

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

Representative Judy Clibborn: additional revenue needed to continue expanding Amtrak Cascades service

State Representative Judy Clibborn (D-Mercer Island) was our featured speaker at All Aboard Washington's April 14 meeting in Tukwila. To the more than 40 people in attendance, she said, "I'm pleased to be here. All Aboard Washington is the leader on rail issues."



Rep. Judy Clibborn

Clibborn is fully supportive of our state's intercity passenger rail and freight rail programs.

Most of the transportation projects funded by the 2003 and 2005

transportation tax packages will be completed in the next several years. To continue improving our transportation infrastructure to meet the growing demands in our state the Legislature must start assessing ways to fund the needed construction. Any new tax package will need to contain funding outside the gas tax for the multimodal account, which funds the Amtrak Cascades and freight rail projects (that are mostly on our short line railroads).

Spending on transportation is a huge jobs generator. Building infra-

structure and expanding rail service not only creates temporary construction jobs but the projects create permanent jobs as the economy expands as a result of improved mobility for both people and goods.

The current operating cost for the Cascades is \$70 million per year. Ticket and other train revenue bring in \$51 million a year; the operating subsidy provided by the state is \$19 million. The subsidy has decreased over the years as the percentage of fare revenue that covers operating costs has risen from 34% to 51%.

Section 209 of the 2008 Passenger Rail Investment and Improvement Act (PRIIA) requires an equalization of costs to the states supporting short distance corridors such as the Cascades. The states will soon need to fund 100% the operating subsidy for their corridors. Since Amtrak currently covers all the costs of trains 500 and 509 (north of Portland), Washington will have to pick up this cost, which will be \$3-5 million a year, in order to maintain the existing service.

Amtrak is also revamping the way it charges for equipment maintenance. This cost is expected to increase about \$3 million a year for each of the next 20 years. Clibborn said the state is prepared to meet these additional costs.

She noted the state is developing a plan to continue increasing revenues (and thus lowering the state's costs) that consists of:

- Strategic fare increases
 - New promotional opportunities
 - Continued
- (See **Clibborn**, page 4)

Washington, Oregon to integrate management of Northwest Corridor

On April 4, Washington and Oregon announced the creation of a new partnership and will develop a plan for managing passenger rail service between Eugene, OR and Vancouver, BC as one continuous rail corridor rather than two separate state operations. Transportation officials for each state signed the agreement as another step toward offering faster, more frequent Amtrak Cascades service.

Washington Transportation Secretary Paula Hammond and Oregon Director of Transportation Matt Garrett said they will create a corridor management plan to include governance, centralizing fleet management, scheduling, budgeting and capital planning, with a goal of improving passenger rail performance that benefits riders and economies in both states.

Hammond and Garrett also announced the selection of John Sibold to fill a new position of Cascade Corridor director. Sibold has been the rail and marine director at the WSDOT since August and will continue to focus on improving the reliability of passenger rail service and managing the state's freight lines.

"John will help improve customer service along the corridor and maximize the economic benefits of reliable rail travel that is on-time, fast, safe and affordable," Hammond said. "More and more people realize that passenger rail is convenient, affordable and a good alternative to automobiles."

"One of John's immediate tasks over the next six months will be to develop a new plan for managing the rail corridor in full partnership with Oregon and in consultation with British Columbia," Garrett said. "We anticipate a plan that leads to cost savings, greater efficiency between our states, improved contract management with equipment (See **Management**, page 4)



Rep. Clibborn speaking at the April 14 All Aboard Washington Tukwila meeting.

Photos by Jim Hamre



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

Some Debating Points for Passenger Train Advocates; Bipartisan Support for Washington Trains

We in Washington are fortunate that public investment in passenger trains has broad support. In fact, objective polls by the most respected polling firms show that keeping the infrastructure we have in good safe repair and funding more passenger train service are the top public preferences for transportation investment.

Ignore the few sillies who claim to “hate” that which is popular among our foreign allies, be it soccer, full-bodied beer or passenger trains, simply because those non-Americans “love them.” With these domestic anti-rail people, rational propositions, including my favored compare-with-other-leading-prosperous-democracies, would have no impact. So save your debate points for use with those with whom we may disagree on the role and magnitude of public investments in passenger trains, but at least attempt a reasonable case for their positions.

