

# Washington Rail News

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Publication of the Washington Association of Rail Passengers  
A Not-for-profit Consumer Organization

"...getting the Pacific Northwest on the right track."

## Eastern Washington rail passenger service: expansion: what are the possibilities? *By James O. Neal*

Rail passenger service in western Washington has been greatly improved due to a number of factors, including the vision and good judgment of the state Department of Transportation, the financial outlays by the Washington Legislature, the partnership with Amtrak and the modern Talgo passenger trains.

Our eastern Washington Amtrak rail passenger service, the Seattle and Portland legs of the *Empire Builder*, is inconvenient and slow and, in my view, not a real alternative to the automobile. The best average speed with conventional passenger equipment between Seattle and Spokane over the former Northern Pacific mainline and over the former Great Northern mainline is about 45 mph. With this average speed, the best running time between Seattle and Spokane via Wenatchee is 7 hours 15 minutes and via Yakima, about 8 hours 45 minutes.

The best freeway driving time, under

ideal conditions and complying with the speed limit, is 3 hours 45 minutes between Pasco and Seattle, and between Spokane and Seattle, 4 hours 10 minutes. Nevertheless, for many automobile travelers, even under good conditions, the total trip time is probably about 4 hours 30 minutes between Pasco and Seattle, and between Spokane and Seattle, about 5 hours.

The Talgo company says their tilt trains can reduce running times to as much as 80 percent of the conventional time. If the Talgo equipment could reduce the running times to about that percentage, the time for a Talgo train would be about 6 hours between Spokane and Seattle and about 5 hours between Pasco and Seattle. For better answers we need a feasibility study that would include bringing Talgo equipment to eastern Washington for testing and demonstration.

There are 500,000 people in greater Spokane, 450,000 in the Yakima River valley between Yakima and the Tri-Cities, and 200,000 in North Central Washington where Wenatchee is the primary city. There are about 20,000 automobiles traveling each day between eastern and western Washington via I-90 and U. S. 2 and the highways are often congested west from Ellensburg and Leavenworth. If fast passenger trains would lessen highway congestion, the public interest would be served.

Last summer my wife and I conferred with mayors, city managers, and city clerks (See *Expansion*, p. 5)

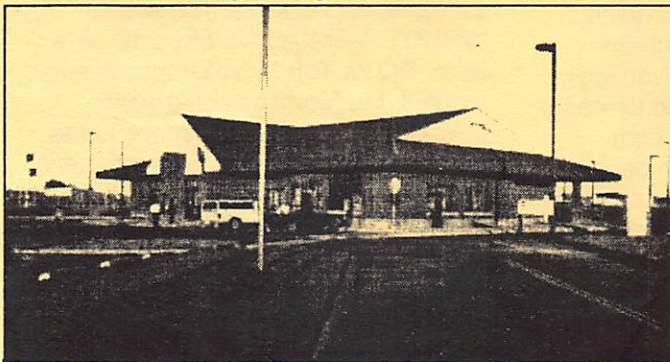
## 1998 record year for Northwest Corridor Talgos make debut in January; A look to the future

Last year saw another record year for ridership in the Pacific Northwest Corridor between Eugene, OR and Vancouver, BC. Ridership on Amtrak's *Cascades* service hit 554,105 passengers. This is up 13.4% over 1997's 488,718 passengers carried. (These figures include passengers who also rode the Seattle-LA *Coast Starlight* solely within the corridor.) Ridership has gone up 137% since 1993, when Amtrak began its partnership with Washington and Oregon. December marked 23 consecutive months of ridership growth, where the number of passengers using the *Cascades* was higher than the year earlier month.

The new mid-day trains that started May 17 proved popular, with the southbound run carrying 36,555 people and the northbound run, 38,506 (in only 6½ months). The existing trains held steady or saw up to about 15% of their ridership diverted to the new trains.

