

WASHINGTON RAIL NEWS

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Publication of the Washington Association of Rail Passengers
A Not-for-profit Consumer Organization
"Moving forward... On Rail."

Amtrak ridership grows for 3rd straight year

Amtrak's fiscal year 2005 ridership increased about 1.2% over 2004, to 25.4 mill., a new record and the third straight year of growth. This, despite mechanical problems with the *Acela* Express trainsets, hurricanes from Florida to Texas and massive mudslides early in the year in California. The *Cascades* and *Empire Builder* did their share of the work last year. Boardings in our state also rose last calendar year, to 1,156,513, a 3.8% increase over 2004. (See p. 5 for complete ridership and boarding details.)

Cascades trains in calendar year 2005 carried 636,892 passengers, an increase of 5.6% over 2004. Total Northwest Corridor ridership (including corridor passengers riding the *Coast Starlight* and the extra Thanksgiving weekend trains) was 709,932, up 2.9% over 2004. Both are new records in the Amtrak era. In fact, record ridership was set in Jan., April, June, July, Sept., Oct., Nov. and Dec. The Bellingham trains (513 and 516) continue to show strong growth, carrying almost as many passengers as some of the other *Cascades* runs. Several years ago, some legislators wanted these trains eliminated. Boardings at Mt. Vernon increased 23.2% last year, boosted by the opening of Skagit Station in Aug.

2004. Amtrak has finally installed the long-awaited ticket vending machine at the station so people can now have their tickets in hand before boarding the train.

Empire Builder ridership in fiscal 2005 increased 9.0% over 2004 to 476,531. The *Builder* continues to be the most popular and heavily used national network train. Fired Amtrak President David Gunn's plan to grow ridership and, more importantly, revenue on the national network trains is paying off. Both measures are seeing strong growth since the relaunch with the rehabilitated equipment and the addition of new – but low-cost – amenities. Sept. saw ridership increase 14% and revenue increase 22% over Sept. 2004. In Oct. the passenger count increased 8.0% while revenues increase 31%, to \$3.6 mill.!

Unfortunately, the *Coast Starlight* – once considered Amtrak's flagship national network train (a mantle that has passed to the *Builder*) – continues its precipitous ridership plunge. It dropped 10.4% in fiscal 2005 to 372,304. The ridership woes can be blamed on both substantial weather-related track damage along the California coast early last year and on the train's horrendous on-time performance. Union Pacific track capacity problems and often questionable dispatching decisions are to blame for virtually all the usually-many-hours-late trains.

The next train scheduled to get a makeover, later this year, is the Chicago-Los Angeles *Southwest Chief*.

Can Amtrak continue to grow ridership and revenue and contain costs without affecting quality? Without the strong leadership of David Gunn and the administration's hostility to passenger trains, it remains to be seen.

WashARP holds organizational workshop

By C. B. Hall

A dozen WashARP directors and other active WashARPer's gathered at Board of Directors Chairman Chuck Mott's home in Mukilteo Jan. 6 and 7 for a fundraising and organizational development workshop led by Dominic Liberatore, executive director of All Aboard Ohio (AAO).

Liberatore has been active in AAO – formerly the Ohio Association of Rail Passengers – since 1998, and has been its executive director since 2005. With a family background in organized labor, he has worked with a variety of alternative transportation movements. He describes himself as a professional grassroots political organizer.

During his tenure as AAO's executive director, the organization has increased its yearly budget to over \$125,000 and boosted its membership to between 500 and 600, making it one of the larger passenger rail advocacy groups in the country. It has also hired two paid workers, including Liberatore, who has given several workshops along the lines of the Mukilteo event to rail advocates across the country.

While proud of own organization's strides, Liberatore mentioned in several contexts that WashARP is one of the best-organized rail advocacy groups he's encountered anywhere. He had special praise for the variety of talents that WashARP brings to bear on the challenges of promoting passenger and freight rail transportation.

While the session bore the title "The philosophy of fundraising," issues such as membership growth, website development, and activating the membership to press legislators on key votes also got plenty of discussion time.