Germany is certainly a leading prosperous democracy, currently the economic bastion of Europe and, along with several smaller north European nations, is not suffering the well-publicized economic problems of Mediterranean Europe and Ireland. And the most prosperous part of prosperous Germany is the southwest, particularly the state of Baden-Württemberg, anchored by its capital Stuttgart. B-W is served by several of Deutschland’s justly-famed autobahns with private automobile ownership approaching North American levels. Average incomes are among the highest in Europe, B-W has a varied and thriving economic base, led by such world-famous firms as Siemens and Daimler.

With wealthy people who own fine cars (when visiting B-W in 1998, wife Darleen and I marveled at the very high percentage of BMWs and Daimler-built Mercedes-Benz vehicles) and with superb highways, the state and federal governments are nonetheless putting the majority of their transportation investments in ... high speed rail! The under-construction Stuttgart-east-to-Ulm true

high speed line is in addition to already excellent tracks and over 40 trains each way per day between these two largest B-W cities.

This is just another example which negates the argument that Europe and such places as Japan and South Korea have trains because their people can’t afford cars and trains are the only option. Oh, if you travel to Stuttgart, I understand your Lufthansa ticket covers your flight to Frankfurt, then your Lufthansa ticket will “fly” you via high-speed train south to Stuttgart. A rational Teutonic allocation of transportation modes and resources. Are our region’s folks paying attention when thoughts of even more Sea-Tac runways are voiced rather than rail investments between Seattle and Portland?

With wealthy people who own fine cars and with superb highways, the [German] state and federal governments are nonetheless putting the majority of their transportation investments in ... high speed rail!

Another fallacy repeated by Northwest rail opponents is that Europe has successful passenger trains because of their high population densities, in contrast to low-density Pacific Northwest. But in a study AAWA President Loren Herrigstad and I did for a legislative seminar chaired by Lt. Gov. Brad Owen at Seattle’s Rainier Club last summer, we showed that our Northwest rail corridor was near-identical to a southwest German rail corridor extending from Frankfurt to Stuttgart to Ulm to Munich in population, the size and spatial distribution of cities and, most importantly, population density. The “insufficient density” case for intercity rail here is simply baseless. Our Northwest Corridor is a textbook model for increased investment in high(er) speed passenger trains.

Some antagonism to Sound Transit’s trains still exists. While certainly in favor of both light rail and the Sounder regional rail, I must concur that the costs of projects, from planning, to mitigation, to placating some communities that see Sound Transit as an ATM for projects only tangentially connected to rail, to the actual rail projects, seem numbingly high to this older-generation, small-town, traditional fiscal conservative.

But I am even more numbed by the costs of adding lanes to I-405, for exam-

ple!

A place where we proponents of light and regional rail have a case is countering those who (are in effect milder versions of the “We hate it, because they love it” crowd) insist that these forms of rail might be acceptable in the effete, corrupt, not-too-manly east, but not west of the Mississippi where we are proud, independent, never ride in the wagon, and vainly sit astride our own steeds!

So then how about Dallas? How about Salt Lake City? The big Texas urban icon’s Dallas Area Rapid Transit (DART) attracts lots of riders, but it also attracts private-sector Texas entrepreneurs, who invest big Texas bucks next to DART train stops because they make more money! Salt Lake City? Probably

America’s most conservative – culturally, economically, politically – major urban place. Original plans for light and regional rail were vigorously denounced as “socialism.” Fast forward: Both light rail within Salt Lake City and regional rail along the Wasatch Front (the north-south corridor where most of Utah’s significant cities and people are found) has ever-growing support from the electorate. Local, state and federal elected officials, nearly all conservative Republicans, are now strong supporters of these rail systems. Now, Utahans have voted for another extension along the Wasatch Front. Passenger rail in and around Salt Lake City is a complete and growing success story.

Dallas and SLC may still attempt to show a bit of Western frontier vibe, but that vibe now includes increasing investment in and use of local and regional passenger trains.



It is general knowledge that Talgo, in cooperation with the former Wisconsin and Milwaukee public administrations, established a factory to build four train sets in Milwaukee’s economically depressed north side. A win for all concerned. Now Wisconsin, like many states, is suffering from levels of extreme political partisanship that is undoing the development of a small, but potentially-important rail equipment manufacturing industry in the Badger State. (Two of the train sets are bound for Oregon, to be added to our thriving Amtrak Cascades service.)

Recall Wisconsin had been one of the top states in line for receipt of ARRA “High Speed Rail” money. But then gubernatorial candidate Scott Walker ran on (See **Flem**, page 3)



WITH JIM CUSICK

Rain, Rain, GO AWAY... Time for the facts to see the light of day.

