



# WASHINGTON RAIL NEWS

## JUNE/JULY 2007

www.AllAboardWashington.org

Publication of All Aboard Washington  
A Not-for-profit Consumer Organization  
"Moving forward... On Rail."

### Rail advocates hear from Amtrak president, top rail reporter at NARP board meeting; Lloyd Flem, Rep. Denny Rehberg (R-MT) receive awards

A strong All Aboard Washington contingent, including Lloyd Flem, Stephanie Weber, Susan Sauer, Zack Willhoite, Art Poole, Bob Lawrence and Jim Hamre, traveled via Amtrak to the spring NARP board meeting May 1-3 in Washington, DC.

NARP Pres. George Chilson opened the meeting with the quote "Know what you want and make a fuss about it."

NARP presented its Golden Spike award to Sen. Richard Durbin (D-IL) and Rep. Denny Rehberg (R-MT), and its John R. Martin Award to Lloyd Flem. Rehberg accepted his award in person at NARP's annual Congressional reception.

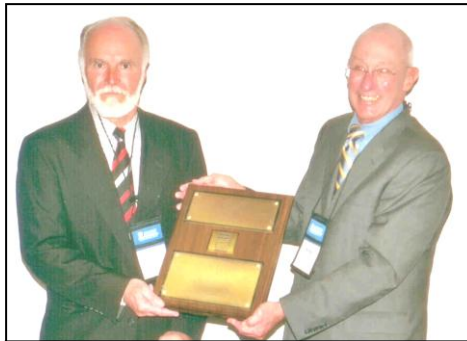
"Even in his earliest day as a freshman member of Congress, Rep. Rehberg spoke out clearly and forcefully against efforts to bankrupt and shut down Amtrak, steadfastly supporting both Montana's *Empire Builder* and the entire national network," said NARP Exec. Dir. Ross Capon. "Every railroad passenger in Montana – and in America – each day reaps the benefits of Congressman Rehberg's hard work."

"Rail service is vital to Montana, where rural communities need affordable transportation and where many people have no access to airports or bus service," said Rehberg. "However, this service is often overlooked. It's important our western voice is heard on rail-related issues. I'm proud to lead the charge in ensuring the needs of Montana's, and our nation's, rail lines are met. I look forward to continuing to work with NARP to ensure financial stability for America's rail system."

Other highlights of the meeting included presentations by Amtrak Pres. Alex Kummant and prominent rail reporter Don Phillips.

Kummant noted that ridership in FY '07 is up 5.1% and ticket revenue is up 11.0%. He stated, "Amtrak's poor on-time performance is a poster child for the freight railroad's capital needs." Eighty percent of Amtrak's delays on freight rail-

roads are caused by the host railroad. He has met with the CEOs of all Amtrak's freight partners and is jointly developing plans to fix the problems that cause delays. The first, a six-year agreement, was



Lloyd Flem, left, All Aboard Washington's government affairs director, receives the John R. Martin Award from NARP Pres. George Chilson. The award is presented to individuals who have made, over many years, significant contributions to the advancement of passenger rail service. The award was a surprise to Lloyd. The text:

THE JOHN R. MARTIN PASSENGER  
RAIL ADVOCACY AWARD  
PRESENTED BY THE NATIONAL  
ASSOCIATION OF RAILROAD  
PASSENGERS TO LLOYD FLEM

For 21 years, Lloyd Flem has played a key role in efforts to create the State of Washington's respected intercity passenger rail program, while supporting continuing national campaigns to fund Amtrak adequately.

A respected and influential Olympia lobbyist, Lloyd helped create the commission whose service recommendations Washington travelers enjoy today: more frequent, modern, intercity Talgo trains, commuter rail and express bus services, attractive, multimodal train stations, and the promise of light rail in the future.

America's travelers are grateful to Lloyd for his tireless work and the achievements he has produced.

Presented in Washington, DC,  
At the NARP Board of Directors Meeting  
May 1, 2007

Photo by Jim Hamre

recently signed with Union Pacific. "We have no plans to dismantle the long distance network," said Kummant.

