

WASHINGTON RAIL NEWS

JUNE/JULY 2006

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

King Street Station's 100th anniversary celebration wraps up July 1 with start of 4th Seattle-Portland Amtrak Cascades roundtrip

The 100th anniversary celebration of Seattle's historic King Street Station kicked off on May 10. The ongoing celebration will wrap up on July 1 with a full day of festivities. Events will include the launch of the fourth daily roundtrip between Seattle and Portland. More information on centennial events hap-



J. Craig Thorpe, left, unveils his painting of King Street Station at Seattle City Hall on May 10. The painting was commissioned by the King Street Station Centennial Committee. Joining Craig for the unveiling are WSDOT's Judy Giniger and Ron Sheck.
Photo by Jeff Schultz

pening throughout the rest of June can be found at www.kingstreetcentennial.org.

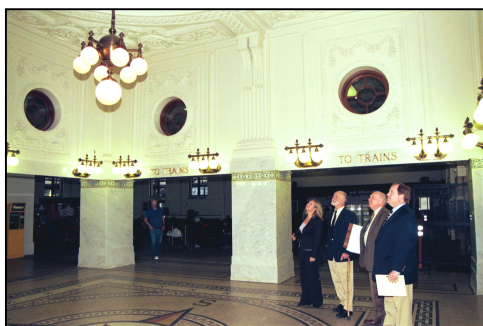
The May 10 events included a panel discussion at city hall. Audience members learned how King Street Station contributed to a vibrant Seattle in the past and what its role will be in Seattle's future as rail and transportation professionals provided insights on what King Street Station means to their organizations. WashARP was represented at the panel discussion by Executive Director Lloyd Flem and by Ron Sheck, who is also the WSDOT manager for the station restoration project.

Later in the day, at King Street Station, there was a celebration of the employees of station, past and present, from Great Northern, Northern Pacific, Amtrak, Burlington Northern, BNSF,

Pullman Railroad Company, Railway Express Agency, and Sound Transit. One honoree was Amtrak station agent Marlene Koob, who has followed in the footsteps of her father and grandfather in working at the station.

One aspect of the centennial celebration is the collection of oral histories from people that have special memories of the station. Though it's too late to participate in the live interview program, you can still provide your thoughts via the station centennial website Click on the Share Your Memories link.

Be sure to join other WashARP members at King Street Station on July 1 to close out the centennial celebration and to launch the fourth Seattle-Portland (See 4th *Cascades*, page 4)



Those attending the May 10 events at King Street Station marvel at the beautiful restoration of the Compass Room, the main entrance to the station from King St. The chandelier is the only original remaining after the 1960s "remodel" of the station. The brightly lit Compass Room makes the rest of the waiting room look even shabbier. The next phases of work, both inside and outside the station, will start later year. Keeping 1.7 mill. Amtrak and Sounder passengers each year and 26 trains a day (soon to be 28) moving through the station during the restoration will be challenging but all those travelers will greatly appreciate the final results.
Photo by Jeff Schultz

Amtrak President David Hughes speaks to the NARP

David Hughes, acting president and CEO of Amtrak, told the NARP board of directors that Amtrak is on the right track



David Hughes

after former President David Gunn brought the company back from the brink of bankruptcy and near-certain liquidation in 2002. Key positive indicators include:

- Revenue per passenger mile is up 10% so far in 2006 over 2005.
- Amtrak has had consecutive years of ridership growth, going from 21.7 mill. passengers in 2002 to a projected 24.3 mill. this year.
- Ticket revenue through March is \$8 mill. above budget and is projected to reach an all time high of \$1.36 bill.
- The workforce size has steadily decreased over the last six years.
- Federal support for operations has decreased from \$494 mill. in 2002 to \$475 mill. in 2005.
- State commitments to passenger rail service have climbed 82% from 2000 (\$148.3 mill.) to 2005 (\$272.3 mill.).
- The number of equipment overhauls and remanufactures grew nearly five-fold from 86 in 2003 to a planned 416 this year.
- FRA-reportable employee injuries are down 26% so far in 2006 over 2004.