If the sun would just stay out up here in the PNW for an extended length of time, we could clearly see what kind of environmentalists we really are.

Why? Because our decisions are clouded. Hidden behind the blustery, windy weather that keeps our air clean.

I will start with the issue of coal trains. The increase in coal train traffic doesn't have such a direct impact on passenger trains, as much as it does now for my purpose of exposing the major chink in the armor of our supposed environmental awareness.

A little background: Edmonds city councilman Strom Peterson, in a guest editorial in the local Edmonds Beacon newspaper, decried the potential increase in coal train traffic through Edmonds. He stated "The Edmonds Ferry terminal – a vital transportation artery – would be frequently blocked by long, slow-moving trains" and that there are other detrimental effects on emergency response, vehicular traffic, etc. "Coal dust, diesel emissions, and pollution from trains and ships would foul our water and poison our lungs, increasing heart and respiratory diseases."

As my daughter said, "Yep, he sounds like a politician!"

The next series of letters to the editor were the predictable volley of insults and invectives. "Job killers." "Eco-Fascists." The retort of coal dust being "extremely fine and largely invisible until it accumulates on something".

However, one thoughtful letter writer, who claims to not be a railroad employee, began observing trains on his regular walks on the waterfront. In general, his observations basically concur with mine.

We'll just say the word "hyperbole" is a good descriptor for Mr. Peterson's editorial in this case.

Now I can say that my opinion on burning coal is much in line with those who oppose it, but one needs to keep a focused eye on the facts, regardless of whether they support your emotional conclusions or not.

What makes this issue important? It's

because of the most recent letter from a coal-train opponent who questions the motives of those who disagree with his assessment. To quote "I do know that I don't want any more trains coming through Edmonds regardless of what the freight content is. I would like it if there were NO TRAINS coming through Edmonds!"

At least he's honest.

So, what can we make of this development I found over at the intersection of



Totem Lake Blvd and NE 124th St. ?



If you would like to see how the City of Kirkland is moving forward on its Cross Kirkland Corridor check this link:

<http://www.kirklandreporter.com/news/147631155.html>



Included in the article is this paragraph: "**Purchase of the segment ensures that the land will stay in public ownership and all future decisions about developing this corridor will be made by Kirkland residents and elected officials.**"

If we look at Kenmore as an example, do you really think the Burke-Gilman trail will become a railroad right-of-way again?

Once the tracks here are removed, this will cease to be an option as evidenced by how Sound Transit hasn't the gumption to run "Lynnwood Link" in the Interurban right-of-way because it would run into a lot of opposition from Shoreline. The cost/benefit logic was questionable because the horizon year was too short. That's why the I-5 route option showed a positive C/B ratio. It cost less,

but it wouldn't have performed as well against the Transit Oriented Development that could have happened in the Interurban corridor if they at least ran the study out as far as we did in the I-405 Corridor Program.

I'm at least grateful that Sound Transit has accomplished what it has as far as gaining regional cooperation to build some sort of rail transit system. But with places like Redmond, Renton, Kirkland, Tukwila, the UW and Bellevue all acting in their own parochial interest this far along instead of cooperatively building systems that would work is ... pathetic.

Here's an excerpt from the City of Kirkland's website (tinyurl.com/KirklandBNSF) pertaining to the BNSF corridor:

The main focus for development of the corridor in the short term should be on a trail. A paved, accessible, bicycle and pedestrian trail would be far less expensive than a high-capacity rail or bus system and would require a less extensive planning process than would a transit option. However, it is important that trail planning be done with rail compatibility – that would meet Kirkland's interests – as the long-term goal.

Due to its poor physical condition, the current infrastructure in the corridor is not capable of supporting rail traffic that would offer a viable transportation option. If rail were to be located on the corridor, a safe, fully-featured, high-capacity rail system – similar to Link Light Rail – is perhaps the ideal option. A high-capacity rail system would require a great deal of careful planning to meet Kirkland's interests.

Because of its high cost and Sound Transit timing, it is not likely that regional rail transit would be in operation before 2030. Moreover, the Eastside Rail Corridor may not be the best alignment for such a route. In the shorter term, there may be less expensive corridor transit options that could be developed, such as bus rapid transit linking the South Kirkland Park & Ride and Totem Lake.

While freight operations may be part of a future rail corridor, there does not appear to be much current commercial interest in freight rail service within the city. It is difficult to conceive of freight rail operations that would meet many of Kirkland's interests.