Though Amtrak continues with former Pres. David Gunn's "state of good repair" program, the railroad's equipment fleet is stretched to the breaking point. Kummant stated Amtrak needs to start new equipment purchases this year, as the lead time for delivery is two to three years.

Amtrak continues to work with the Dept. of Homeland Security to resolve border crossing delays. Kummant also noted Amtrak will begin rolling out electronic ticketing later this year.

Don Phillips, the most respected reporter on rail issues in the US, was engaging and candid in his comments. Phillips currently reports for the *International Herald Tribune* and writes a monthly column for *Trains* magazine. He formerly reported for the *Washington Post*.

Phillips recently returned from a 2½ year assignment in France and often compares the virtually non-existent rail and transportation policies in the US to the European Union's strong rail and transportation policies. Europe realizes its transportation quandary and is spending billions to correct it. However, the US government just doesn't understand we are heading toward a transportation meltdown. The freight railroads' capacity is near its limits, as are the highway and air systems.

"Passenger trains are going to be needed to move people in this country," Phillips stated. He spoke about how BNSF has nearly completed its project to double track its entire Los Angeles-Chicago mainline. Now the railroad is moving to triple track parts of it. These capacity increases are needed to run passenger trains on time and to expand service. And federal funding is a must to accomplish this. NARP needs to be a leader in this effort.

Phillips expressed serious concerns about TSA experimenting with screening of rail passengers. "The TSA is a disaster. Don't let them get a hold of our passenger trains," he implored.

(Barry Green contributed to this report.)



*From the desk of  
the Government  
Affairs Director  
by  
Lloyd H. Flem*

**Yes, Bill, It is a National Shame;  
But people are riding our trains;  
Dee Cee trip two**

For going on 21 years, I have generally been and generally remain the rail advocate with the half-full, not half-empty cup. As part of my job, I need to be informed on transportation and rail policy issues not only regionally, but nationally and internationally. In so doing, I have become a bit grumpy when I compare the knowledge, attitudes, policy commitment and public investments in rail, particularly passenger rail, in our country to that of virtually all other economically developed and even the now rapidly-developing "Third World" countries.

In the current *Railway Age*, a professional, not "rail fan," monthly concerned with the railroad industry, editor William Vantuono opens his column as follows: "It is nothing short of a national shame – our inability, as arguably the world's most formidable economic and military force, to build the kind of high speed passenger rail system that is revolutionizing ground transportation in the rest of the developed world and providing vast populations with the gift of mobility."

Later in the column, Vantuono continues, "Our current federal transportation officials...preach about the need to 'reform' Amtrak while offering next to nothing in investment capital and zero in the way of a national transportation policy, much less one that contains the word 'railroad.'"

Bill concludes, "The rest of the world's passenger trains caught up with and passed ours a long time ago. How much longer do we wish to eat the ballast dust they kick up?"

To exemplify the thinking of federal transportation officials, Mary Peters, current US Secretary of Transportation, has recently urged billions in federal dollars for airport expansion, particularly those major airports where a large percentage of flights are short hops, which would be better served by equal investments in modern passenger rail, as is now the case in the rest of the world. (Yet Peters is seen as better for rail than former DOT Secretary Norm Mineta, whose statements on Amtrak in the latter years of his

tenure displayed an embarrassing lack of even elementary facts. His final speech as secretary failed to mention rail as a form of transportation!)

Future historians will judge whether the ongoing American role in Iraq was in the long-term interest of Americans and Iraqis or international peace and order. But consider that the direct financial cost of the Iraq war, as recently approved by a bipartisan majority in Congress, exceeds in just two days the highest passenger train advocates' federal investment proposals for intercity rail for an entire year!

I'm not here to debate current foreign and military policy. But I am with Vantuono in saying the US is indeed the world's most formidable economic and military power and we can and **MUST** invest in domestic infrastructure, including roads and bridges, ports and some air facilities, but particularly in rail, in concert with the freight rail companies. The rest of the world is doing so. It is the height of folly to pretend we Americans alone "can't afford it."

