

Representative Mike Armstrong: state needs new investment in transportation in the next two years

State Representative Mike Armstrong (R-Wenatchee) was our featured speaker at All Aboard Washington's June 9 meeting in Wenatchee. Rep. Armstrong is the ranking minority member on the House Transportation Committee (HTC). As Lloyd Flem introduced Armstrong to the nearly 30 people gathered at the Red Lion Hotel, he noted that nothing in our Legislature has more bipartisan support than transportation. And Armstrong is at the forefront of



Rep. Mike Armstrong

that bipartisanship.

Armstrong stated without hesitation that he is in the middle on most issues. He is pleased that Rep. Judy Clibborn (D-Mercer Island, chairwoman of the HTC and our April meeting speaker) allows the Republicans to be involved in writing the transportation budget. It is written by the chair and vice chair and the two ranking minority members of the HTC. Armstrong noted that the

transportation budget passes on time with huge majorities every session. "If we don't work together on transportation we don't get anything done," stated Armstrong.

He noted that he has become the freight rail person in the Legislature, especially with the short lines east of the Cascades. He was approached by the shippers on Watco's CW line between Cheney and Coulee City. Watco wanted to abandon the line and sell it for the scrap value. The company initially was not interested in selling the line that moves mostly agricultural products to WSDOT so that it could stay in service. Eventually, with the support of the Legislature, DOT negotiated a purchase of the line and hired Eastern Washington Gateway RR to operate it. Watco said the CW line needed 3600 cars of wheat a year to preserve operations but was only moving 1700 cars a year. The company felt that level of cars could not be reached. Since the state purchased and paid to rehabilitate the line and hired Eastern Washington Gateway car loadings have climbed substantially, reaching 6000 in 2011.

(tinyurl.com/CWbranch)

The Legislature's goal is to preserve all rail lines in the state if possible. Armstrong stated that we must look to all the alternatives to roads to help move people and goods.

Washington State has been at the front of the line for requesting federal rail dollars since we have quality projects ready to go. Armstrong said higher speed passenger rail is a (See **Armstrong**, page 5)



Rep. Armstrong speaking at the June 9 All Aboard Washington meeting in Wenatchee.

Photos by Jim Hamre

Coal Train effects on Passenger Trains in the Northwest Corridor

On June 15, Transportation Choices Coalition – transportationchoices.org/ – hosted one of its Friday Forums at the downtown Seattle YMCA. The topic was Coal Train effects on Passenger Trains in the Northwest Corridor. This issue arises from proposals to site up to six coal export terminals in Puget Sound, along the Pacific Coast or on the Columbia River. The coal would move to these terminals via rail from the Powder River Basin coal fields in Wyoming and Montana.

The panelists were:

- Ross Macfarlane, Climate Solutions
- Bruce Agnew, Cascadia Center for Regional Development
- Floyd McKay, emeritus professor of journalism, Western Washington University

Here are highlights from each panelist's presentation:

Mcfarlane

- There are practical and profitable solutions for countering climate change, but his organization has decided to oppose these coal export projects.
- Coal burning in the U.S. is in free fall. Over 30% of existing plants in our country are expected to close in the next decade and others are switching to other fuels such as natural gas.
- Exports to Asia are needed to maintain coal mining at existing levels.
- There are four main issues that need to be addressed: highway traffic, marine traffic, the capacity of our rail system, and who pays for the needed mitigation. There would be major impacts at grade crossings, along rail choke points (See **Coal**, page 5)



*From the desk of
the Executive
Director
by
Lloyd H. Flem*

SEATTLE: SAVE THE WATERFRONT STREETCAR!; See You on August 11th

The George Benson Waterfront Streetcar was named for the late and beloved Seattle City Councilman who, a generation ago as a councilman, doggedly pushed for institution of what became an outstanding success as a very safe, "green," popular mode of transportation for both Seattle residents and visitors. It carried countless thousands to and from Seattle's waterfront, most of whom who did not and would not ride the substitute buses (with a pathetic "wrap" to vaguely resemble a trolley) that followed the same route after the streetcars were unfortunately removed in 2005.

A bit of personal history surrounding Mr. Benson and the Streetcar: Among my fondest memories of my years at the U of W (Class of 61) was playing trombone in the Husky Marching Band. Returning to Washington after living out of state for a dozen years, I joined the Husky Alumni Band in the late 70s. Our Alumni Band played for home football games and other events. In the Alumni Band I met George, who had played in the Husky Marching Band in the early 1940s, and offered him my enthusiastic support for his campaign to return streetcars to Seattle.