One area that continues to head in the wrong direction is on time performance on much of the system outside the mostly Amtrak-controlled Northeast Corridor. On time performance for trains operating over the freight railroads has steadily declined over the last six years from about 58% to 35%. Much of the poor performance is on the Union Pacific. BNSF does a much better job of properly operating Amtrak trains than UP, but even BNSF's performance is suffering in (See **Hughes**, page 5)



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

The World Invests in Rail; Some Mostly Good News

In preparation for a recent presentation I made on current rail developments in Europe and East Asia at a transportation technology conference sponsored by the Cascadia Project of the Seattle-based Discovery institute held at the Microsoft campus in Redmond, I did some rather intensive research on what was happening with the rail mode in this 21st century. While I do attempt to keep up on these issues on a regular basis, this research confronted me with massive amounts of newer information that was at once very pleasing and depressing.

So much rail investment is occurring in large and small countries, highly-industrialized to "third world," capitalist democracies to authoritarian states, that I could only pick and choose a few examples to present to the attendees, most of whom were more into the area of high technology rather than the less-fun realm of transportation policy and how-to-pay-for-stuff, which is my emphasis.

"So much rail investment" in the rest of the world is very pleasing. That North America, particularly in passenger rail, continues to fall further behind, is depressing. No where else in the world is there a small but noisome group of people that have at least a little traction with some "think tanks" and the politicians who pay attention to them, and who not only oppose increased investment in rail passenger transportation, but believe that which we have made, at least since about 1960, ought not to have existed! (I hasten to point out that the Discovery Institute and Paul Weyrich's Free Congress Foundation, while "think tanks" somewhat critical of Amtrak, are strongly pro-passenger rail, both urban and intercity.)

A silly reason often given by domestic rail opponents is that railroads are a 19th century technology. True, and so are automobiles! By the 1880s, two Stuttgart men named Daimler and Benz produced successful motor vehicles that are fundamentally the same as Stuttgart's Mercedes and Porsches of today, to the same degree the German ICE trains are like the 19th century railways of Ger-

many, Britain, and North America.

Rail investment examples I cited at Microsoft include that in Japan, which pioneered modern higher-speed passenger trains in 1964, and continues to invest billions in ever more and better intercity service; and the People Republic of China, whose explosive economic growth is manifest in every basket of consumer goods entering virtually all households in North America and Europe. Also, South Korea. A favorite quote of mine attributed to the Korean prime minister is a polite, "How can we afford not to?" in answer to an American questioning his country's huge investment in high-speed intercity passenger rail service. Try 82 trains per weekday between Seoul and Busan (Pusan)... oops, 92 on weekends! Korea is not a poor country. They are an economic tiger with a high and growing standard of living

"So much rail investment" in the rest of the world is very pleasing. That North America, particularly in passenger rail, continues to fall further behind, is depressing.

and high rates of car ownership.

For Europe, I again couldn't resist the Swiss example. What will be the two longest land tunnels extant are under construction through the Alps. The people of this very democratic, free-enterprise-loving federation recognize and have repeatedly voted to add (mostly-public sector, but including private capital too) billions in rail investments to an already superb system in order to retain their leading roles in trade and citizen mobility.

Finally, my new favorite rail country: Spain. We "Cascadians" feel good about the Spanish, who were and remain our partners in the development and operation of the Talgo trains, which of course serve us so well between Eugene and Vancouver, BC. (Our major complaint is there simply are not enough of them, although, with even more efficient use of the same intensively worked equipment, a fourth Seattle-Portland Amtrak *Cascades* will commence on 1 July.) Spain proposes to invest just at \$270 billion (with a "B") on transportation infrastructure in the next 15 years. Here's the prize: over half that immense sum will be in rail. Spain, being mostly on a plateau, lacks the handy inland waterways – natural and human-enhanced – that have been so important in the industrial and economic growth of Northwestern and Central Europe. Non-water modes are

essential. Spain's plan is that rail will serve as the primary means of moving people and freight in and through their economically booming country.

So, how about us? The Class One railroads (BNSF, UP, CSX, NS, CN, CP, KSS) are now doing well financially and are making major capital investments which are designed to bring about relatively quick financial returns. This is surely good; the great volume of products arriving on American store shelves from Asia are making much of the trip within North America by train. But I fear the concern with quick returns, preferred by today's Wall Street and corporate bean counters, if not by long-term-strategy-oriented railroad men, may not be in the best interests of even those shareholders who are in for the long haul and are not obsessed with instant (financial) gratification, much less for our country's

economy, which should be even more oriented to a wider, not narrower, range of goods which use the rail mode in the future. In addition, the battle to get public funds for rail is tough and never-ending. Even in the public sector, where long-term broad community values ought to be emphasized, "quick payoffs" sometimes motivate investment strategies.