A tiny but noisy gaggle of ideologues insist passenger rail, even that now so

***Bill concludes, "The rest of the world's passenger trains caught up with and passed ours a long time ago. How much longer do we wish to eat the ballast dust they kick up?"***

essential to some metro areas – which would literally be unable to function in rail's absence – is wasteful and unneeded. They believe all personal travel should be by private motor vehicle or plane. (Well OK, the occasional bus for poor folk.) They preach that only trains and transit are subsidized; they claim we as drivers and fliers pay the total costs of such. They conveniently ignore many of the direct costs associated with the provision of streets, roads, highways and air travel, and are apparently oblivious to the massive external costs associated with a total reliance on cars and planes. For those of you who are "wired," refer to the satirical but serious essay by All Aboard Washington Pres. Tony Trifiletti. TANSTAAFL is on our website at [www.allaboardwashington.org/cms/index.php?/content/TANSTAAFL](http://www.allaboardwashington.org/cms/index.php?/content/TANSTAAFL). Tony describes a world where all transportation is totally non-subsidized; it pays its own way, be it rail, air travel or particularly road transportation. To my very traditionalist mind, some aspects of such a world would not be all bad – less sprawl, more family farms, rebirth of small towns, much

more rail service – but the exponents of fly/drive forever would not find the results of this non-subsidized level transportation playing field at all acceptable.

We can spend some effort attempting to counter the mischief of the anti-rail ideologues, but for most readers of this rant, I suggest you affirm rail rather than criticize the public gifts given to or problems associated with other modes. (Even public officials who "like trains" are habituated to driving and, in the case of members of Congress, flying. And most of us drive and occasionally fly.) Though three billion dollars is "real money" and twice that asked for by the more assertive advocates of annual federal passenger rail investment, it would be about eight cents per person per day and would be a start toward essential capital investments in American passenger train service. It would still be less in absolute terms and much less in relative terms to that which most economically developed lands are putting into their already excellent rail systems.

Our Congressional delegation has been generally good in supporting the modest sums traditionally proposed for passenger trains. But they need to hear from other than just such predictable pro-rail sources as me! Mailed letters, while excellent if individually written (as opposed to the mass-produced stuff that you are sometimes asked to sign and send), now take weeks to be delivered following the anthrax scare of several years ago. If the letters can be faxed, this is a good second choice; it's superior to emails, which are again often mass-produced and have less impact. Phone calls to the DC offices are also good. Be brief, polite and to the point. "Please support increased investments in passenger rail. We cannot afford not to." Add your own details and viewpoints. You would be speaking to a junior staff person, but they will refer your message up the line to your senator or representative.

Phone numbers:

- Sen. Patty Murray 202-224-2621
- Sen. Maria Cantwell 202-224-3441
- Rep. Jay Inslee 202-225-6311
- Rep. Rick Larsen 202-225-2605
- Rep. Brian Baird 202-225-3536
- Rep. Doc Hastings 202-225-5816
- Rep. Cathy McMorris Rodgers 202-225-2006
- Rep. Norm Dicks 202-225-5916
- Rep. Jim McDermott 202-225-3106
- Rep. Dave Reichert 202-225-7761
- Rep. Adam Smith 202-225-8901



Our Amtrak *Cascades* trains are con-  
(See **Flem**, page 5)



## The View Down the Tracks

=====

with Jim Cusick

### Six blind carpoolers.

What is the problem?

What is the answer?

Right now, I've got six blind men in my living room and we're on the move.

We have met them, and they are us!

I'll begin by relating the parable about six blind men who were asked to determine what an elephant looked like by feeling different parts of the elephant's body.

The blind man who feels a leg says the elephant is like a pillar; the one who feels the tail says the elephant is like a rope; the one who feels the trunk says the elephant is like a tree branch; the one who feels the ear says the elephant is like a hand fan; the one who feels the belly says the elephant is like a wall; and the one who feels the tusk says the elephant is like a solid pipe.

A wise man explains to them: "All of you are right. The reason every one of you is telling it differently is because each one of you touched a different part of the elephant. So, actually the elephant has all the features you mentioned."

This resolved the conflict and is used to illustrate the principle of living in agreement with people who have different points of view, and that truth can be stated in different ways

The problem in our region is that it's all a matter of who you talk to. The other problem in our region is not the talking; we do plenty of that, but that we never seem to really listen.