Where do they come up with that statement about freight operations? Have they talked with the people operating the service between Snohomish and Woodin- (See **Cusick**, page 5)

Clibborn, from page 1

improvements in the revenue management system

Clibborn discussed the new partnership between Oregon and Washington to develop an integrated corridor management program that was announced on April 4 (see separate article on page 1). The state has started development of new state rail plan that integrates passenger and freight rail together.

Oregon, Washington, Amtrak and Talgo are also developing a fleet management plan for the *Cascades* trainsets. The goals include:

- Efficient fleet rotation
- Maximizing the number of seats available for sale
- Providing for proper equipment maintenance

Improved fleet management will provide an opportunity over the next five years to make incremental capacity improvements. Two additional Seattle-Portland roundtrips are scheduled to start running in 2017.

Management, from page 1

and service providers, innovative service improvements and coordinated delivery of federal projects.”



Sibold will also be working with U.S. and Canadian border services on the implementation of a new

customs preclearance program to reduce the delays to passenger trains crossing the border. He will also continue to build partnerships and a shared vision with British Columbia on the rail corridor.

This summer, Oregon will introduce two new 13-car Talgo trains into the fleet, providing the opportunity for improving schedules during peak demand. WSDOT is investing nearly \$800 million in federal American Recovery and Reinvestment Act grants to make improvements on BNSF rail lines that will result in higher passenger train speeds and more reliable performance. WSDOT will be purchasing eight high performance locomotives that will substantially improve overall corridor service by 2017.

With the ARRA funds, the goal is to add two daily Amtrak *Cascades* roundtrips between Seattle and Portland, for a total of six each day. The improvements are also intended to reduce travel times, as well as improve average on-time performance from the current 70 percent to 88 percent.

“It’s an exciting time to be in the passenger rail business, given that ridership is going up and we have federal dollars to

make system improvements,” Sibold said. “Our goal in all that we do as partner states, and as we work with Amtrak, BNSF and Talgo, is to meet customer expectations for service.”

Sibold has worked for the Port of Bel-lingham as the director of aviation and marine service, for WSDOT as the director of aviation, and for Alaska Airlines as a customer service manager.

WSDOT has recently relaunched the Rail section of its website. The design is cleaner and clearer, and information on the state’s rail program is easier to find. Check it out: www.wsdot.wa.gov/Rail/

Flem, from page 2

a platform very hostile to developing a rail corridor between Milwaukee and the state capital of Madison, while still accepting more service on the heavily-used Milwaukee-Chicago corridor. Walker was elected and “gave back” HSR money, which was independent of the Talgo manufacturing plant. Walker made other decisions which enraged large segments of the population and is now the object of a recall campaign. The other two trainsets, intended to remain in Wisconsin for Milwaukee-Chicago service, might now need to be mothballed, as the Legislature refused to appropriate modest sums to continue design for the train maintenance base. Partisan anger is heightened by the large sums of money outside entities are pumping into the state, mostly for purchase of attack ads. Bipartisanship, looking for reasonable compromise seems for now to be history in Wisconsin, as it is in many states.

We are quite fortunate in our Washington, where working together for the good of the state is still practiced in Olympia. This seems to be most evident in transportation, where Democrats and Republicans are not only civil, but seem to respect and like each other. This bipartisan cooperation has been around for a while. One formidable pair were the late Democrat Ruth Fisher and Republican Karen Schmidt, who, for a decade or so, together supported not only traditional highways and ferries, but transit and rail as well

Bipartisan cooperation among transportation legislators in recent years is evidenced by cooperative efforts of Senate Transportation Committee Chair Democrat Mary Margaret Haugen (Camano Island) and STC Republican Ranking Members Dan Swecker (Rochester) for many years and now Curtis King (Yakima). Strong support for rail is part of this bipartisan pattern among STC leadership.

But look no further than this newsletter. The lead article features Rep. Judy Clibborn (D-Mercer Island), AAWA’s speaker at our April meeting. Rep. Clibborn is Chair of the House Transportation Committee. Our June meeting’s featured speaker will be

Rep. Mike Armstrong (R-Wenatchee), Ranking Member of that same HTC. Representatives Clibborn and Armstrong serve strikingly varied constituencies, have honest and reasonable differences on some issues, but work closely and cordially together to help meet our state’s transportation needs. And to the satisfaction of rail advocates, both are strong advocates for investment in passenger and freight rail as part of Washington’s transportation future.