On fundraising, his refrain was "you have to ask for it." He mentioned numerous organizations he has approached successfully on AAO's behalf as sources of both the funds themselves and the tools for helping organizations such as WashARP reach the people with the green stuff. While professional fundraising companies are "not a good fit," he said that a profusion of possibilities for generating funds still exists.

While much fruit is ready for the picking, he also urged patience. "You're going to get turned down a couple of times before (See **Workshop**, page 4)



Amtrak *Cascades* train 506 boards passengers at Olympia-Lacey's Centennial Station on Dec. 10. Many WashARPer's from the north used Amtrak to travel to and from that day's meeting and holiday party, held in the station. Photo by Jim Hamre



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

WashARPer's' Good Ideas; Rail Issues in Olympia and DeeCee; Ride the Builder

WashARP's January meeting, held at the familiar Seattle Andy's Diner location, while and near to where our Seahawks were defeating the DeeCee Redskins, featured, not WashARP officers or yours truly, but attending members, who enthusiastically gathered in small groups and came up with many good ideas for promoting and improving intercity passenger rail service and also increasing the role of WashARP as a positive rail advocacy voice. It is important that WashARP's general membership contribute not just dues, but ideas that can lead to a greater rail future. As your point man in attempting to put these ideas into practice, I'm forced to pick those which can be somewhat accomplished in the short and medium term. I will work with the ideas' originators on many in the weeks to come.

Ideas for promoting and improving rail service are not limited to those of you who attend meetings. My office is open to contact from anyone who has reasonable and constructive suggestions. One big caveat: the suggester must be prepared to do some of the work in bringing the idea to fruition!



The 2006 Legislative session is well underway. After several years of major transportation legislation, including considerable new funding for road, rail and other transportation modes, 2006 will probably be a tidy-up year for the House and Senate transportation committees.

I have met with the House and Senate transportation leadership and key members of the minority party. It is safe to say they are pro-rail and wish to retain and expand the role of rail in our state. WashARP's long-established support for freight as well as passenger rail is helpful here. Whereas most legislators from the Amtrak *Cascades* corridor favor passenger rail investments made and planned for the future, those from coastal counties and Eastern Washington have more concern for freight rail and its ability to move products efficiently. At a recent Senate Transportation Committee hearing, four

Dryside senators, all fiscally-conservative Republicans, offered emphatic support for state investments in shortline rail. Important to note that Puget Sound area legislators understand the value of freight rail too, with the growing need for rail as a means to move goods to and from our economically-vital ports. And increasing numbers of Central and Eastern Washington lawmakers want to see intercity passenger rail increased and returned to their parts of the state.

Following a directive of the 2005 Legislature, the Washington State Transportation Commission is overseeing a statewide Rail Capacity and System Needs Study. In late 2005, WashARP provided written and oral testimony to the commission on what the study should include. Our two major concerns, both of which were included as part of the final proposal, are that the excellent work from past studies be fully considered and that

We trust, among other conclusions, the [Rail Capacity and System Needs] study will show that past state investments in rail were wise and increased future investments are to Washington's advantage.

rail capacity be studied not simply from the viewpoint of adding more physical rail infrastructure, but, importantly, in looking at better railroading practices which can achieve greater productivity from existing infrastructure.

In WashARP's view, the prime and sub consultants chosen to do the study have an excellent track record and will do well for the commission and the state. WashARP is among the stakeholders which will have input into the study's processes and products. We trust, among other conclusions, the study will show that past state investments in rail were wise and increased future investments are to Washington's advantage.

A serious concern voiced by Commission members and legislative transportation leaders is yet the latest slash-and-burn initiative put forth by Mukilteo's infamous initiative professional. I-915 would take away not only funding for rail passed by the 2005 Legislature, but apparently funding passed in 2003. The good news is that a wide range of business and economic interests oppose this latest bit of anarchy. The greatest battle rail advocates may have to engage in this year will be not with most elected or appointed officials, who generally agree with our views on transportation invest-

ments, but with the slick pseudo-populist clichés which I-915 supporters will come up with in months ahead. WashARP members will be asked to actively campaign to defeat I-915. Stay tuned.