If you believe congestion is the problem part of your elephant, then you solve it with what you think you know is best – roads, of course.

If you believe mobility is the problem part of your elephant, then you have many solutions, because you are not restricted to building roads only. But this does not exclude roads as a solution.

However, then you have to deal with your solutions elephant. Which solution will makes the most sense for the complete picture of our working elephant?

At our May 12 All Aboard Washington meeting, our guest was Seattle City Council member Peter Steinbrueck.

During his presentation, he spoke

about how the negative vote on the Alaskan Way Viaduct/Tunnel now gives him the opportunity to push for the Surface/Transit option. Part of the solution, with the failure of the monorail, is that now bus rapid transit (BRT) is a viable option.

I applaud his efforts to be non-automotive.

I gave him my sage advice and I counseled him about the vague definition of BRT. I understand his position that the transit portion of the SR 99 corridor would be best served by bus service, be it whatever incarnation of BRT he feels is appropriate. However, when he made the comment "and it's cheaper than light rail," I had to pin him down on just what he believed the definition of BRT was. As a transit ally, I knew we were on the same side of the elephant, but our solutions might not be on the same track.

What seems to be the hardest for us here in the Puget Sound region is from

***The problem in our region is that it's all a matter of who you talk to. The other problem in our region is not the talking; we do plenty of that, but that we never seem to really listen.***

another elephant, the "Elephant in the living room." This phrase is an English idiom for an obvious truth that is being ignored. It is based on the fact that an elephant in a small room would be impossible to overlook. Many books have been written playing on that phrase about our auto-centric culture and its shortcomings.

How does this relate to carpooling and the six blind men? Time for a little math! When one calculates the square footage of an average auto, about 100 sq. ft., and includes an appropriate following distance of four car lengths, the result is 500 sq. ft. of space needed for one person to commute alone. You might as well be driving the living room down the road!

### My Space

What defines private spaces? Better yet, what defines community spaces?

How close do people have to be before they feel uncomfortable? Maybe it has to do with their hygiene. Maybe it has to do with their cultural upbringing. Maybe it's just their choice of perfume or after-shave. Maybe we should follow the four-foot rule – No Touching!

Two square feet? Four square feet? Cubicles? Walls?

When we get in an elevator, we tolerate the closeness because we know it's

very temporary (2 sq ft for 20 seconds). When we ride a bus, we tolerate some closeness for longer because we know it's not going to be too long (4 sq. ft. for 20 minutes). We'll ride the train for longer, especially commuter rail, because we have even more private space (6 sq. ft. – 1 hour). It seems that we tolerate closeness, as long as it's not too close for too long.

So it appears that if the ratio of closeness to length of time rises, it stands to reason that one should really be coming from really far away to justify driving alone. One hundred square feet (at a minimum)...well, that would calculate out to at least a 10-hour one-way commute!

### New points of view

Are we ready to change our point of view? If the ads by the Eastside Transportation Association are an indication, then it seems that even with the money

being spent from the Nickel Package and the 9.5 cent Transportation Partners increase, plus the upcoming RTID plan (if passed) is just not enough for some people. Actually, it really isn't enough. All of the planned highway capacity improvements will

require even more money. Will that point of view change?

As usual, rail is sounding like the cheaper alternative. That point of view isn't changing for us at All Aboard Washington, but the public is starting to understand it.

Maybe things are changing. At the latest Seattle City Council meeting concerning the Alaskan Way Viaduct, WSDOT's David Dye said that the focus would change from moving cars, to moving people.

Maybe like the 6 blind men, we are starting to talk, but more importantly, to listen.

In the I-405 corridor, I'm looking forward to having Ron Sims work with All Aboard Washington on seeing how we can maximize the number of people we can move on the BNSF Woodinville subdivision in all weather conditions and for even longer distances.

Leave your living room behind, take the train; the seats are just as comfortable!

