



## Multimodalways Proposed Business and Governance Model Evolution

The Multimodalways proposal traces its history from but not limited to these developments, legislation, writings, and business/governance industry restructurings:

Early U.S. private turnpike nationalizations (references currently being investigated)

The Ohio Turnpike and other current U.S. turnpikes (See [Ohio Turnpike Commission Archives](#))

U.S. Railway Association proposal to create "ConRail" to run trains on separate "ConFac" rail facilities (See [PSP VI.pdf pp. 49-50](#))

U.S. Senate ROW & infrastructure vs. operations separation legislation (See [U.S. Senate Archives](#))

"Railroads, Energy and Business: Where Does the Future Lie?" University of Washington Professor Emeritus Reiner Decher, Technology in Society 1994 (See [Pages from Decher 1994.pdf](#))

"It Just Might Work", Trains Magazine pundit John G. Kneiling, P.E. 7-1973 (See [TM 7-1973 p5.pdf](#))

"Railroad Management", Harvard University professor D. Daryl Wyckoff, 1976 (See [Wyckoff pp128-133.pdf](#))

"Railroads Triumphant: The Growth, Rejection, and Rebirth of a Vital American Force" Albro Martin, 1992 (See [Railroads Triumphant p397.pdf](#))

"The Benefits of Separating Rail Infrastructure from Operations" Louis S. Thompson, Railways Adviser, Transport, Water, and Urban Services. Public Policy for the Public Sector, 12-1997 ([135thomp.pdf](#)) Courtesy The World Bank <http://www.worldbank.org>

"For Rail to Survive, a Drastic Change is Needed", Trains Magazine guest editorial by Thomas D. Ellen 5-2000 (See [Ellen TM p72.pdf](#))

The Fredricksburg VA Free Lance-Star 8-20-2005 guest editorial by Earle Copp calling for government agencies to use eminent domain to acquire rail lines (See <http://fredericksburg.com/News/FLS/2005/082005/08192005/122953/index.html>)

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