"[Former Amtrak President David Gunn] was a great leader and unjustly fired, but it's time to move on and let other railroaders tackle the job that politicians have botched," says *Railway Age* editor William Vantuono. Vantuono's view is echoed by most people informed about passenger rail in North America. Mr. Gunn is now associated with the very conservative but pro-rail New Congress Foundation, headed by long-time rail advocate Paul Weyrich, giving added proof Gunn's release was opposed all along the political spectrum. The time for lamenting Gunn's departure is past. Let's be pleased his voice will still be heard on rail issues through NCF.

Observers of the Amtrak scene were shocked when President Bush renamed the two expired recess appointments to the Amtrak Board, Floyd Hall and Enrique Sosa. It was assumed qualified candidates would be vetted through the US Senate. Since overwhelming bipartisan support for a varied and rail-qualified board came from Congress, this reappointment of men whose apparent qualification for the board was having donated lots of bucks to the Bush-Cheney campaigns was met with much displeasure. Amtrak Board Chair David Laney is also a donor to the president's campaign, but Laney approaches his job with ability, experience and integrity. Excellent sources report that Laney has a positive vision for Amtrak's future that focuses on growth and improvement of American intercity passenger rail service, and does not eliminate the National Network ("Long Distance") trains.

Best wishes to David Laney and the current Amtrak administration. Let us hope the three still-empty Board positions will be filled by those with interest in and qualifications to deal with the world of American passenger rail.

I was asked to give my views on the future of the role of the Federal government in reference to passenger rail at a recent Transportation Commission meeting. While I favored continued Amtrak reform (which was well underway with David Gunn) and agreed that Amtrak had experienced some shaky times, I stated that I firmly believed Congress would continue funding Amtrak and that our Amtrak *Cascades* Federal partner (See **Flem**, page 4)



The View Down the Tracks

=====

with Jim Cusick

Who Pays For What?

Simple, make it **PAY FOR ITSELF!**

How obvious! Everything should be self-sufficient. A familiar refrain. What does it mean? To those who believe that only the "market" should control transportation decisions, anything that receives government money (a subsidy) is inherently inferior.

But before we go on, an etymologies lesson if you please. Specifically, that overused word **SUBSIDY**. A study of the meaning of the word reveals its Latin origin. Sub - *to sit* & sidy - *side*. It describes the reasoning for taxing the people in the Roman Empire for keeping a standing army, even when there was no conflict. The term, meaning "to sit on the side" until needed, is what the whole purpose is of having a tax for something that's not used at capacity at all times.

In other words, if a particular service does not pay for itself, and you don't want it to go away, then you collect a tax and provide that service enough to sustain itself.

So what would a transportation world look like if no transportation system received any tax money at all? What if all corridors, land, roadways, railways, etc. were property of private owners, free to charge...you guessed it...What the Market Will Bear!

Pay Me!

Me, the landowner. After all, if you want to go from point A (your land) to point C (your girlfriend's land), you have to travel across point B, my land. What is the fair compensation to me for moving your squatty body across my field to get there? Well, a lot may have to do with how much room you need, how much damage you might do to my field because of your weight, and even how many other couples need to use my land. If more people want it, I can ask for more. I could charge a toll.

So let's see, we'd have a multitude of landowners charging fees for use of their land and that one landowner that had property in the most desirable corridor could get rich. Then he could buy out other landowners and make big money. With all that money, Mr. Big could do other fun things like have a common marketplace where the landowners who stayed home and performed useful services, such as growing food, could sell their produce to the people

who build the roads across Mr. Big's land.

Unfortunately, those who didn't have land in desirable places would have to resort to living off the land. But that is the American Dream after all. Except for extreme weather, that works very well. Of course, there might be trouble with those who would like to take things by less than honest means. If those landowners wished, they could pool their resources, or maybe even contract services from Mr. Big, who has diversified his services to include security. Presumably, Mr. Big's transportation services are secure, but if the Mr. Big in the next valley is too far then the possibility of a "no mans land" where bandits would rule exists. Hmmm..