---

From *Railway Age News*: The state of Texas will enjoy \$8.1 bill. in economic activity, increased tax revenue and labor income from the Dallas region's \$4.86 bill. investment in the 45-mile Dallas Area Rapid Transit light rail system and its planned 48 miles of extension, according to a study conducted by the University of North Texas Center for Economic Development and Research. The study also found DART's annual operating expenditures of \$342 create additional statewide economic actively of \$500 mill. each year.

## A presentation to All Aboard Washington

By Dan McFarling

(This article is condensed from a talk delivered at the All Aboard Washington meeting last Dec. 2 by Dan McFarling, of the Assoc. of Oregon Rail and Transit Advocates (AORTA)).

Lloyd Flem asked me to come here to give you an update on AORTA and tell you how things appear for next year. To begin, I would like to stand in the pulpit and preach to the choir.

Some time around 1992 I attended a meeting on proposed construction of a limited access highway in Washington County. The roadway would have stretched from I-5 near Wilsonville to Highway 26 west of Beaverton. The alignment went within a quarter mile of our home. It pretty much parallels the Washington County commuter rail line, now under construction.

To many officials and contractors, construction of this wide, expensive swath of concrete was a done deal. But there were over a hundred citizens in the audience who saw things very differently.

At the meeting, a large panel of state and local officials took turns making their case before the session was opened to questions and answers. Most of the panelists were very surprised by the number of people and tone of the questions.

Finally, in exasperation, one of the elected officials interrupted by expressing dismay that so many voters appeared focused on what he claimed was a "single issue." He expressed fear that, because his position on this "single issue" was at odds with many of his constituents, he might lose his elected position. He protested this was inappropriate and unfair.

I raised my hand and was soon called upon. I cannot tell you specifically what I said, or even who the elected official was, but my question went something like this:

"Senator Jones," I said, "I am confused. You claim to be dismayed that so many constituents would cast their ballots based on a 'single' issue. Which 'single' issue are you talking about? Is it:

- The high cost of urban sprawl and how it inflates costs of nearly all of our services?
- Or the many homes and businesses that would be torn down for the right-of-way? Or the lost tax revenue from those properties?
- Or perhaps the loss of valuable farmland in areas where this highway would travel outside the urban growth boundary?
- Or maybe it is motor vehicle crashes

or pollution, which result in death, disability, and increased costs of law enforcement, emergency services, medical care and social services?

- Or perhaps you are talking about the trade deficit, the primary cause of which is importation of foreign oil?
- Or how our dependency on foreign oil results in gunboat diplomacy?" (I had no idea at the time how far astray that issue would take us under future administrations.)

"I could go on, Senator Jones, but tell me, which of the many 'single issues' are you talking about?"

So what is a "rail advocate?" What are you? Are you motivated because you are hypnotized by ribbons of steel laced with iron nails and ties?

Too often we are pegged as "rail buffs," or rail nuts." And perhaps some of

**"Senator Jones," I said, "I am confused. You claim to be dismayed that so many constituents would cast their ballots based on a 'single' issue. Which 'single' issue are you talking**

us are. But most of the time, that aspect of being should be kept in the closet.

An effective rail advocate recognizes that transportation policy affects all aspects of life. It affects how people live and interact. It affects business. It affects government. It is not a "single issue."

During my career with the State of Oregon I helped conduct many conferences and training sessions. Frequently I would open by stating that, while many speakers tell you that there is no such thing as a dumb question, I wanted to dispel that myth. While I encourage questions, there are many dumb questions:

- Can I ask a question?
- Are we there yet?
- Are we all here?

Another dumb question: "do you want a strong economy...or to protect the environment?"

You cannot sustain a strong economy if you fail to safeguard the environment. If we are to realize a strong economy, if we are to have a healthy environment, we must strive to get America back on track!

We are not, at least I am not, a rail advocate because I like trains. I like do trains. But I expend much of my time working for better rail service and public transportation because I understand that they are essential ingredients to a healthy future.

The underlying reason for rail advocacy is people.

I am a rail advocate because I am concerned...about people. I am concerned

about the economy, because the economy affects...people. I am concerned about the environment because it affects...people.

So, transportation policy is not a "single issue." And we should be concerned about transportation policy because of how it impacts people.

Now, out of the pulpit.

