In part this RROW and a narrow busy highway share a narrow gap of steep hills. ITF must acquire this as part of United State Bicycle Route #37. Also, the American Discovery Trail will use part of this corridor, as local roads are narrow and busy - not conducive for hike and bike transportation.

The Indiana Trails Fund pleads to keep the time availability to railbank - and to not term-limit this valuable feature to save and preserve corridors.