Those who had scoffed at "Benson's Folly" were proved profoundly wrong.



A George Benson Waterfront Streetcar at the location of the maintenance base that was torn down to make way for the Olympic Sculpture Park. Photo by Zack Willhoite (2004)

The streetcars, which Mr. Benson secured from Melbourne, Australia for \$5000 each (!), were lovingly restored, significantly by George personally. The line opened in 1982 and proved to be a success beyond anyone's dreams, except probably those of Mr. Benson. In those years I discovered George's broad interest in transportation, included his support for passenger rail at all levels and good public transportation generally. In, as I recall, the mid-80s, I asked George to join our Washington Association of Rail Passengers, which he readily accepted. George served on our Board for several years and remained active until shortly before his passing in 2004.

Mr. Benson retired from the Seattle City Council in 1993. A proud moment for

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me, at a public meeting probably in the late 90s and **NOT** a rail advocate gathering, George introduced himself as representing WashARP, the organization to which I was devoting my professional life.

Sad, but not a year after George's 2004 death, the wholly successful streetcars were mothballed. Why? Pulitzer Prize-winning editorial cartoonist David Horsey portrayed it bluntly in a 2007 offering: Two women, observing a mostly buried streetcar at the Seattle Art Museum's Olympic Sculpture Park. First woman "Say, isn't this one of the trolleys that used to run along the waterfront?" Second woman, "It's titled 'End of the Line: A remembrance of the idiots at Metro, the Art Museum, and City Hall.'"

As a non-Seattleite, I have no quarrel with SAM's Sculpture Park, which replaced the streetcars' maintenance facility. But given the popularity and utility of the streetcars, funds should have been put aside to develop another maintenance base. Being as blunt as Horsey, I maintain the heedless and needless ending of what was the legacy of one of Seattle's most revered citizens soon after his death, is an outrage.

It got worse when the Benson streetcars were recently rumored to be for sale cheap to another city. My frustrations about the situation were recently somewhat alleviated when citizens of Seattle rose up and demanded the streetcars be kept in Seattle and used for transportation on the waterfront, following elimination of the Viaduct and completion of the Tunnel project.

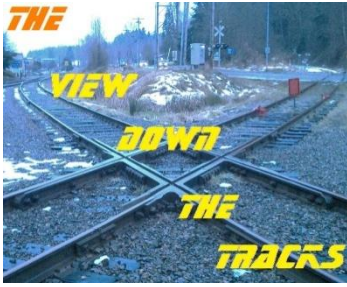
The Save Our Streetcars (Again) website – saveourstreetcars.org/ – chronicles the campaign. (If you have spare time, check the June 30 blog entry.) There is also a Facebook page: Save the Seattle Waterfront Streetcar (Again).

Mr. Tom Gibbs, former head of Metro Transit, is among the leaders of the "Save ..." effort. In an email on July 15 from Tom, there was good news from a July 9 public panel discussion (at which Tom participated). First, a streetcar line is a considered option for the post-construction waterfront. And importantly, a county rep said the Benson streetcars are **NOT** for sale and wants to make sure they are available for use in Seattle!

On July 13 a forum was held on the proposed future of the waterfront. One rendering showed a Benson streetcar. Forum attendees could "vote" for various waterfront transportation concepts. One concept showed a modern streetcar. That alternative received far more votes than any other, with a preponderance of the handwritten comments in support of the Benson streetcars!

Seattle citizens are caring enough to turn around what appeared (from this far south end of Puget Sound) to be a very unfortunate attitude toward a valuable Seattle asset and the gentleman who literally brought it to the Emerald City.

Now, fellow AAWA members and other readers of this column, do **NOT** fail to contact appropriate Seattle and King County elected officials, assuming you care about the return of this delightful and practical mode of transportation to Seattle. While King County residents would have a bit more clout, we outlanders can certainly articulate why we would utilize the Benson streetcars, and **SPEND MONEY** at waterfront businesses. (Between 1982 and 2005, I escorted several out of town guests, following an Amtrak trip to King Street Station, to the waterfront on the Benson streetcars. Needless to say, no such trips to the waterfront were made on the (See **Flem**, page 4)



WITH
JIM
CUSICK

Train, Train, GO AWAY

Since I don't have any substantial good news on the rail front, I've decided I'm going to talk about my car this time. Aren't you lucky?