### What has AORTA accomplished?

Some of you know that in 2005 AORTA lobbied for, and the Legislature adopted, the governor's proposed ConnectOregon bill. ConnectOregon created a \$100 mill. fund for non-highway capitol projects – air, marine, rail and transit. During 2006 AORTA was actively engaged in the project selection process. ConnectOregon is now funding:

- Over \$52 mill. for various freight rail projects.
  - An additional \$13 mill. for intermodal transportation projects which includes rail.
  - \$14 mill. for transit projects.
- \$533,000 for replacement of tourist rail equipment on the Eagle Cap Excursion train in Northeast Oregon.
- \$125,000 for a new passenger station in Chemult.

Unfortunately, important rail capacity projects in Eugene which would have benefited Oregon's Amtrak *Cascades* service were cut at the last minute. An important signaling project in the Salem-Albany area was also cut.

Other progress in Oregon: Washington County commuter rail is under construction, in large part because of efforts initiated by AORTA in 1996.

After years of attempting to get officials to consider a subsurface alignment for light rail in the central business district, we are finally hearing Portland's Office of Transportation talk about the need for a subway.

### Where is the state of Oregon headed?

AORTA is very concerned about the status of our state rail office. Staff has been cut. There is almost no staff oversight or public outreach for the ODOT rail program.

In July 2006 Washington added another roundtrip *Cascades* between Seattle and Portland. But our DOT failed to provide connecting bus service to reach the south end of the corridor. [Ed.: a year later there is still no Thruway bus connection to/from trains 513 and 516.]

Failure to add Thruway bus service is particularly frustrating given that bus operations in Oregon are almost breaking even. The increased frequency might be enough to bring bus operations into the black. Connecting bus service to Eugene (See **McFarling**, page 5)

**McFarling**, from page 4 would translate into higher ridership on **all Cascades** trains and buses! After funding service that benefits both states, Washingtonians have good reason to express displeasure with Oregon's failure to provide this minimal additional service.

In November, Oregon voters, like voters in most states, indicated they wanted change.



All Aboard Washington members gathered at the December meeting at Centennial Station listen attentively to Dan McFarling's presentation.

*Photo by Jim Hamre*

The thing that both surprised and pleased me in Oregon was overwhelming rejection of two initiative measures pushed primarily by **out-of-state**, so-called conservative, anti-tax, anti-government types. The two measures would have cut taxes and severely limited government's ability to respond to any issue. It would have killed all state support for *Cascades* rail service in Oregon.

Just the possibility of passage resulted in a moratorium on state-issued bonds. That brought nearly all ConnectOregon transportation investment to a standstill.

Governor Kulongoski was reelected. Both the Oregon House and Senate are now controlled by the Democrats.

We have had supporters in both House and Senate, on both sides of the aisle. But in the last session, the Republican leadership in the House, in the opinion of many, did far more obstructing than leading.

Oregon's economy is strong, and projected revenues are up significantly. The

cant increases in spending. But revenue projections can change dramatically overnight. Significant fluctuations are the norm.

In Oregon the primary source of state transportation revenues, motor vehicle and gasoline taxes, are constitutionally restricted to highways. Rail projects are dependent on general funds, lottery bond revenues and "other funds."

Unlike most road projects, rail must compete with schools, fire and safety, senior citizens and health care.

A bill has been drafted to create a rail fund to help cover Oregon *Cascades* service using vanity plate fees. If passed, these "other funds" should be about enough to continue operation of one of Oregon's round-trips.

Hopefully, the general fund dollars in ODOT's proposed budget will be sufficient to cover the second train. Right now, we are hoping to maintain status quo in terms of service levels and to build platforms for future expansion.

There will also be a ConnectOregon II bill, continuing capital funding for non-highway transportation projects. Intercity rail passenger service should be first in line for capital improvement projects.

#### The Future

First, I invite you to help AORTA grow. We welcome members from out-of-state. What happens in Oregon affects rail ridership in Washington. We are in this together.

One project I would like to see our organizations work together on is a publication oriented toward the traveler on the *Cascades* rail and bus service.