The Seattle-Vancouver, BC service also had a strong year, with people wanting to try out the Superliner equipment and full service diner that have been operating on the route since the Talgo equipment was switched to the Seattle-Portland run to allow for the added round-trip there. The northbound train carried 44,782 passengers and the southbound, 51,309. This indicates that quite a few people use the Seattle-Vancouver Thruway bus service for northbound travel, an option Northwest Washington customers don't have.

WSDOT and ODOT estimate that Pacific Northwest Amtrak customers would have driven more than 30 million miles, mostly on I-5, and their cars would have released more than 690 tons of carbon monoxide, nitrous oxides and volatile organic compounds if they hadn't been on the trains. (See *Record year*, page 4)



Pictured above is Pasco's new intermodal station which opened in October. It's already serving Greyhound and ready to receive passengers from the *Empire Builder* and future rail passenger service through the Tri-Cities. Unfortunately, Amtrak has not moved from its old rundown station to the south. The company and city of Pasco had been unable to reach a lease agreement for this fine new facility, even though Tri-Cities ridership is growing steadily. WSDOT, which substantially funded the new station, has helped break the impasse and an agreement is expected soon. WashARP hopes to see Amtrak move as soon as possible. *Photo by David Wheland*

*From the  
Executive  
Director's Desk  
by  
Lloyd H. Flem*

**Amtrak  
Cascades;  
Oregon;  
east of the  
mountains;  
Montana;**

**Los Angeles**

Although few of us had any prior doubts, the Amtrak *Cascades*, with the brand-new Seattle-finished Talgo trains, are a hit. Great reviews by regional print and electronic media, augmented by praise in the national rail, business and general interest press.

Three recent comments by outsiders warrant reporting: Wisconsin Governor Tommy Thompson, who is also chairman of the Amtrak Board of Directors, has singled out the Northwest Corridor for praise...an example to his Midwest, where a coalition of nine states plan to develop a high-speed rail network radiating out from Chicago. Gil Carmichael, Federal Railroad Administrator during the Bush administration and now chairman of the Amtrak Reform Council, cites Washington and Oregon as "the national model" for increased incremental rail service. The usually Amtrak-critical *Wall Street Journal* also praised our new "57 Cadillac" trains!

Finally, as one who rides the new trains at least twice a week, the full or nearly full trains with increasing numbers of 25-50 year old folks on business speaks very well of the trains. Thanks again to all who have given our Northwest Corridor the fastest-growing, most customer-satisfying train service in North America.



While Oregon and Washington have always worked closely together (notwithstanding the rivalry exhibited by the two Big Towns; as one now living in Chehalis, a kleinstadt exactly half way between Seattle and Portland, I can view the Emerald and Rose cities' little sparrings with friendly amusement), recent efforts by the two states' rail offices will further mutual development of our Corridor. On Friday February 5 key transportation legislators from Washington, led by Senator Mary Margaret Haugen, Representative Karen Schmidt and Representative Ruth Fisher, were to meet with their Salem counterparts. Interstate cooperation on transportation issues, with rail passenger service as a significant topic of dis-

cussion, will be on the table.

The Association of Oregon Rail and Transit Advocates (AORTA) and WashARP, the passenger rail advocacy groups for Oregon and Washington, also have embarked on a closer working relationship. While the bulk of my work will remain north of the Columbia River, AORTA has contracted with me to assist their efforts in bringing more passenger rail and complementary motorcoach service to the Beaver State. (Ed.: Lloyd's racing from Seattle to Olympia to Chehalis to Portland to Salem is alone helping boost ridership numbers on the *Cascades*!) I am very impressed by the breadth and depth of issue knowledge AORTA's activists possess. My job is but a hired helper and is based on WashARP's history of affirmative relationships and successes in Washington State.

Thus, Pacific Northwest advocates of rail will continue to assist our states and Amtrak in providing the "model for North America."



While AORTA's priorities, like WashARP's, are primarily west of the Cascades where the population and demand are dominate, we are not forgetting about the sunnier side of our states.