Private sector, public sector. As investors and citizens, are we Americans willing to look beyond "I want it for me... now!" and think of the future for ourselves, our children and grandchildren, and our country? Let's hope so.



WashARP was fully involved in the recent 100th anniversary celebration of King Street Station. I participated in an oral history (of our Northwest rail memories and experiences), as did several other WashARP members. Was also on a panel at Seattle City Hall addressing similar issues, and WashARP President Tony Trifiletti spoke for WashARP at the actual 100th ceremony at the century-old landmark, which is now undergoing its highly-anticipated renovation and restoration. If you've not done so, do visit KSS and enjoy the progress being made to turn our flagship station from a thing of shame to that of pride.

WashARP continues to be on the "varsity" concerning Washington's rail future. I have been asked by the Washington State Transportation Commission (WSTC) to serve on a resource panel to give input to the current Legislative-mandated Rail Capacity and System Needs Study. Many of you attended one of (See **Flem**, page 5)



The View Down the Tracks

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with Jim Cusick

Putting on the Ritz.

Summer will soon be here, so I think I'll go out and make a political statement. How shall I do it? I know, I'll hop into my car, drive down to the Park & Ride, get on the commuter train to downtown, walk over to the light rail line, and go down to my favorite coffee shop to meet some friends and window shop at a few stores, maybe even stopping in and buying something.

Reverse the process after my purchases, and I'll be home with the satisfaction that I've participated in our wonderful political process. And I didn't even have to choose a political party!

Of course, most people don't think of these simple actions as a political statement, but anyone who follows transportation in this part of the country not only knows that little trip is a statement, but can tell you what color your stripes are at each stage of the journey.

So, let's take this trip again this time with our different hats on.

Out of the closet

Being a good suburbanite, it's obvious to everyone that I'm a conservative, maybe even Republican. After all, only liberals and other bohemians take transit. I make my statement by living like I do in the land of AOD, Auto Oriented Development. Forget that I wanted to have a family and a house with a yard for them to play with the dog. Even a...driveway and garage where it could be possible to work on my car, heaven forbid! Those nasty liberal transit lovers would have me give all this up, no doubt for the sheer pleasure of "socially engineering" my life.

So I get into my global-warming-machine and drive down to a place where I can make that transition to the reasonably acceptable non-automotive conveyance – commuter rail. Well, it is a comfortable ride, and I can do some work on it, maybe even read if I choose, and most important, I can even go to the bathroom while I'm heading downtown. Now there's a political statement!

Ah,...rail transit, it's not so bad, is it? I mean, my freedom-loving neighbors wouldn't feel too threatened by me would they? What would they say if they knew I lived on the edge? Nah, commuter rail

isn't really like light rail, is it? Well, maybe they ride on the same 4' 8½" gauge track system. But that doesn't make me liberal, does it?

Okay, now I'm downtown, and I don't have my car, and the train I just got off isn't adjacent to the place I'm meeting my friends and going shopping, so I'll just walk over to the light rail station. However, little known to me, I'm setting foot in that foreign land – TOD, Transit Oriented Development. I don't know, and don't care because it's easy. I just want to not have to walk too far, even though it would be good for my health.

So, I get off my light rail train a few stops later and there are my friends, already enjoying the Bohemian lifestyle of TOD. I sit with them sipping my coffee, Bubble tea, Chai Tea, or whatever.

Now that we're all feeling giddy, we

Ah,...rail transit, it's not so bad, is it? I mean, my freedom-loving neighbors wouldn't feel too threatened by me would they?

get up and stroll past the shops. I find what I need while one of my friends was looking for something for themselves. One of the advantages of TOD is that a store can capture those customers just walking by. However, I have a feeling of Déjà vu. I know I've experienced this before.

So, the next day I drive over to the mall with a friend in my SUV. We stroll through the mall, doing some window shopping, stop by some of the food and coffee vendors, and take our purchases outside to enjoy the new thing in mall redevelopment, the "Village." We chat and talk about the nice sunny weather, and...then it hits me like a ton of bricks! (No, there wasn't an earthquake.)