A view down toward the Columbia River from near Quincy on Jim's recent *Empire Builder* trip.

But first a word from our sponsor.

Edmonds had a rally, Mayor Earling joined the rally, Mayor Earling said to the rallying folks: "Something needs to be done!"

Those rallying folks are up in arms about all those noisy trains clogging State Highway 104. Shameful, I tell you. Plus those behemoths foul the lovely beaches with their detritus.

These horrible tracks bisect, nay, **cut us off**, from the natural pleasures bestowed upon us. Solid lines of trains, all day long, day in, day out.

From reading the Edmonds Beacon, the local weekly newspaper, you can see the battle lines being drawn.

Cooler heads need to prevail, and while I'm somewhat perplexed by Mr. Earling embracing this issue and joining the rally, as divisive as it seems to be, I can see what he's doing.

In the report from KOMO news, he is quoted: "If you think this is a rally centered on stopping coal trains you need not be here, because it is not just that."

His comments lend themselves to the notion of looking to the future, and thinking about how to plan for changes, how to build the interface between the port, the ferries, the trains and the beach.

Well, Washington State Ferries did have the Edmonds Crossing plan which solved many of the problems, but it seems lack of money made the decision

to not move forward for us. Remember I-695? Of course you do.

So now the direction people want to take is ... just get rid of the trains!

Well, first, ... good luck with that.

There are so many legal issues that I don't have the room to get into here, but given that I have an environmentalist lean on the issue, I'm going to make a few points that those who are concerned with this need to think about:

- 1) We're going to get China's air pollution, regardless.
- 2) Coal dust is an issue that needs to be backed up by hard data, not speculation.
- 3) The trains were here first.
- 4) Before you jump on the solution "put SR 104 in a tunnel under the tracks," **Check the Tide Charts!!!**

They say politics makes strange bedfellows, so I have one bit of advice: **Beware of NIMBYs in Environmentalist clothing.**

Kirkland also wants to solve its train problem, and has simply decided to purchase the perfectly usable rail corridor on the eastside of the lake and tear out the tracks. They've already taken down the signals and put concrete blocks on the right-of-way. As of this writing, the tracks are still in place.

Whoops, wait: The Port of Seattle has thrown a monkey wrench into the works – or in this case, bounced a basketball off their head. Seems they are holding the Woodinville Subdivision hostage in the new basketball arena negotiations.

I'm not going to touch this one with a 10 foot pole.

Cars are so much more fun to talk about, don't you think?

Getting That Sinking Feeling

How often I hear the refrain "Why, the [train] fare is cheaper than the gas!" after gas goes over \$4 a gallon

Now, I'm certainly not here to discourage people from taking the train when gas goes above \$4 per gallon, but if they did some simple calculations, they would understand the difference of \$1 in the price of gas causes their cost per mile to go up by only 5 cents per mile.

Really?

Look, it's not really that difficult a calculation. If you pay \$3.50 per gallon, and get 20 MPG, then you're paying 18 cents per mile for gas. If you pay \$4.50 per gallon, then you pay 23 cents a mile.

So, what gives?

I'll tell you what gives. **We're DRUG ADDICTS!!!** That's what gives. Or we behave as if we were.

We spend most of our time in denial

over what it cost to drive, and if we bothered to figure out, and I don't mean in an ethereal sense, just the actual hard numbers of what it costs each of us, we'd be making much different decisions.

So what's the point of my rant?

It seems when I bring up "AAA says it now costs 59 cents per mile" I am pushed back with the new rebuff "Yeah, well that includes depreciation, insurance and other **sunk costs**, so they don't count."

Oh really?

So, what you're saying is that since the major cost of the car is not as variable as the incremental costs (AAA puts this at 16.3 cents per mile), that it's not something we should include in the costs?

Okay, so just how does AAA come up with the 59 cents per mile cost?

AAA assumes that you buy a new car and trade it in at 5 years, so all the operating costs are buried in the "capital costs" of ownership.

Now let's see what happens when we make a comparison of infrastructure and vehicle costs (the sunk costs) versus day-to-day expenses (the incremental, or operating costs) for both transit and the automobile.

That means that if a transit rider gets the highest monthly pass on his ORCA card (which shows up as \$171 month), then a year's worth is just over \$2,000.

Now to add the taxes.