AORTA has urged and applauded their state's development and plan for motorcoach service from the east, south and coast to feed the Willamette Valley trains. And AORTA, like WashARP, continues to support return of the Pioneer, the only train which served eastern Oregon, southern Idaho, northern Utah and Wyoming on its way to Denver and east to Chicago. AORTA's C. B. Hall is to be commended for his great work in developing local support along the route for a restored *Pioneer*. A public meeting with Senator Ron Wyden (D-OR) on the *Pioneer* is scheduled for February 17 at 3:30 p.m. in Hermiston city hall.

WashARP Vice President-East Jim Neal of Ephrata has also done an excellent job of organizing interest among elected officials and the business community of most of the towns and cities of central and eastern Washington in getting a systemic study of increased rail passenger service for the dry side of our state. Eastern Washington legislators are increasingly interested in seeing the rail alternate more available for their constituents. There have been major changes in potential

routes (with the reopening of BNSF's Stampede Pass line), available technology and apparent demand since the idea was last considered about five years ago. Good job, Jim.

WashARP's presentation at DOT's August 1999 Public Transportation and Rail Conference in Spokane will be on rail, passenger and (probably) freight, too, east of the Cascades.



Among WashARP's most loyal members are several from Montana, which has no rail passenger organization of its own. I will spend a couple of days in early March with these Big Sky WashARPer's, assisting them in bringing the message of passenger trains for the next century to their Legislature. Of course, we'll travel by *Empire Builder*. Darleen and I will, while there, "research" the historic Isaac Walton Inn at Essex and its wonderful facilities for winter hiking and train watching.



Finally, I will have represented WashARP at the Amtrak Board of Directors partnership dinner in Los Angeles February 8. Hopefully, I will meet Governor Tommy Thompson and brag on our Amtrak *Cascades* service. Travel to LA? The *Coast Starlight*, of course. It's now seen as the finest passenger train in North America.

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## **Rail among DOT's Top 10 1998 accomplishments**

Governor Locke's office asked WSDOT Secretary Sid Morrison for a list of DOT's Top 10 accomplishments in 1998. Mr. Morrison could whittle down the list to only 15. Among items on his list: delivery and entry into service of the new Talgo trains, launching a new era of rail passenger service in the Northwest Corridor; agreement reached with a large number of partners in south Seattle on the configuration of a complex of projects in the King St. station, Kingdome and Safeco Field area; development of the major partnership with Sound Transit; and recognition of the FAST Corridor in TEA-21, the new federal surface transportation authorization. FAST is a series of projects in the Puget Sound region to improve the flow of goods along our rail lines and roads, and through our ports, which will also result in better mobility for people.

## Trackside Talk

with Michael Skehan

Well, fellow rail advocates, with the last year of the century upon us, this will prove to be the year construction started on the "rail renaissance" in the Puget Sound region.

Just look around. Streamlined Talgo's whooshing by traditional vantage points. Backhoes, dozers and iron workers laying the foundations for many new rail stations from Tacoma to Seattle. The rebirth of a grand old station in the finest tradition of the original rail tycoons. The Kingdome will have seemed like just a temporary neighbor to this King Street landmark in a few short years.

Y2K will come and go with a whimper, giving way to double deck Bombardier cars and General Motors EMD F59 locomotives. Construction will begin on many new stations: in Everett, near ferry terminals, in south Tacoma and Lakewood. Yellow caution lights for Amtrak Talgo's will turn green, saying, "let them have their head" to 125 m.p.h. Do I sound optimistic? You bet I do! It's a credit to you, the reader, that many of these prognostications are coming to pass. Great Job WashARPer.

The commuter rail section met at Andy's Diner on Jan. 21<sup>st</sup>. Our guest for the evening's program was Barry Hendley, Project Manager for the north commuter rail corridor. Barry has been on this assignment for Sound Transit for about four months and has caught the fever. He comes to us from Regional Express, the bus component of ST. Seems Paul Price hires only enthusiastic, knowledgeable and very personable types.