Development isn't a political statement

Developers respond to a need. If that need is single family housing, then that's what they build. If that need is shopping malls, then they build shopping malls. If that need is for downtown condos, then condos get built, and if people want coffee shops and stores next to a rail station, then that's what they build. What they don't build is the infrastructure to support it.

The best way to describe mall development is that your typical shopping mall is Transit Oriented Development, just without the Transit. The common ground is what any development is oriented around, and that is simply People. And

those people have (for the most part) feet.

What that does is make the areas around rail stations? Pedestrian Oriented Development (POD?). In and around a shopping mall – POD; around downtown condos – you guessed it – POD. It seems that what all of these places have in common is the need to make it convenient for people to WALK.

People buy things while they are on their feet. They browse while on their feet. They window shop on their feet. Why do you think it cost more to rent storefront space in a mall, than in any other location? Simply because shoppers are walking past their stores. Lots of shoppers. If the anchor stores (JC Penney, Nordstrom, Macy's, Sears, etc.) pay little or no rent (depending of their ability to draw customers) why do the small retailers pay a premium in rent? They know that foot traffic will generate more sales.

A mall is developed around the pedestrian access in the climate-controlled atmosphere an enclosed space can provide. However, most malls are very sterile, hence the new type of "village" development that they are embracing.

During the I-405 Citizens Committee meetings, a ULI Seattle (Urban Land Institute) representative even commented that so-called "Transit Oriented Development" is the up and coming thing. An example is the development of the sidewalk oriented stores at Bellevue Square. The ULI representative's name? Kemper Freeman. (seattle.uli.org)

Something Green

Since the trend is to have malls look like downtown shopping, then what is it that downtown shopping is lacking? Downtown doesn't have to be a large metropolitan city, but can be the downtown of a small city or town. If a particular downtown doesn't have a controlled atmosphere, then what it can do is provide shelter from our most common element: the rain. A good example of this is downtown Olympia. By simply providing overhangs from the buildings that reach the edge of the sidewalk, walking and shopping is much more pleasant in inclement weather.

However, one ingredient any downtown should embrace is development that caters to the pedestrian, whether they got there by auto, bicycle, bus, train... whatever. Downtown has one advantage if it's pedestrian oriented, it can handle the same amount of auto shoppers as any strip mall intersection, and have less (See **Cusick**, page 4)

Pacific Northwest Corridor -- Amtrak Cascades

Schedule effective July 1, 2006 (subject to minor adjustments)

read down

read down

517	509	507	513	27	7	11	501		←Train Number→		510	500	504	506	516	14	8	28	508
18:00								dp	Vancouver BC	ar	11:35								
19:40			8:35					dp	Bellingham	dp	9:44				21:05				
20:12			9:04					dp	Mt Vernon	dp	9:13				20:23				
20:54			9:55		8:41			dp	Everett	dp	8:31				19:31		17:44		
21:19			10:21		9:08			dp	Edmonds	dp	8:07				19:07		17:17		
22:05			10:55		10:20			ar	Seattle	dp	7:40				18:40		16:45		
	17:25	14:20	11:20			9:45	7:30	dp		ar		12:15		15:55	18:20	20:45			21:45
	17:40	14:35	11:35				7:45	dp	Tukwila	dp		11:41		15:11	17:46				21:11
	18:10	15:05	12:05			10:31	8:15	dp	Tacoma	dp		11:11		14:41	17:16	19:11			20:41
	18:49	15:44	12:44			11:21	8:54	dp	Centennial	dp		10:33		14:03	16:38	18:22			20:03
	19:08	16:03	13:03			11:45	9:16	dp	Centralia	dp		10:12		13:42	16:17	17:57			19:42
	19:49	16:44	13:44			12:29	9:54	dp	Kelso	dp		9:33		13:03	15:38	17:14			19:03
	20:24	17:19	14:19	9:20		13:08	10:29	dp	Vancouver WA	dp		9:00		12:30	15:05	16:36		17:07	18:30
	20:55	17:50	15:00	10:10		13:50	11:00	ar	Portland	dp		8:45		12:15	14:50	16:20		16:45	18:15
	21:05	18:05				14:25		dp		ar		8:20	11:35	↑	15:40				
	21:26	18:26						dp	Oregon City	dp		7:39	10:54						
	22:12	19:12				15:37		dp	Salem	dp		6:57	10:12			14:03			
	22:41	19:41				16:10		dp	Albany	dp		6:28	9:43			13:30			
	23:40	20:40				17:03		ar	Eugene	dp		5:45	9:00			12:44			

read up

read up

Trains 7, 27, 8 and 28: Empire Builder

Trains 11 and 14: Coast Starlight

(Train 14 is temporarily discharge only Eugene to Seattle due to poor on-time reliability on Union Pacific between Sacramento and Portland.)