Forget turning back the economic clock 100 years or so; I've just spun it back to Medieval times. Ah the romance of a Feudal society. Where are you Lady Guenevere?

What if all corridors, land, roadways, railways, etc. were property of private owners, free to charge...you guessed it...What the Market Will Bear!

Well, that all sounds a bit far fetched, but what other options are there for solving transportation issues?

Tax Me!

If society has decided that for the common good we should all contribute, and then all benefit, we would need a mechanism to do this.

Simply impose taxes, and then make the decisions based on their individual merit. How would that work? Who would decide? Wouldn't that be "social engineering"? What if we let the public vote on projects? Would they ever get done?

In the former Soviet Union, the trains ran on time. In societies where the government controls things, "public" facilities can be very efficient, if desired. However, there are two problems. One, as exemplified by the collapse of the Soviet Union, is that when incentive is removed, only mediocrity will be the result. No incentive to make things better, but rather just do the minimum. Remember Aeroflot? I have relatives that actually survived an Aeroflot flight. No problems, they just made it from take-off to landing.

If it's government controlled, then the one way to have to control is to participate. Of course, who has the time? Who trusts the government? If we don't want Lords & Serfs Transportation, and we don't want Nanny State deciding things, what option do we have? Which side do we choose? Well, if we're smart, we choose a...

Balance

The solution is actually a combination of most everything I've discussed. Society did determine what is the proper level of "social

engineering" by voting for Sound Move. We'll need to see if people in the Puget Sound Region will vote FOR an RTID plan for road improvements, whatever that might be.

What also has to happen to not follow the USSR's model (this is AMERICA, after all), is that there must be some form of "compensation" that provides a more "market like" model. In other words, if farebox recovery provides a way for the primary users to contribute to a particular system, then there should be the same "farebox recovery" model for all modes.

This is why toll roads are appealing. The primary users of the more expensive road facilities pay a higher price, since they receive the bigger benefit. This model is already in place in most all transit systems and on most major roadways on the East Coast.

The best exercise to determine what direction makes the most sense is to make sure when comparing costs, benefits, charges, etc. of different transportation modes, that you recognize where these values are the same, and when they don't have a comparative equal. It's a challenging but enlightening exercise.

A good example is equating the meaning of "farebox" revenue for transit with "toll" revenue for roads. This can also be done with the term "new riders" for transit, and "induced demand" for roads. I'll let you think about that comparison, but to give you a hint on how I resolved it, just pretend you had to build your private road to compete with the private railroad.

What would a "balanced" transportation system look like? Like a mobile, which has many elements, but must balance all of them. What elements would those be? Well, it would certainly include more rail, more local transit and much more pedes- (See **Cusick**, page 4)



Hundreds of passengers board a Sounder Seahawks train in Puyallup on Jan. 14, bound for the Hawks playoff game against Washington. Sound Transit now runs three trains from Tacoma and two from Everett for Seahawks games and there are still standees. Over 5% of the more than 67,000 fans attending games this season used Sounder. For 2005, Sounder set a new ridership record, carrying 1,267,973 passengers. This is an increase of 32.7% over 2004.

Photo by Jim Hamre

Workshop, from page 1
 you get a yes," he described the grant request process.

Among the more intriguing possibilities, he suggested the Seahawks and Mariners, who allow nonprofits to staff refreshment booths and keep part of the profits for themselves.

In several areas he stressed the need for high-tech solutions, such as NARP's databank for making phone calls when key congressional and legislative votes are pending. The system he outlined, tested during last June's House debate over Amtrak funding, allows the person called to press a button and be connected toll-free with his or her representative's office. It can work at the state or national level – the technology is there.

By Saturday afternoon, Liberatore and the WashARPer's on hand had put together an agenda for action over the short and medium terms – database development, reaching foundations and selling the story of our success in maintaining and expanding passenger rail service in Washington State. In the months ahead, there'll be plenty to do.