Train and bus riders afford us an excellent opportunity to address a market that has a clear interest in rail passenger service. The publication could help educate the public and the business community about the need for safe, fiscally responsible, environmentally sound transportation.

Businesses are also a potential resource for advertising dollars. It would be a great opportunity to grow the membership in Oregon and Washington and perhaps British Columbia.

You can't get there from here...you **cannot** get there from here...unless you first understand how we arrived where we are today.

I believe that most people, even many advocates of effective transportation policy, do not fully understand and appreciate the many factors that have brought us to the transportation mess we find ourselves in today. And until we better understand our history, and I still have much to learn, we will continue to stumble. We cannot get where we truly need to go unless we first have a better understanding of how we arrived where we are today.

#### Flem, from page 2

tinuing to grow in popularity with the traveling public. Makes for a kind of good news problem. Good news is the tangible acknowledgment that our passenger trains are not just a novelty, but are seen as an essential form of personal transportation. The problem is frequent sell-outs; people hoping to ride the *Cascades* are frequently forced to find less-desirable transportation unless reservations are made considerably ahead.

Another good sign is the apparent increase in business ridership. An anecdote reported by a Lewis county AAWA member who traveled southbound from Seattle on a recent Thursday was the presence of attorneys who said they prefer Amtrak between Seattle and Portland for business to driving. (Flying is very costly, downtown to downtown saves little total time and is dramatically less pleasant than the train.) Even more business travel would likely occur if the trains were more reliably on time. Assume a Salem businessman has a noon meeting in downtown Tacoma. Amtrak 500 would be ideal, leaving Salem about seven AM. The traveler could productively work from boarding to arrival. But delays from freight train congestion and/or track work bring 500 into the City of Destiny 50 minutes late. Mr./Ms businessperson would thus likely endure I-5 and its stressful, non-productive hours behind the wheel rather (See **Flem**, page 6)

Governor's proposed budget includes signifi-

#### A Footnote

##### All Aboard Washington Officers

Chuck Mott, Mukilteo..Chairman .....425 710-9665 ....chuckmott@earthlink.net  
 Tony Trifiletti, Shoreline..President .....206 440-9451 ....tonytrif@msn.com  
 Jim Hamre, Puyallup..Vice President .....253 848-2473 ....jimhamre@mindspring.com  
 Rocky Shay, Federal Way..Secretary .....253 925-2085 ....HarmonShay@aol.com  
 John Carlin, Edmonds..Treasurer .....425 778-4529 ....john.carlin@alum.mit.edu  
 Lloyd Flem, Olympia..  
 Government Affairs Director .....360 943-8333 ....washarp@olywa.net  
 Office FAX.....360 943-0136  
 Address.....3704 22<sup>nd</sup> Ave SE, Olympia 98501

Jim Hamre, Puyallup..Newsletter Editor.....253 848-2473 ....jimhamre@mindspring.com  
 Warren Yee, Seattle..E-newsletter .....206 723-0259 ....washarp@earthlink.net

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  
 All Aboard Washington:  
 AllAboardWashington.org  
 NARP: www.narprail.org  
 NARP Hotline: www.narprail.org/cms/index.php/hotline/  
 Amtrak: www.amtrak.com  
 Amtrak *Cascades*: www.amtrakcascades.com

# All Aboard News

**August 11:** All Aboard Washington meeting at noon at Jim Hamre's home, 13307 104<sup>th</sup> Ave. Ct. E. on Puyallup's South Hill. Bring a pot-luck item. Hamburgers and beverages will be provided. Call or email for more information. See p. 5.

**September 8:** All Aboard Washington meeting in Ephrata. Make your plans now to attend. Complete details will be in the August/September newsletter.

All Aboard Washington welcomed the following new members in April and May: Edgar Rynerson, Portland, OR; Tedine Roos, Longview; David Harris, Philadelphia, PA; and Susan Bagley, Federal Way.

All Aboard Washington members contributing to this newsletter include Bill Kelley, Warren Yee, Dan McFarling, Tony Trifiletti, Jim Cusick, Lloyd Flem.

### Volunteers Needed!

All Aboard Washington will operate a Fireworks Stand in Burien. This is a chance for us to earn serious money for our advocacy and we need all the volunteers we can get.