Thruway bus services not shown.

4th Cascades, from page 1

Cascades roundtrip. The new schedule for the Cascades service between Vancouver, BC and Eugene is above. The second biggest improvement to the schedule, after the additional roundtrip, is service **through** Seattle! Layover times in Seattle for the Bellingham-Portland roundtrip are reduced to 25 minutes southbound and 20 minutes northbound. Train 513 will leave Bellingham at 8:35 a.m. and arrive in Portland at 3 p.m. Train 516 will leave Portland at 2:50 p.m. and arrive in Bellingham at 9:05 p.m. The additional frequency should be a boon to ridership since there will now be two departures each way connecting Seattle and Portland between late morning and mid-afternoon, the most popular time to travel.

Northbound from Eugene to Seattle there is effectively one less corridor service as Amtrak has stopped allowing passengers to board train 14, the *Coast Starlight*, on this segment. This is a result of the Union Pacific's complete inability to properly operate the train over its tracks. Most of the problems occur between Portland and Sacramento. NARP extracted the following information from Amtrak's March 2006 Performance Report (www.amtrak.com/pdf/0603monthly.pdf):

"Coast Starlight total minutes of delay for February was 33,059. Amtrak delays are 3,128 (9.5% of the

total) and of that engine failures are 401 (1.2% of the total). *Coast Starlight* host railroad delays (Metrolink, UP, BNSF) are 29,379 (88.9% of the total). 'Other' is 552 (1.7% of the total). Page E-3 shows that the train in February averaged 533 minutes of delay per trip (278 minutes more than the amount of 'recovery time' built into the schedule) and just 3% of trips reached final terminal on time.

"Some 'Amtrak delays' may be the result of UP-caused excessive lateness, but the essential point is that UP is responsible for the overwhelming number of delay minutes."

NARP suggests, in light of the train's horrendous on-time performance, to consider contacting your mayor and county executive or commissioner and urge them to press Union Pacific to give Amtrak trains – particularly the *Coast Starlight* – proper handling. Have copies sent to the Surface Transportation Board. Communications with local officials is not the only option, but these people have more influence than individual citizens.

Cusick, from page 3

traffic to boot. Look at a major intersection that has been developed in the traditional strip mall style. What you see is that a good portion of that traffic is people moving from one strip mall, out into the intersec-

tion, and driving to the other strip mall on the other corner. They do this because it just too far to walk, and crossing a major intersection is quite intimidating. Strip mall development of intersections, let alone the whole arterial is it's own worst enemy.

How does downtown solve this? Downtown can park people in a centralized location, and then let them WALK around. Plus, downtown can accommodate a light rail station or two. Also, one does not have to necessarily have parking adjacent to the station, but can have it set just a short distance away so as to make parking work not only for commuters, but also for shoppers. What must happen, though, is that the station and the shopping district be adjacent, since both are serving pedestrians. This also means that those who choose to live in a downtown area can also enjoy close proximity to the benefits of SOD.

How much greener can you get than SOD? Conservatives do it. Liberals do it. Even your mother and father do it. So can your kids! You see, since we know that transportation really should have no political flavor, and it really doesn't, I'm going to suggest a different description of the type of development that we all make use of, and, as I've been describing, has benefits for all:

Shopper Oriented Development

Now I think I'll go out and do something apolitical, like ride the train.



Photo by Jim Hamre

Amtrak *Cascades* train 513 passes the site of the planned Stanwood station on May 28. Stanwood is half way between Everett and Mt. Vernon. The station will consist of a 750 foot platform, shelter and other amenities as determined by WSDOT and the city. It will be located in the northwest quadrant of the 271st St. grade crossing with the BNSF mainline. The \$4.5 mill. project is funded by the Legislature's 2005 transportation tax package. WSDOT hosted a community open house for the project on May 9. Community leaders would some day like to have Sounder service extended from Everett to Stanwood.