Flem, from page 2

was not going to disappear. I also repeated that until the Administration comes up with more than the very incomplete passenger rail proposal thus far put forth, I urge rail advocates: support the Lott-Lautenberg bill (S1516).

In reading the professional rail literature that encompasses worldwide rail policy, I cannot help but get a bit depressed. The capitalist democracies of Europe and Japan continue to make huge investments in already good rail passenger systems. Rapidly developing Asian economic powers such as South Korea, India, China and Taiwan also are devoting billions to rebuild or develop modern rail systems. And now Mexico has announced the construction of a \$12 billion high speed rail line between Guadalajara and Mexico City. Yet we in the world's wealthiest land have to fight for the widow's mite to keep a skeletal system alive. One hopes some day our leaders will get it!



I try to have at least a little of my column deal with enjoyable aspects of rail, not just sober policy stuff. So, for a winter trip, try the *Empire Builder*! Sure, the *Builder* travels through some of the coldest winter territory in the Lower 48, but one remains cozy and comfortable aboard this magnificent train. Breathtaking winter landscapes, bittersweet visions of shrinking Great Plains towns (found in the midst of still productive farmlands, but with many fewer farm families that were once the basis for the dying villages' support). One can also experience

the prosperous tourist town of Whitefish MT, significantly dependent on visitors from east and west brought by the *Builder*, as well rail-oriented towns like Shelby and Havre. And visit the Izaak Walton Inn at Essex, the peaceful and delightful former Great Northern rail worker hotel, now a thoroughly comfortable traditional lodge next to Glacier National Park, where train watching, hiking, snowshoeing and relaxing are the order of the day. The virtues of the Izaak Walton include poor cell phone and Internet access and no TV or video games! Several WashARP members will be enjoying the train named for the late Great

Northern magnate, James J. Hill, as we travel to and from Havre in late March for the annual NARP Region 8 meeting. Still winter in the Northern Rockies and High Plains. Looking forward to it!

Cusick, from page 3

trian facilities, and yes, in that utopian dream it could even be a pleasure to own a motor vehicle. Next time, I'll explore some of the elements I've come across that I think would create the perfect balance, and it includes things even Kemper Freeman would appreciate.

Amtrak Station Data

Six-Year Washington State On & Off Totals (calendar year)

Station	2000	2001	2002	2003	2004	2005	'05-'04 % Change
Bellingham	54,129	46,521	44,602	48,594	55,033	56,087	+1.9%
Bingen-White Salmon	1,452	1,254	1,171	1,190	1,460	1,938	+32.7%
Centralia	18,769	18,174	16,825	19,644	19,771	19,089	-3.4%
Edmonds	25,213	24,492	26,209	25,869	25,415	28,404	+11.8%
Ephrata	2,989	2,294	2,225	2,462	2,773	2,985	+7.6%
Everett	31,863	30,196	29,639	37,895	37,339	39,532	+5.9%
Kelso-Longview	22,654	21,261	21,849	21,289	20,573	20,956	+1.9%
Mt. Vernon	16,421	15,874	16,123	15,964	17,186	21,172	+23.2%
Olympia-Lacey	41,543	39,846	42,095	43,180	41,613	42,404	+1.9%
Pasco	15,474	14,413	13,134	16,355	18,710	22,056	+17.9%
Seattle	632,078	625,419	602,436	627,534	628,836	650,061	+3.4%
Spokane	40,927	36,331	32,523	39,284	40,106	42,491	+5.9%
Tacoma	113,667	104,355	99,950	106,840	106,180	102,255	-3.7%
Tukwila		2,389	6,405	9,017	11,470	14,214	+23.9%
Vancouver	62,956	63,375	64,315	68,123	71,487	72,266	+1.1%
Wenatchee	13,950	13,652	12,388	14,543	15,094	18,157	+20.3%
Wishram	863	820	595	938	1,154	2,446	+112.0%
TOTALS	1,094,948	1,060,666	1,032,484	1,098,703	1,114,200	1,156,513	+3.8%

Station data and Northwest Corridor ridership provided by Carolyn Simmonds, WSDOT Rail Office