If I go by the calculations of transit taxes collected per person, and I take this from a reliable source on the Internet – a TRANSIT HATER on one of the transportation forums – he says it's about \$450 per person, per year.

We'll go with that, just because it's easier and I'm hoping it's an inflated number since I like to give those folks a head start.

So the outlay if you want to take transit as your primary mode is roughly \$2500 year.

Now I calculate the amount I pay in gas tax, (which is just a tax, by the way, and don't bother making the "if you don't drive, you don't pay" argument. I'm forced to pay, and the money is never spent on **MY** roads) and that comes to about \$300 per year for an average sedan that gets 20 mpg.

Even Edmonds wants me to pay a "street overlay" tax which totals about \$50 a year (I voted no).

So, my combined tax outlay comes to about \$400 year. Since I drive an Impe-rium Condescendor (one of those big honkin' SUV type vehicles), it's actually (See **Cusick**, page 4)

Flem, from page 2

“wrapped” buses pretending to substitute for the streetcars.)

Finding that 40% or more of you do not have handy internet access, traditional contact numbers of major decision makers are: Mayor Mike McGinn, PO Box 94749, Seattle 98124, 206-684-4000; Seattle City Council, PO Box 34025, Seattle 98124, 206-684-8159; King County Executive Dow Constantine, 401 5th Ave, Seattle 98104, 206-216-4040; King County Council, 516 3rd Ave., 98124, 206-296-1000.

The Benson streetcars would again well serve an elegant and useful water-front transportation function. Buying new “modern” streetcar would also serve this valid transportation purpose, but why spend millions in taxpayers dollars when the Benson cars have a class and soul that “the latest thing” would lack?



Be certain to write in August 11 on your calendars. AAWA’s annual picnic meeting will again be held at Ralph Munro’s charming Triple Creek Farm west of Olympia. (5041 Houston Drive NW for Thurston county residents.) For others of you, “Limos” will meet you at Centennial Station and return you there following the meeting. The gathering will be informal, but some members of the Legislatures from both WA and OR will be present and will be invited to give brief presentations on their support for passenger trains. Potluck, though a main dish will be provided. See page 6 for more details.

Cusick, from page 3

higher.

AAA says a standard size sedan costs \$7600 per year to own.

Hmm, according to the AAA chart, my Imperium Condensor costs over \$11,000 per year (75 cents per mile) Yikes!!

What that means is, your ACCESS to the Highway system is roughly \$8,000 year.

But cars give us FREEDOM ... and we’re Merikuns!! By golly! Can’t take that away from us!

Well, we’re not taking anything away from you.

I just want you to make sure if you think the system is so self sufficient, and that anything

that’s got the hands of gummint in it is inherently bad, that **you**

must champion the removal of any and all taxes.

After all, it should pay for itself, and if it pays for itself, then a private company would operate and maintain the roads and they’d provide the transportation system

Just like the railroads do ...

So, getting back to the issue of whether car costs are incremental in that the operational costs are a smaller part, or whether they are a valid part of AAA’s per mile calculation that says it’s 59 cents per mile which puts a major portion into the capital/sunk costs: **It still costs me!!!**

So, what if I don’t trade in/sell my car every five years?

Simple. The calculation moves from the “sunk” cost column, to the “incremental” or maintenance/operating cost column.

If you want to keep the car longer, you can save money, but the quality of your ride will get worse, unless you are vigilant about spending money on taking care of your ride.

What kind of car do you own? Does it have an interference engine? Does it use timing belts? This can be costly if you aren’t on top of the maintenance.

Suspension parts wear out, steering parts wear out. Many things degrade the performance of the car in such a gradual manner that most people don’t notice how bad it is until they get a new part installed.

Are you willing to drive a beater? If you don’t stay on top of all exterior paint issues, they can get ahead of you. Thankfully, living in the PNW, rust isn’t the big problem the rest of the country deals with.

Keep that interior up to snuff, repair any tears, treat that leather, otherwise, it’s BIG BUCKS time again.

A vehicle reaches its “value nadir” at about 10 years.



Jim’s westbound Empire Builder traverses the sweeping horseshoe curve just west of Quincy.