Barry discussed progress to date on the North Corridor. There are substantial hurdles to cross, but none seem insurmountable. The largest is the need to double track segments north of Mukilteo and south of Edmonds. He went through the options from filling up to 38 acres of the sound to stabilizing the steep slope banks. Both of these options have serious implications. If Sound Transit stabilized the slopes, then every time the land moves, they become the de facto responsible party for every home on the hill. Likewise, the sensitivity of Puget Sound's eel grass habitat for juvenile salmon is not an easy sell to the Feds, state Ecology department, tribes, and several environmental groups. It is likely a well thought out compromise solution of inland "slack water" restoration, possibly some track on pilings, some retaining

walls and other measures can mitigate all but very minor impacts. As Barry aptly pointed out, these impacts are minor compared to the impact of additional thousands of people driving their cars to Seattle each day.

The Everett station has nearly doubled in size from its original plan. Seems like everyone wants a piece of the "good life." Everett will be receiving a maintenance siding to provide cleaning and servicing of two train sets during the nighttime hours. Also ST is working with BNSF to improve tracks on the "around the horn" route, in northwest Everett, for freights, so commuter and Amtrak trains have priority use of the single-track downtown tunnel.

Don't be surprised when ferry riders jam the rail cars full on the trips to Seattle. This rail service is a winner from day one. Fares will be at a premium over bus service, as they should be. I think someone once said "you get what you pay for." Three or so bucks each way is a bargain, and should not be a problem to sell.

Well friends, as usual I have rambled on for about as much as you can stand, so here's an early toast to the new century: "enjoy your train ride."

## Link: tough decisions ahead for Sound Transit board

By Jerome Sheldon

Residents of Seattle's south end, in the Rainier Valley, have been protesting a proposed street-level routing for the future Link light rail tracks. Sound Transit's preferred route would run along Martin Luther King, Jr. Way for several blocks on the way to Sea-Tac Airport. The trains will go into service in 2006.

Initially, the protest took the form of a parade on January 18, commemorating the civil rights leader's birthday. As the Seattle Post-Intelligencer reported, King had launched his career with protests against the segregated transit system in Montgomery, Alabama and some residents of the ethnically diverse neighborhoods of the Rainier Valley feel they are being discriminated against as other areas will get tunnels or aerial structures.

The Sound Transit board will decide February 25 on the locally preferred alternate for the light rail line. A final environmental impact statement will then be prepared based on this LPA. It will be subjected to more review and

will ultimately need federal approval.

Statistics from Sound Transit's draft environmental impact statement of November 30 indicate that 169 businesses in the Rainier Valley would need to be relocated or otherwise affected, along with 127 homes. Rainier Valley residents participating in the march claimed a tunnel would preserve many businesses from the path of the wrecking ball that a ground-level rail line would bring.

According to the P-I, Sound Transit's estimate for building a tunnel in south Seattle for a distance of five miles would range from \$609 million to \$692 million, compared to \$205 million to \$215 million for running the tracks down the middle of Martin Luther King, Jr. Way.

Along with protests from the south end, similar expressions were heard in the north end over the possibility of elevated or surface tracks in the Roosevelt District, and from Tukwila over routing the line on SR 99 instead of serving the Longacres Sounder/Amtrak station and Southcenter, the commercial hub of the city.

So far, the emphasis for the future light-rail line has been on tunneling from the University District under the Lake Washington Ship Canal and through Capitol Hill and First Hill to connect with the existing downtown transit tunnel. The proposed surface line would extend from the south end of the transit tunnel in the International District to the Sea-Tac Airport (unless the Beacon Hill route, which would be in a tunnel, is chosen), by way of the Rainier Valley.

The Sound Transit board has some tough decisions to make on February 25, balancing costs, feasibility, schedules and neighborhood concerns. The meeting is at Plymouth Congregational Church in Seattle from 2:30 to 4:30 p.m.