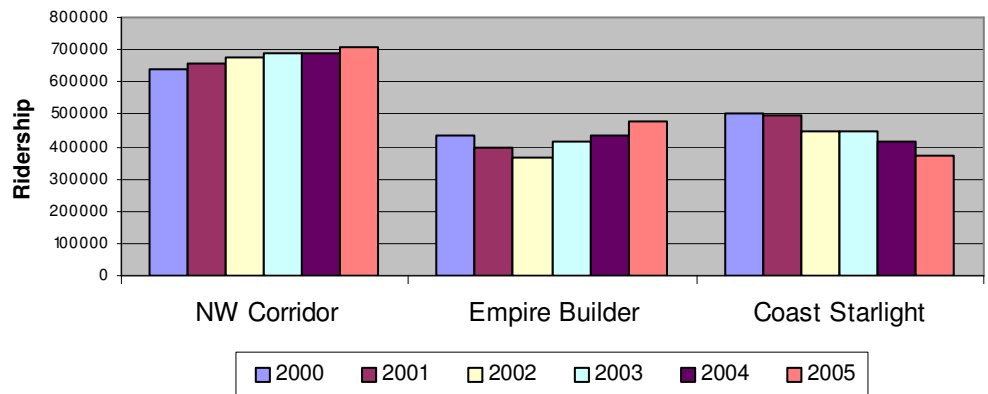
Station totals include Thruway bus ridership numbers.

Coast Starlight and Empire Builder ridership provided by Amtrak.

Trains Serving Washington State

Six Year Totals

(calendar year for NW Corridor; federal fiscal year for Builder and Starlight)



the prosperous tourist town of Whitefish MT, significantly dependent on visitors from east and west brought by the *Builder*, as well rail-oriented towns like Shelby and Havre. And visit the Izaak Walton Inn at Essex, the peaceful and delightful former Great Northern rail worker hotel, now a thoroughly comfortable traditional lodge next to Glacier National Park, where train watching, hiking, snowshoeing and relaxing are the order of the day. The virtues of the Izaak Walton include poor cell phone and Internet access and no TV or video games! Several WashARP members will be enjoying the train named for the late Great

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TANSTAAFL:* A Semi-Satirical Look at a World Without Transportation Subsidies (Part 2)

By Tony Trifiletti

Transponders and Consequences

There are some interesting bits of social fallout from transponder technology. With a transponder in every car, everybody now has a Lo-Jack, so crimes such as auto theft and car-jacking disappear. When investigating a crime scene such as a bank robbery, police only need to play back the tapes to find those cars present at the time at the scene of a crime. This simplifies police work.

For the War on Terror, if somebody's car lingers too long near a nuclear power plant and the name on the transponder is Middle Eastern, it's a simple matter to alert Homeland Security and call in the SWAT team. For purposes of national security, a transponder may be justifiable even if it has nothing to do with charging highway costs. It's been said that if people want security, they must be prepared to give up liberty, and technology like this can deliver on that axiom.

Of course there are also unintended consequences. If a man tells his wife that he is staying late at work but goes down to the strip club with his buddies for a couple of drinks and a lap dance, that secret is out.

Having decided that costs and other social consequences argue against commuting by car, I trudge half a mile to the Aurora Village Transit Center to take that \$2 two-zone King County Metro bus ride to downtown Seattle. But when I get there I discover that King County Metro is no more. (TANSTAAFL applies to public transportation, too.) Being subsidized by tax money, it's been liquidated and sold to the King County Transportation Company, a private concern publicly traded on the NASDAQ. Having broken the union with the assistance of the Washington National Guard and the 101st Airborne Division, drivers are

now making only minimum wage. But that \$2 bus ride, now without subsidy, costs \$4. For that amount, I can board the #358 bus for a long ride down Aurora Avenue in the company of Seattle's winos, junkies, hookers and that kid who plays rap music on his headphones so loud that everybody now knows just how many words rhyme with that infamous synonym for a female dog. Perhaps I'll be lucky today and some drug-addled passenger *won't* grab the steering wheel and send us off the Aurora Bridge into the Ship Canal.