Hughes, from page 1

certain areas, such as between Tacoma and Portland. Hughes said the freight railroads "owe us a better ride than we've been getting." Amtrak is redoubling its efforts to get the freight railroads to improve handling of its trains. The company is working with the railroads to assess and fix individual problem areas that will yield short-term progress.

Amtrak's budget request to Congress for 2007 is \$1.6 bill., with a request for an additional \$275 mill. investment in proposals for freight railroad on time performance incentives and federal matching grants for state corridor development.

(According to NARP (www.narprail.org), on May 26 the House Appropriations subcommittee with jurisdiction over Amtrak approved a fiscal 2007 funding level of \$900 million. Ranking Member John Olver (D-MA) stated "That is a shutdown number." In response, Chairman Joseph Knollenberg (R-MI) said, "Obviously, we're going to have to look for an increase in funding

down the way." The full Appropriations Committee is likely to take up the Amtrak appropriation in the first half of June. The Senate Appropriations subcommittee responsible for Amtrak started its work on May 30. Continue making your representative and our senators aware of your support for intercity passenger rail service.)

Hughes stated that the Amtrak board (which has come under heavy criticism by rail advocates, Republicans and Democrats in Congress, state officials and others) now realizes the need for federal support of the national network long distance trains.

Other highlights of the NARP meeting included recognition of students from Crawfordsville, IN and key members of Congress. Members of the Crawfordsville High School English classes of Dr. Helen Hudson received NARP's Youth Rail Passenger Citizenship Award for their efforts at cleaning, refurbishing and landscaping their train station, and for promoting rail travel in their community through letters to the editor and public presentations.

NARP presented four Gold Spike awards. The recipients this year were:

- Sen. Trent Lott (R-MS) for his "tireless work for practical reform to improve (our national rail passenger) network's viability and to expand service."
- Sen. Robert Byrd (D-W), who has "worked to defend and improve our national rail passenger network" for three decades.
- Rep. Steve LaTourette (R-OH) for his "leadership in helping Congress to respond positively to the public's desire for a national rail passenger system under difficult circumstances."
- Rep. Corrine Brown (D-FL): "When the opponents of our national rail passenger network put forward their strongest challenge, Rep. Brown's eloquence in defending our rail passenger network was invaluable."

Flem, from page 2

five around-the-state "listening sessions" where WSTC members, staff and study consultants heard concerns about our

state's rail future. Appears some attendees were a bit upset at some of the sessions. The good news was the concerns voiced were the need for more rail investments and services, with little or no opposition to putting public money into the rail mode.

More good news: the Bistro Car on Amtrak *Cascades* trains northbound to Seattle is now remaining open to Tukwila, rather than closing at or before Tacoma. WashARP has been pushing for this for many months, not simply to allow more convenience for passengers, but to bring more money into the *Cascades*' coffers, something Congress and many legislators have (justly) urged.

Welcome to BNSF Railway as a new corporate member of WashARP. While WashARP is and shall remain independent in our rail advocacy, we are pleased to have people and institutions who are allies on many issues join our non-profit, tax-deductible organization. We welcome the railroads – big and small, rail labor, other balanced-transportation supporters, shipper and producer groups, green groups, business and civic organizations, and anyone else under the big tent that WashARP Pres. Tony Trifiletti calls "The Rail Party."

In that regard, we also welcome the Lewis County Historical Museum to membership. The museum occupies the 1912 NP depot at the northwest end of Chehalis' classic downtown. Rail displays are prominent and scores of mainline freights and Amtrak trains pass by just feet away. Access by Twin Transit buses directly from the Centralia Amtrak station is easy and handy. While WashARP emphasizes the rail present and future, respect for and understanding of our rail past is also not only valuable but highly enjoyable.

Efforts will be made by WashARP and others to restore to acceptable reliability the once-grand *Coast Starlight*. Several of Amtrak's national network trains, as well as some corridor trains, are being essentially ruined by the near-daily delays of multiple hours, sometimes almost a half day, per trip. This would not be acceptable in other industrialized countries and should not be so in our country.

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All are evening numbers, except Lloyd's, which is available 7:00 a.m. to 9:00 p.m. daily.