Findings from the AAA 2012 “Your Driving Costs” study include:

Based on Driving 15,000 miles annually	Small Sedan	Medium Sedan	Large Sedan	Sedan Average	SUV 4WD	Minivan
Cost Per Mile	44.9 cents	58.5 cents	75.5 cents	59.6 cents	75.7 cents	63.4 cents
Cost Per Year	\$6,735	\$8,780	\$11,324	\$8,946	\$11,360	\$9,504

Afterwards, you’re keeping it because you think it’s either collectible, or just so easy to work on that only the cheap tabs and low insurance makes it worth it. Just don’t wreck it, because you won’t get the money back from the insurance company, because no matter how nice you think it is, they consider it a \$500 beater. By the way, vehicles like mine hold a higher value even at that low point.

You can drive the yearly cost down by about half when you keep the car long enough. However, the problem becomes one of timing. Essentially, when do you get rid of the car?

Now, since I do all my own work, I can do it a lot cheaper than most people and cut the costs even more.

Cars nowadays are a bit more complex, but they are generally the same mechanical devices they always were, so using just a little analysis can solve a lot of problems that most people find too daunting to approach.

So here’s my point ...

Don’t take the train because the price of gas has gone up.

You should be riding the train because you already know how much it costs to drive.

Seattle to Vancouver, B.C. segment added to on-time performance agreement

Amtrak, BNSF Railway and WSDOT recently modified their agreement committing the partners to measurable on-time performance goals for Amtrak Cascades service between Seattle and Portland. The amendment added on-time performance goals between Seattle and Vancouver, B.C. This change establishes measurable inter-city passenger rail benefits for the entire corridor between Portland and Vancouver, B.C., while recognizing the current and future needs of existing freight operations. This segment’s on-time goal is 88% and is consistent with the goal set in 2011 for the Seattle to Portland segment. On time reliability, defined as the train arriving within 10 minutes of its scheduled arrival time, is a critical performance benchmark on rail lines shared by freight and passenger rail, especially in the northern section of the corridor with its mostly single track rail line.

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All are evening numbers, except Lloyd's, which is available 8:00 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/news/hotline
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Armstrong, from page 1

necessity in our state so that we can move people in a better manner than we have in the past. He noted that while our state is aggressively moving ahead

with its passenger rail improvement plans, Oregon needs to get up to speed on its rail plans.

In response to a question, Armstrong expressed his support for east/west daytime passenger rail service between Seattle and Spokane. He noted this idea has bipartisan support in the Legislature.

Armstrong said that the state needs to make new investments in all modes of transportation in the next two years. Projects large and small that were funded by the 2003 and 2005 transportation tax packages will have been mostly completed by 2015. We need to continue to invest in transportation, not only to keep our people and goods moving, but also to put people back to work. Unemployment in the construction industry is 32%.

When it comes to funding a new transportation package the Legislature will need to look at all options. Just raising the gas tax is not the total solution any more. Tolling will have to play a bigger role in funding transportation in the future. It will be difficult to get a package through the Legislature (and probably onto the ballot for voter approval) but the strong bipartisan support for transportation makes the effort more doable.

All Aboard Washington will be at the forefront of the debate on any new transportation package, representing the interests of all intercity passenger rail supporters on both sides of the Cascades. One of our key pushes, in addition to continued improvement of the Northwest Corridor and the Amtrak Cascades, will be for service between Seattle and Spokane.

Coal, from page 1

(such as Everett-Bellingham; Sandpoint, ID-Spokane; and the Columbia River Gorge), and around 1000 new ship movements on our



A westbound BNSF coal train at Providence Hill, south of Ritzville.

Photo by Jim Hamre

waterways.

- The proposed Cherry Point export terminal (near Bellingham) would have a capacity of 48 million tons of coal a year. This compares to the existing Roberts Bank, BC facility's capacity of 24 million tons a year.
- All of this would be possible only with increased government subsidies. The coal industry now receives \$28 billion a year in government subsidies.

Agnew

- We need to channel the enthusiasm of young people lined up against coal export terminals into support for passenger rail service.
- Coal exports are a part of the Obama Administration's goal to double U.S. export.
- There are capacity challenges throughout our transportation network. Money buys capacity.
- If we don't move now on pushing for the 3rd Seattle-Vancouver Amtrak Cascades round-trip we may lose the opportunity because the capacity won't be there. WSDOT has yet to ask BNSF for a modeling study for this added frequency.
- WSDOT funded upgrades to the Stanwood passing siding to improve capacity but BNSF is now often using the siding for staging coal trains headed to Roberts Bank.