All Aboard Washington board member Bill Kelley will be in charge of the fireworks stand.

People who wish to volunteer should sign up for a shift through Tony Trifiletti at tonytrif@msn.com or call 206 440-9451. We need different skill sets for different days.

June 27: Bill will have his trailer on-site, a friend with keys, and the tools necessary to assemble the stand. Those who volunteer this day should be prepared to perform

All Aboard Washington  
(formerly Washington Association of Rail Passengers)  
P. O. Box 70381  
Seattle, WA 98127

Return Service Requested

<b>MEMBERSHIP APPLICATION</b>	
<b>RENEWAL FORM</b>	
<b>ADDRESS CHANGE</b>	
Basic Membership .....	\$25.00 per year
Student/Fixed Income .....	\$18.00 per year
Family Membership .....	\$50.00 per year
Patron .....	\$75.00 per year
Leadership or Business Circle .....	\$100.00 per year
Extra Contribution .....	\$ _____
(always welcome and appreciated)	
Note: if you move, let us know in advance and save us 75¢ for address correction service.	

physical labor.

June 28-30 & July 1: The shelves are stocked and sales begin. The people who staff the stand should be good at talking about AAWA as sales will be light and people will be interested in who we are.

July 2-4: Sales will be heavy. We need lots of staff.

July 5: Bill will be there to supervise tear-down. We need people who can perform physical labor.

We are asking people to volunteer for one or more four-hour shifts: 8 AM-Noon, Noon-4 PM, 4 PM-8 PM, 8 PM-Midnight (partly security shift). A large number of volunteers are needed to make this project a success but we can raise thousands of dollars Your volunteer efforts will help All Aboard Washington advocate for more passenger rail service in our State.

### Flem, from page 5

than risking a "deal-killing" late train arrival to a meeting with a valued client or customer.

Passenger rail advocates should be pleased with the increase in rail freight traffic. Whether considering public safety, fuel efficiency, environmental impacts, even the size and shape of growing urban areas, we are better off with absolute and market-share increases of goods moving on steel rather than pavement. And more directly, increased revenue for freight railroads often translates into rail infrastructure investments that can help the on-time performance of passenger trains.

Amtrak Northwest and WSDOT Rail are striving to improve on-time performance. This spring the Cascades have a mark over 70%, less than the modest 80% goal and unacceptable in most of Europe and Japan, but better than in 2006. The freight railroads are said to be cooperative in this effort. Even UP, which gave at least the appear-

ance of unconcern about the damage delays cause their passenger rail tenants, has nonetheless done better in recent months.

So the two problems hindering even a larger role for intercity train passenger travel remain: insufficient numbers of passenger trains and seats to meet demand, and insufficient track capacity at "choke-points" to efficiently accommodate rapidly increasing rail freight and...hopefully... passenger traffic. The answer is more investment, private and public sector... which returns us to the first point above.



My March trip to Washington, DC was primarily in behalf of the freight rail industry. Only because I needed to return for the final weeks of the 2007 State Legislature, I went by commercial airline, a safe, fast, but not-very-pleasant way to travel. In late April-

early May, along with several other AAWA members, I went by Amtrak, a safe, slower, but very pleasant way to travel. *Empire Builder* trips were near flawless; EB is a now-outstanding national network train. Chicago to DeeCee via the *Capitol Limited* was not flawless, but acceptable and not **TOO** late east or westbound.

Purposes of this second trip were to attend the NARP meeting and the again Work the Hill. Visited offices of eleven US senators (five Rs, six Ds, including our Sens. Murray and Cantwell.) Also met with staffers for Reps. Brian Baird (D-Vancouver) and Larsen (D-Lake Stevens) and then met personally with Larsen and Norm Dicks (D-Belfair and fellow Husky alum!)

I was ably accompanied at the Hill meetings by fellow rail advocates Susan Sauer of Olympia and Barry Green of Glendive, MT. We feel we made some affirmative points. And our Nation's capital is a must-visit for all Americans, though I suggest one avoid May through September, when DeeCee is climatically a Tropical Hardship Post.

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

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