Once there was a Community Transit bus that offered a \$3 ride to Seattle running express via I-5, but Community Transit is gone, another governmental transportation entity shut down because it was subsidized. Instead there is a Snohomish County

People crowd into the cities and take public transportation. With highway subsidies eliminated, companies can now make money building and operating rail-based transit systems.

Transportation Company charging \$5.50 for a ride on the #416 bus to Seattle. That expensive, but it's less than the \$7.50 it costs to drive.

Then I get a brainstorm and decide to take a local bus to the Edmonds train station to take a Sounder commuter train to downtown Seattle. But when I get to Edmonds I find that Sound Transit is gone.

Heavily subsidized by tax money, Sound Transit was split up and liquidated. The freeway express buses were sold to a private operator, and the commuter train service was sold to the BNSF Railway who is running commuter trains from Everett to Olympia on a tight headway. (Link Light Rail was condemned as a real estate development project, not a transportation project, and was liquidated when no private concern would come forward to build it.)

I find that for a combination trip ticket of \$6.50 I can board a local bus at Aurora Village, get off at Edmonds and board a BNSF train that whisks me to downtown

Seattle with only one intermediate stop at the new station in Ballard. While \$6.50 is rather pricey, it is still less than \$7.50.

Now that people aren't driving to work much anymore, there are certain bits of economic fallout. We've all driven down the road wondering where all those other cars were coming from. Now they're gone. The highways empty out. We can now achieve every American's dream of driving down an urban superhighway at the height of the rush hour at 70 miles per hour. Of course the speed limit is 60, so there will be a speeding surcharge. But it may be a generation before we have to widen either I-5 or I-405 because there is now plenty of capacity.

People crowd into the cities and take public transportation. With highway subsidies eliminated, companies can now make money building and operating rail-based transit systems. McMansions in the farther suburbs lose 85% of their value because people can't afford to commute those distances anymore. People default on their mortgages and walk away.

Car ownership is now for the wealthy as three-cars families become one-car families. America has always been a major market for automobiles, but not any longer. The world automobile market takes a hit, and the Big Three of Detroit becomes the Big One. The passenger rail-car market booms. The weekend ritual of the American family undergoes a major change. When the son asks, "Dad, can I borrow the car for a date?", Dad answers, "Only if you can pay for it."

But this is all minor compared to what happens when I put those transponders in trucks.

(To be continued next newsletter. See the December 2005/January 2006 Washington Rail News for part 1. Pres. Trifiletti delivered this paper at the Feb. 2005 WashARP meeting. If you can't wait for the next installment go to www.washarp.org/tanstaaf1.htm.)

***TANSTAAFL:** "There ain't no such thing as a free lunch!"

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State Legislature: State Capitol, Olympia 98504
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WashARP: www.washarp.org
NARP: www.narprail.org
NARP Hotline: www.narprail.org/cms/index.php/hotline/
Amtrak: www.amtrak.com
Amtrak Cascades: www.amtrakcascades.com
Sound Transit: www.soundtransit.org

WashARP News

March 16: Commuter Rail Group meeting at **6:30 p.m.** at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (just north of Spokane St.; on Metro routes 23 and 174, and near busway).

March 25-26: Joint NARP Region 8/WashARP/AORTA/MTWYarp meeting in **Havre MT**. See enclosed flyer for meeting and registration information.

April 8: WashARP meeting at **noon** at **Petosa's Restaurant**, 3121 Broadway, **Everett**. Lunch will be by individual settlement from the menu. WashARP will also collect a \$5 fee to cover meeting expenses. Ron Sheck will be the featured speaker, presenting a view of what's new around the world in passenger rail service. Restaurant is three blocks from Everett Station, served by ST route 510 from Seattle and local transit. **RSVP requested**; call/email Lloyd Flem (see p. 5 for contact information).