McKay

- Amtrak service may end up as collat-

eral damage if coal train traffic growth increases dramatically, especially if a terminal is built at Cherry Point.

- Will the large ongoing public investment in BNSF infrastructure for passenger train capacity end up being used to provide more freight capacity?
- We need to require that the coal shippers and the buyers in China pay for the needed infrastructure improvements.
- We need to fully analyze BNSF claims that various improvements are actually needed for expanded passenger train service and are not for freight rail expansion.
- A programmatic EIS needs to be done that covers all projects and impacts together, not just a specific EIS for each project. The analysis needs to include impacts on passenger rail service.
- WSDOT cannot provide a breakout of public dollars spent for rail improvements versus public benefits received. The agency is in a difficult position with BNSF: trying to get information from the railroad while also getting its cooperation on building the Northwest Passenger Rail Corridor.
- Peter Goldmark, state Lands Commissioner, holds the ultimate approval or denial for the coal terminals in Washington.
- Passenger rail advocates need to know where gubernatorial candidates Jay Inslee (D) and Rob McKenna (R) stand on their support for passenger rail service.

All Aboard Washington has elected to not formally take a position at this time on the export of coal from Northwest terminals. However, we are concerned about the effect increased freight train traffic will have on current passenger train operations and future growth of passenger rail service in our state. We also want to be sure that public investment in BNSF's infrastructure for passenger rail service actually benefits the passengers and that the public dollars are used wisely. AAWA will continue to monitor this issue as the various proposals move forward.

All Aboard Washington
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All Aboard News

August 11: All Aboard Washington's Annual Summer Barbecue meeting. It will be 11:00 AM – 2:00 PM at Ralph Munro's Triple Creek Farm at 5041 Houston Drive NW just west of Olympia.

Come join us at this annual summer event, this year at former Washington Secretary of State Ralph Munro's farm near Olympia. Ralph will kindly provide the entree. Those attending are welcome to bring potluck salads, desserts and other specialties to share.

If you're outside the Olympia area, we encourage you to take Amtrak train 500 from the south (returning on train 507 or 509), or either Train 501 from the north (returning on Train 516 or a later train). Shuttle transportation will be provided from/to the Olympia-Lacey Station. Request RSVP if you can for shuttle service. Direct questions to Lloyd Flem; see page 5 for contact information.

Driving directions from I-5 north or south to Olympia: take Exit 104 (US 101 – Shelton/Aberdeen). Go west 3.4 miles on US 101 to the third exit (Mud Bay Road, Evergreen State College). Travel north toward Evergreen State College onto Evergreen Parkway NW. Go 0.4

miles to 17th Ave N.W. Turn left and go southwest onto Houston Drive for 0.3 mi. Look for 5041 at the forest edge, and continue past a couple of small houses until reaching picturesque Triple Creek Farm. If needed, call Lloyd Flem's cell 360-870-6286.

September 22: Join us for our trip to Portland, Oregon, onboard the Amtrak Cascades, this time to celebrate the grand opening of both the Portland Streetcar's new Loop on the East Bank of the Willamette River and the Oregon Rail Heritage Foundation's new Enginehouse at the Oregon Museum of Science & Industry (OMSI). We'll be meeting in Portland Union Station off of Train 501 at 11:00 AM, and proceeding on the Portland Streetcar (fare \$2.00 all day) for a group lunch at the Eastbank Saloon right on the new line (separate checks). After lunch and a brief presentation on the rest of the day, we'll get back on the streetcar to the ORHF Enginehouse (donations welcome) to see famed locomotives SP 4449, SP&S 700 and OR&N 197, before reboarding the Streetcar for a return to Portland Union Station and home on Train 508.

October 13: All Aboard Washington business meeting from noon-4 p.m. at

Basil's Kitchen, Embassy Suites Hotel, 15920 W. Valley Hwy, **Tukwila,** adjacent to the Amtrak Station. Please Request RSVP to Harvey Bowen, if you can (contact info p. 5). Put "October 13 RSVP" in Subject or Body of your email.



All Aboard Washington welcomed the following new members in June and July: Robert Barrett, Tumwater; and Douglas Camp, Toledo, WA.

All Aboard Washington members contributing to this newsletter include Karen Keller, Ralph Munro, Zack Willhoite, Lloyd Flem and Jim Cusick.

Not all work and no play: AAWA members (and others) enjoy an excursion on the Chehalis-Centralia RR on July 21.



Photo by Karen Keller