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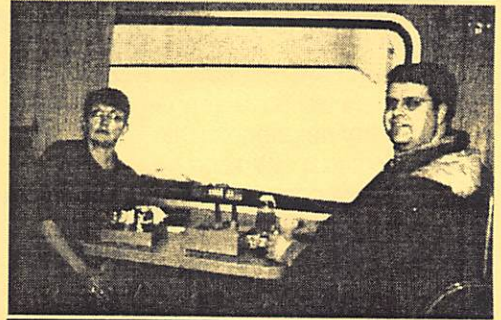
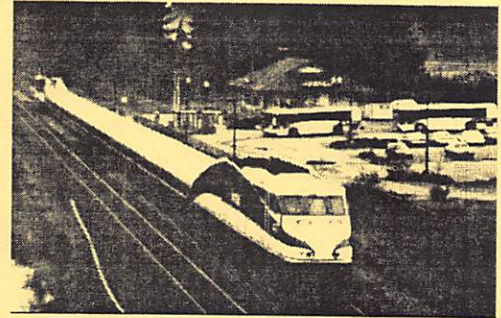
## Amtrak partners with Alaska Airlines

On Feb. 1, Amtrak West became a full partner in Alaska Airlines' mileage plan. On the *Cascades*, passengers will receive 150 miles for each one-way coach trip. Travelers will need to redeem 5000 miles for a free coach round-trip ticket. For 7500 miles, you get a round-trip ticket for two. Mileage plan registration forms are available on trains and in stations. Conductors will collect forms when they collect tickets.

### Amtrak Ridership Data Four Year Washington State City Totals (calendar year)

CITY	1995	1996	1997	1998	% CHANGE '98 vs. '97
Seattle	377,832	405,866	467,471	533,598	+14.2
Tacoma	80,891	80,563	91,607	106,721	+16.5
Vancouver	43,457	45,071	49,750	57,054	+14.7
Spokane	26,366	22,611	34,916	42,599	+22.0
Olympia-Lacey	25,319	27,265	32,362	38,531	+19.1
Kelso-Longview	17,899	20,788	22,423	24,877	+10.9
Everett	17,041	16,223	18,945	24,487	+29.3
Centralia	16,407	16,575	18,127	20,337	+12.2
Edmonds	12,786	14,016	14,382	17,119	+19.0
Pasco	8,503	7,861	10,392	13,402	+29.0
Wenatchee	5,332	5,687	6,498	11,441	+76.1
Bellingham	4,542	8,225	8,689	9,967	+14.7
Mt. Vernon	4,304	5,832	5,150	7,194	+39.7
Leavenworth (excursions)				7,168	n/a
Ephrata	1,319	1,235	1,378	2,158	+56.6
Bingen-White Salmon	502	492	827	1,198	+44.9
Wishram	321	361	516	660	+27.9
<b>TOTALS</b>	<b>642,784</b>	<b>678,671</b>	<b>783,433</b>	<b>918,511</b>	<b>+17.2</b>

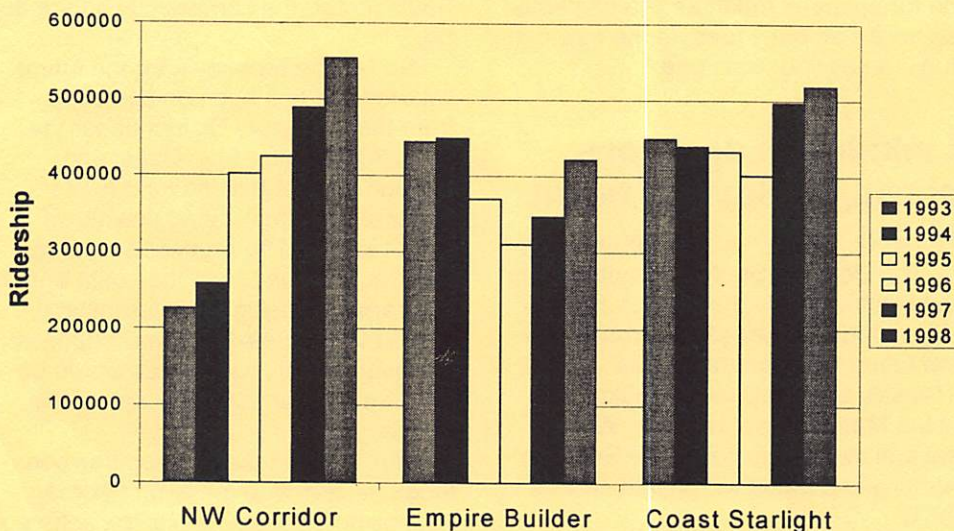
Information provided by WSDOT Rail Office