Important Addresses and Phone Numbers

U. S. House of Representatives: Washington, DC 20515
U. S. Senate: Washington, DC 20510
Capitol Switchboard (all members): 202 224-3121
State Legislature: State Capitol, Olympia 98504
Hotline for leaving messages: 800 562-6000
Amtrak Reservations/Information: 800 872-7245
WashARP: www.washarp.org
NARP: www.narprail.org
NARP Hotline: www.narprail.org/cms/index.php/hotline/
Amtrak: www.amtrak.com
Amtrak <i>Cascades</i> : www.amtrakcascades.com
Sound Transit: www.soundtransit.org

WashARP News

July 8: WashARP meeting at 12:45 p.m. at **Andy's Diner**, 2963 4th Ave. S., **Seattle** ((just north of Spokane St. and on Metro routes 23 and 174).

July 20: Commuter Rail Group meeting at 6:30 p.m. at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (transit information above)

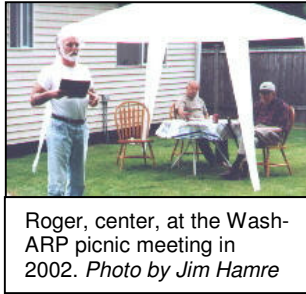
August 12: WashARP meeting at noon at **Jim Hamre's home**, 13307 104th Ave. Ct. E. on Puyallup's South Hill. Bring a potluck item. Hamburgers and beverages will be provided. Call or email for more information. See p. 5.

WashARP welcomed the following new members in April and May: Joan Lawson, Seattle; Sharon Richards, Duvall; Steve Jones, Seattle; Sonia & James Harvey, Burlington; Andrew Johnsen/BNSF, Seattle; W. K. Ridgley, Mount Vernon.

WashARP members contributing to this newsletter include Jeff Schultz, Kirk Fredrickson, Ron Sheck, Warren Yee, Dennis Fait, Mark Meyer, Lloyd Flem, Jim Cusick, Chuck Mott and Tony Trifiletti.

WSDOT has released its Draft Long Range Plan for the Amtrak Cascades. The plan can be viewed at www.wsdot.wa.gov/rail/AC_long_range_plan.cfm. To obtain a hard copy or CD of the plan, please contact the Rail Office at 1-800-822-2015 (in Washington State), 360-705-7901 (outside Washington State), or send an e-mail to rail@wsdot.wa.gov. Provide your name, complete mailing address and phone number.

Roger Mumm, a longtime WashARP member and strong supporter of rail and transit, passed away unexpectedly on



Roger, center, at the WashARP picnic meeting in 2002. Photo by Jim Hamre

April 12, just four days after many of us had visited with him at the April WashARP meeting. Roger, 70, was retired

from the Union Pacific Railroad. He hailed from the Omaha area, where much of his family still lives. The family held a memorial service in Yutan, NE on May 3. Lloyd Flem sent the following message from WashARP, which was read at the service.

To the Family and Friends of Roger Mumm:

We, the members of the Washington State Association of Rail Passengers, wish to share with you our condolences at the loss of our good friend and colleague Roger. Our organization's purpose is to preserve and promote rail transportation. Roger was among our most loyal members. His attendance and participation at our meetings and activities, and his active support for our goals was unwavering.

Roger's vast and comprehensive knowledge and understanding of railroads, past and present, and his desire to see trains assume a larger role in the future transportation of goods and people in our country was of great value to our organization.

Roger was never among the more outspoken or verbally assertive of our members, but what he added was always of value and right for our work. One of our woman members remarked of the twinkle in his eye, the somewhat shy smile, the thoughtful gestures that were always a part of Roger Mumm.

While Roger will surely be missed by his Nebraska family and friends, we in Seattle and the State of Washington will also miss him but will cherish the memories and will continue the commitment to the iron horse to which Roger devoted much of his life. God Bless Roger Mumm and his family.

WashARP honored Roger at our May 13 meeting at Andy's diner. Chuck Mott reminded us that Roger helped with the first rail study WashARP ever did. Chuck noted that Roger was a nuts and bolts railroader who kept us technologically correct.

WashARP director Craig Thorpe had an op-ed article in the May 15 *Seattle Post-Intelligencer* on the importance of preserving the rail line on the east side of Lake Washington. Go to www.seattlepi.com and search on Craig's name. Free registration required.

WashARP member (and Seattle mayoral candidate last year) then had his op-ed article in the May 30 *Seattle Times* discussing the lack of a national transportation policy that fully utilizes our passenger rail assets and lessen our dependence on oil. Go to www.seattletimes.com and search on Al's name. Free registration required.

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

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(always welcome and appreciated)

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

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