WashARP welcomed the following new members in December: Steve Hauff, Port Angeles; Innovative Vacuum Systems, Edmonds; Gordon Miller, Tumwater; Earl Jensen, Lacey; Jack & Marie Cameron, Olympia; Alicia Wicks, Olympia; Yvonne Thomas, Olympia.

WashARP members contributing to this newsletter include Bob Hettrick, Ron Sheck, Tony Trifiletti, Lloyd Flem, Jim Cusick, C. B. Hall, John Carlin, Rocky Shay, and Zack Willhoite.



Tom Janaky, left, vice president of Colorado Railcar, was a featured speaker at the Oct. 8 WashARP meeting in Bellingham. Colorado Railcar

has built much of the fleet of luxury dome cars used by Alaska cruise ship companies to transport passengers from port to Denali National Park over the Alaska Railroad. The company has more recently developed a new generation of DMU (diesel multiple unit) rail cars for use in low-cost commuter rail service. They have both powered and cab cars in single and bi-level versions. (See the October/November 2005 *Washington Rail News* for C. B. Hall's report on the potential use of this technology between Bellingham and Everett.) The bi-level versions seat 188-200 passengers, more than Bombardier's 145-seat bi-level cars use by Sounder. (For more information: www.coloradorailcar.com.) Also speaking at the meeting were Bellingham Mayor Mark Asmundsen, who described his recent train travel in South Korea, and Preston Schiller, WashARPer and professor at Western Washington University. Thanks to C. B. Hall for coordinating this meeting.



Doug Schwab, head of Amtrak marketing for the Northwest, was the featured speaker at the Nov. 12 WashARP meeting at Andy's Diner. Schwab, a 31-year Amtrak veteran, noted the continuing growth in ridership on the *Cascades* and, particularly, on the relaunched *Empire Builder*. Passing around a sample book of ads, he outlined the current marketing campaign for the *Cascades* in magazines and newspapers, and on billboards and the Internet. Schwab then talked about some of his job duties: arranging business travel for corporations such as Weyerhaeuser, working with cruise lines and AAA, creating joint promotions with media outlets, providing tickets for non-profit organizations, participating in travel shows, and working with state departments of transportation and Amtrak's ad agency on advertising is-

sues. The *Empire Builder*, while experiencing strong ridership growth, is seeing an even greater boost in revenues with the re-habbed equipment and improved amenities



WashARP surprised Executive Director Lloyd Flem at the Dec. 10 meeting by

presenting him with the organization's Tom Martin Award for outstanding service in the cause of rail and balanced transportation. Dec. 1 marked Lloyd's 20th anniversary as executive director. Many spoke of Lloyd's achievements over the years, including former state Sen. Don Carlson. WashARP held its first silent auction, raising nearly \$1000, and a good time was had by all the 65 people in attendance. Thanks to Darlene Austin and Darleen Flem for coordinating this meeting. (Pictured, from the left, Tony Trifiletti, Chuck Mott, Lloyd and Darleen Flem.)

2005 WashARP financial report

Income

Renewals	\$11,914.84
New members	1,624.00
Appeal and donations	14,509.37
Memorials and grants	1,825.00
Meeting registrations/fees	2,370.00
Miscellaneous	616.00
Merchandise/Auction	1,647.05
Interest/dividends	435.53
Total	\$34,941.79

Expenses

Executive director	\$25,772.66
Newsletter postage	834.42
Newsletter printing	2,005.97
Miscellaneous postage	748.82
Miscellaneous printing	67.21
Membership promotion	262.85
Meeting expenses	1,751.19
Supplies	1,224.06
Miscellaneous expenses	1,110.12
Total	\$33,777.30

Washington Association of
Rail Passengers
P. O. Box 70381
Seattle, WA 98127

Return Service Requested

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ORGANIZATION
U. S. POSTAGE PAID
PUYALLUP WA 98371
PERMIT NO. 468

F/M _____ **MEMBERSHIP APPLICATION**
RENEWAL FORM
ADDRESS CHANGE

_____ Basic Membership\$25.00 per year
_____ Student/Fixed Income\$17.00 per year
_____ Family Membership\$35.00 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 _____