Over forty AAWA members heard Rep. Clibborn’s presentation. Let’s have an equal number for Rep. Armstrong at the June meeting. It will be Saturday June 9 12:30-3:30 p.m. at Wenatchee’s Red Lion Hotel, 1225 North Wenatchee Ave. Individual settlement for the buffet luncheon. About \$21, including tax and gratuity. The chef would like a count by June 5. So an RSVP to Lloyd Flem is requested, but anyone showing up on June 9 will not be turned away!

Rep. Armstrong’s topics will include rail issues of particular importance to central and eastern Washington, including freight rail. Rumor has it that serious consideration of issues is spiced with humor and fun when Mike Armstrong is at the podium. See you in Wenatchee!

On a separate note, John Sibold has informed me that the WSDOT Rail Office is addressing the important issue of too many late trains in the Northwest Corridor with its partners Amtrak and BNSF.

King Street Station: permanent ticket counter and temporary waiting room open

On May 23, the permanent ticketing area and baggage area (complete with a baggage carousel) opened at historic King Street Station. As the Seattle Dept. of Transportation moves the project into the next phase – seismic upgrades to the building and restoration of the waiting room – a temporary waiting room has been created at the north side of the station.

Passengers enter the station through a temporary entrance is just north of regular entrance. The temporary waiting room is small and has limited access to the tracks. There is a longer walk to trains using the south side stub tracks.

“Amtrak will be working hard to make sure that our passengers can navigate in and around the station during the next phase of construction,” said Amtrak Assistant Superintendent Gay Banks Olson. “There will be some challenges with regards to access to the station and the other construction occurring in the immediate vicinity.” Amtrak recommends passengers arrive well ahead of the usual 30 minutes prior to departure. Parking is limited, but a new loading zone and taxi stand have been created on King St. just west of the station. More details:

www.seattle.gov/transportation/kingstreet.htm

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All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 9:00 p.m. daily.

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 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

New Talgos may mean new Willamette Valley schedules

By Jon Nuxoll

An all-rail daytrip from Portland and possibly Seattle to the Willamette Valley and back may be possible this fall, under *Cascades* schedule changes now under consideration by the Oregon Department of Transportation, Amtrak and Union Pacific. A morning southbound Cascades from Portland and its return from Eugene in the late afternoon may be possible thanks to two new Talgo sets ODOT will receive later this year.

Oregon's Talgo equipment will bring to seven the number of sets in use on the *Cascades* between Eugene and Vancouver, B.C.. They will not, however, result in any net increase in Willamette Valley service because state support for operating the trains remains unchanged. The additional equipment will allow for more flexible schedules.

Since the *Cascades* corridor was established in the 1990s, equipment availability has limited scheduling flexibility to maximize use of the current five Talgo sets. That has meant that same-day Cascades trips from Portland to the Willamette Valley are not possible, as the day's first southbound train from Portland (the *Coast Starlight*) does not leave until mid-afternoon, and the day's third and last northbound train from Eugene (also the *Starlight*) leaves in the early afternoon.

A scheduling change would likely mean replacing one of the two morning northbound departures from Eugene with Thruway bus service. Train 500's 5:30 a.m. departure is popular with travelers commuting up the Willamette Valley as well as Washington-bound passengers, while Train 504's 9:00 a.m. departure is especially popular with Willamette Valley residents making a day trip to Portland.

Southbound, the 9:00 p.m. Portland departure of Train 509 has the lowest

ridership of the four Oregon-sponsored trains, making it a likely candidate for replacement with a Portland-Eugene Thruway bus.

Use of Oregon's equipment to expand capacity of frequently sold-out Portland-Seattle trains was also rumored in earlier months.

Bob Melbo, ODOT rail planner, outlined possible schedule changes in a March article in the Eugene Register-Guard, and ODOT has asked the Assoc. of Oregon Rail and Transit Advocates for its comments on any schedule changes.

Amtrak and the Washington State Department of Transportation own the five Talgo sets now in use in the *Cascades* corridor. Together, the five sets travel 2,606 miles daily, Melbo said. Current scheduling is necessary to allow each set to be in Seattle for maintenance every fourth night.

Cusick, from page 3

ville? I have. They've told me that they (informally) talk up the potential to customers even down in Bellevue.

As for how Light Rail Transit was described in the I-405 Corridor Program documentation, the BNSF corridor through Kirkland is exactly where the lines were drawn.

And what exactly is the Eastside Trail Advocate's message?

The tea-leaves read that Kirkland is giving this lip-service as a future rail corridor.