Top: The first train with the new equipment, southbound 751 pauses at the Olympia-Lacey station. Bottom: WashARPer Stephanie Weber and Erik Griswold enjoy the diner/lounge on train 753 on the first day of service. Stephanie is a regular commuter on the Cascades as she is attending college in Portland.

Photos by Jim Hamre

### Trains Serving Washington State



### Record Year, from page 1

*Empire Builder* ridership continues to recover from the failed experiment with four-times-a-week service. Of course, the *Pioneer* was sacrificed to return the *Builder* to daily service.

The *Coast Starlight* also continues its renaissance with the highly touted first class service upgrades, including the Pacific Parlour Car. Amtrak is planning to offer upgraded coach service and Seattle-Los Angeles auto train service in the near future.

Station usage throughout Washington State also boomed last year. Every station in the state saw board-

ings and detrainings increase at least 10% over 1997. Wenatchee had the largest percentage increase, up a whopping 76.1%! Amazing what a new platform and shelter, and a more reliable *Empire Builder* can do. Other milestones of the Amtrak era include Tacoma topping one hundred thousand (106,721) and Seattle topping five hundred thousand (533,598). The opening of the Tukwila station at the end of the year will mean another new market to tap for customers.

The new custom-built Talgo trains made their debut for paying passengers on January 11 between Seattle,

Portland and Eugene. Their debut on the Seattle-Vancouver, BC route is supposed to happen soon, but Amtrak has not yet announced a start date. The trains are already proving popular with riders and many weekend trips are selling out in January and February, usually the slowest travel time of the year (except for the holidays).

The 243-seat capacity of each new trainset is a major concern to both WashARP and AORTA. We are working together on this issue to determine some short term solutions that we can share with Amtrak and the two state DOTs. Ridership growth cannot continue its upward climb without augmenting capacity on weekends, in the summer and on holidays.

For the 1999-2001 biennium, the Transportation Commission approved a budget request to the Legislature of \$169.9 million for the rail passenger program. Major projects and programs that could be funded in the next two-year budget cycle include:

- ◆ Continue track and signal improvements between Vancouver, WA and Everett to reduce running times, improve reliability and provide capacity

provements between Everett and Blaine to allow for a second Seattle-Vancouver, BC frequency.

- ◆ Continued operation of existing state supported trains between Portland, Seattle and Vancouver, BC.
- ◆ Operation of a second Seattle-Vancouver, BC train, starting this summer.
- ◆ Use of federal and state funds to continue redevelopment and rehabilitation of King St. station.
- ◆ Partnering with Amtrak to provide a modern maintenance base in Seattle where current and future trainsets will be maintained. (Amtrak will also maintain ST's Sounder commuter equipment here.)
- ◆ Purchase three more trainsets to provide additional in the corridor. An additional frequency between Seattle and Portland would be added in both 2002 and 2004. An additional Seattle-Vancouver, BC trip would be added in 2003.

(Thanks to Brent Thompson in the DOT Rail Office for the information on the 99-01 budget proposal.)

## National Amtrak happenings

At the urging of 43 U. S. Senators, including Patty Murray (D-WA), President Clinton included Amtrak's full budget request in the FY2000 budget he submitted to Congress on Feb. 1. The letter was sponsored by Sen. Frank Lautenberg (D-NJ). The amount of Amtrak's capital funds request is \$571 mill. Also included is confirmation of Amtrak's ability to invest its federal grant in the exact manner as other modes are allowed to use capital grants.

On Dec. 21, the Amtrak board of directors announced the selection of George Warrington to be Amtrak's next president. Warrington had been acting president for a year, since the previous board forced Tom Downs' resignation. At first, Warrington was not interested in becoming president, preferring to return to his job as CEO of Amtrak Northeast Corridor. He decided to apply for the job when he felt Amtrak is headed in the right direction and will be able meet Congress' goal of no operating

grants by 2002. Said Amtrak's Board Chair Wisconsin Gov. Tommy Thompson, "For the past year, Warrington has orchestrated a quiet but dramatic turnaround. With his vision for the future in place—our Strategic Plan—we have begun to see some positive results that will power Amtrak into the 21<sup>st</sup> century."

The past year was one of the best Amtrak has had:

- ◆ Achieved the greatest ridership growth in a decade, 4.5%.
- ◆ Surpassed the \$1 bill. mark in passenger revenue for the first time.
- ◆ Accomplished the best on-time performance, 78%, in 13 years (despite UP's shortcomings in operating Amtrak's (or its own) trains properly, a situation that improved during the year).
- ◆ Reached collective bargaining agreements with 80% of its workforce.

The cornerstone of Amtrak's Strategic Plan is the late 1999 launch of high speed rail service (up to 150 mph) between Boston, New York and Washington, DC. Other key elements:

- ◆ The expansion and improvement of service in other corridors.
- ◆ Amtrak's first market-based network analysis to attract new customers and satisfy the needs of the existing 21 mill. customers.
- ◆ The first comprehensive service standards program in order to deliver improved consistent customer service and loyalty (Brian Rosen-

wald, train manager for the Coast Starlight was in the group that developed the new standards.)

Another major component of the business plan is expansion of public and private partnerships. In January, Amtrak announced agreements with:

- ◆ Dobbs International Services to take over full operation of Amtrak's 11 commissaries.
- ◆ BNSF and UPS, in a landmark agreement, to move time-sensitive shipments between Kansas City and Albuquerque, that had been on BNSF intermodal trains, on the *Southwest Chief*.
- ◆ The Post Office to begin carrying second class mail (magazines).
- ◆ ExpressTrak to pilot a project involving movement of refrigerated express cars between California and the east coast.
- ◆ Dynamex to initiate a same-day-delivery Premium Package Express service between New York and Washington using the Metroliners.

## Expansion, from page 1

of seventeen cities in eastern Washington that could have direct rail passenger service and three more cities that would have nearby service. We also conferred with many chambers of commerce in these cities. We found that everyone we talked with was cordial and quite interested in improved or new rail passenger service. To date, twelve city councils and five chambers of commerce have adopted resolutions of support and I expect more.

There is more good news. Ken Uznanski, manager of the state DOT Rail Office, has said in a letter to me that DOT has the authority by law to make the study; that the Department's proposed budget for the 1999-2001 biennium includes money to conduct this study; that if the DOT budget is approved by the legislature, the Department will make the study; and that the Rail Office would welcome input from eastern Washington citizens concerning rail passenger service east of the Cascades. So, the prospect of modern rail passenger trains for eastern Washington is looking a little brighter as we take the first steps toward realizing this goal.

### Important Addresses and Phone Numbers

U. S. House of Representatives .. Washington, DC 20515  
 U. S. Senate ..... Washington, DC 20510  
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 State Legislature..... State Capitol, Olympia, WA 98504  
 Hotline for leaving messages ..... 800 562-6000

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 All are evening numbers, except Lloyd's, which is available 24-hours a day (answering machine).

# WashARP News

**March 18:** Commuter Rail section meeting at 6:30 p.m. at Andy's Diner, 2963 4<sup>th</sup> Ave S, Seattle.

**March 20:** Annual joint WashARP/AORTA/NARP Region 8 meeting in Portland. See insert for details and registration form. There will be no regular WashARP meeting in March.