Making an issue out of spending up to Sound Transit's high estimate of \$1.3 billion to develop the rail line all the way to Snohomish, vs. spending almost \$1 billion on Bus Rapid Transit in the I-405 corridor doesn't pass the sniff test. Even worse, they act as if they favor an even higher cost LRT system. (\$4.5 Billion was the estimate for LRT in the I-405 Corridor back in 2000.)

This is sad.

The only reason we can claim to be "green" up here is because everything is

covered in moss.

Our transportation decisions rival the backwardness of LA, and if it wasn't for our windy, rainy weather, the air up here would look like LA.

Basically, once the track is ripped up, it isn't coming back.

We're addicted to the car, and the sooner we admit it the better. We're as bad as a drug addict, with an additional annoyance factor of constant whining.

Whining about traffic congestion.

Whining about having to pay for new roads.

Whining about tolls.

And the most annoying: Whining about the price of gas.

We pay the highest prices for gas, along with most of the west coast. Why?

Simple.

The oil companies are only charging what the market will bear.

And we won't do a thing about it.

We could get them to lower the price of gas the way any other consumer affects the price of a commodity – **STOP BUYING IT!**

Eviro-Nazi's? Eco-Fascists?

It's time to end the charade.

In the subdued light of today's cloud cover, **Eco-Posers** appears to be the correct description.

National Train Day at Centennial Sta.



Darleen Flem and Darlene Austin staff the AAWA table at NTD.



The Olympia Highlanders bagpipe band greets the *Coast Starlight*'s arrival.

Top photo by Jim Hamre; bottom by Karen Keller

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All Aboard News

June 9: All Aboard Washington meeting in **Wenatchee** at the **Red Lion Hotel**, 1225 N. Wenatchee Avenue, at **12:30 p.m.** Our guest speaker will be **Rep. Mike Armstrong** (R-Wenatchee), minority leader of the state House Transportation Committee. Topics of discussion will include freight rail and daytime passenger train service to central and eastern Washington from Seattle. A buffet with soups, salads, breads, dessert and beverage will be available for about \$21, including tax and gratuity, with individual settlement. **An RSVP is requested by June 5** to be able to give an approximate count to the hotel. Please call or email Lloyd Flem with your RSVP. Contact info on page 5. (This is a change in city from what was in the last newsletter. Central Washington University's commencement on the our meeting date necessitated the change.)

July 21 (3rd Saturday): All Aboard Washington will be riding the **Chehalis-Centralia Railroad steam train** in **Chehalis**. We'll be on the 1:00 PM trip.

Travel via Amtrak train 11 from the north or train 500 from the south to Centralia. We will use Twin Transit to get to the steam train. Use 507 or 516 or later trains to return home. If you must drive: Exit 77 (Hwy 6 - Main St.) from Interstate 5 and turn west. Turn left on Riverside Dr. Continue about ½ mile to Sylvenus Street and turn left. Lunch on your own on the train. The Chehalis-Centralia RR has a snack bar available. Train fares: Adult, \$13; Senior, \$12; Children, \$10.

www.steamtrainride.com

August 11: All Aboard Washington's Summer Barbecue meeting. It will be **11:00 AM – 4:00 PM** at Ralph Munro's Triple Creek Farm at 5041 Houston Drive NW just west of Olympia. Complete details in the August newsletter.

All Aboard Washington welcomed the following new members in April and May: Shaun Stapleton-McIntosh, Olympia; Craig Woodson, Seattle; and Dana Gabbard, Los Angeles.

All Aboard Washington members contributing to this newsletter include: Louis Musso, Karen Keller, Lloyd Flem, Jim Cusick, Zack Willhoite, Jon Nuxoll, Dan

McFarling, Warren Yee and Loren Herrigstad.

An upcoming event of interest: Several AAWA members are planning to attend the Cascade Rail

Foundation's Rails to Ales Brewfest in South Cle Elum on July 14. The Brewfest is a fundraiser for CRF. The organization's goal is to preserve the site of the Milwaukee Railroad in South Cle Elum and to tell the story of the Milwaukee's electrification and route through Washington. For more information on the Cascade Rail Foundation and to purchase tickets for the Brewfest go to www.milwelectric.org.

Here's an updated link to a website featured last issue that lets you search Amtrak itineraries over a range of dates and will show you what the coach, business, first class and sleeping car fares are for each train and date. If your travel plans are flexible you may be able to save yourself some money: biketrain.net/fooonuAmtrak/amSnag.php