**April 10:** WashARP meeting at noon at University Plaza Hotel, 400 NE 45<sup>th</sup> St, Seattle (just west of I-5 Exit 169 and on Metro routes 44 and 307).

At the January WashARP meeting, locations for the rest of our 1999 meetings were established:

- May 8: Yakima; theme: establishment of eastern Washington passenger rail service
- June 12: Seattle
- July 10: Seattle
- August 14: potluck picnic in Puyallup
- September 11: Seattle
- October 9: Mt. Vernon; theme: intermodal station and Skagit County tourist development using Amtrak Cascades service
- November 13: Seattle
- December 4: Seattle

*President Chuck Mott issued the following report for 1998 to the WashARP Board of Directors:*

1998 was a year full of activities for WashARP. With the state Legislature in session for the first months of the year,

our Executive Director, Lloyd Flem, was in frequent contact with various members of the Legislature, as well as with various members of the State Department of Transportation. These contacts were vital in keeping abreast of government policies, or potential policies, that might affect our goals of more and better passenger rail services.

Two most important accomplishments in this regard are that 1) I was appointed to the Governor's Blue Ribbon Transportation Commission, and in that regard I serve on the stakeholders subcommittee on finance and investment; and 2) Lloyd Flem is serving on the Advisory Council for the Washington State Transportation Commission.

These positions are vital in helping us achieve our goal of informing members of the public concerning the need for more rail services resulting in more choices for the public, economic and environmental benefits, and reducing increases in congestion in our most heavily traveled corridors.

Two other important activities were sponsored by WashARP in 1998. In late spring we hosted a workshop on Commuter Rail and how to make it work. Guest speakers from California and Oregon were invited to share their experiences and successes with many participants from the greater Puget Sound region. And last fall WashARP sponsored a conference promoting the benefits of public/private partnerships in planning future railroad infrastructure—both passenger and freight.

The importance of our efforts in 1998 were underscored by the generous bequest from the Tom Martin estate and other gifts to promote the importance of rail services to our region.

*/s/ Charles E. Mott*

## 1998 WashARP Financial Data

### Income

Renewals	\$9,714.00
New members	3,335.00
Donations	4,953.00
Memorial	20,270.00
Luncheon receipts	2500.00
Spring Workshop receipts	755.00
Fall conference receipts	1,440.00
Sales income	170.00
Miscellaneous income	<u>2,223.83</u>
<b>Total</b>	<b>\$45,660.83</b>

### Expenses

Exec. Director salary	\$10,800
WashARP office expenses	1,751.69
Newsletter postage	701.78
Newsletter printing	2,259.34
Miscellaneous postage	946.20
Miscellaneous printing	180.27
Luncheon expenses	1,583.00
Spring workshop expenses	829.83
Fall conference expenses	3,540.14
Meeting expenses	683.86
Supplies	383.42
Miscellaneous expenses	<u>747.69</u>
<b>Total</b>	<b>\$24,407.22</b>

WashARP membership is still trending downward. Your leaders are committed to increasing membership in 1999. You can help, too, by recruiting new members. Remember, members are our strength.

We thank everyone who has responded generously to our fundraising appeal. If you haven't mailed in an extra contribution yet, please do so soon.

WashARP members contributing to this newsletter include Jerry Sheldon, Chuck Mott, Stan Suchan, Mike Skehan, Jim Neal and Jeff Schultz.

Washington Association of  
Rail Passengers  
P. O. Box 70381  
Seattle, WA 98107

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**ADDRESS CHANGE**

- \_\_\_\_\_ Basic Membership ..... \$20.00 per year
- \_\_\_\_\_ Student/Fixed Income ..... \$15.00 per year
- \_\_\_\_\_ Family Membership ..... \$30.00 per year
- \_\_\_\_\_ Patron ..... \$50.00 per year
- \_\_\_\_\_ Extra Contribution ..... \$ \_\_\_\_\_

(always welcome and appreciated)

Note: if you move, let us know in advance and save WashARP 75¢ for address correction service.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_