

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

## Why has high speed rail moved so slowly in the US?

About 90 people attended our annual Northwest passenger rail advocates conference on April 5 in Portland. Our keynote speaker was Dr. Anthony Perl, Director of the Urban Studies Program at Simon Fraser University in Vancouver, BC.



Anthony Perl

AORTA Pres. Dan McFarling opened the meeting with these remarks. We all want America to be the best that it can be. Our country spends too much time throwing stones instead of building with stones. We need more frequent and reliable passenger train service but there is more investment in highways versus passenger rail. This needs to change.

Anthony Perl was introduced by AORTA's Mike Morrison. Here's are key points from Perl's presentation on "Why has high speed rail moved so slowly in the US?"

The U. S. has often adopted transportation technology that was invented

elsewhere and has long embraced new mobility options to advance opportunity.

Henry Ford once said: "I invented nothing new. I simply assembled the discoveries of other men behind whom were centuries of work. Had I worked fifty or ten or even five years before, I would have failed. So it is with every new thing. Progress happens when all the factors that make for it are ready, and then it is inevitable. To teach that a comparatively few men are responsible for the greatest forward steps of mankind is the worst sort of nonsense."

Perl asked, why did HSR become the outlier in U. S. transportation technology advancement? Japan's Bullet trains started operating in 1964 and Congress responded in 1965 by sending President Lyndon Johnson the High Speed Ground Transportation Act. Since then we've had 9 Presidents and 24 sessions of Congress with little advancement. The U. S. holds the record for the amount of time between true HSR being proposed and actually being deployed. Before Barak Obama was elected, Johnson was the last president to support HSR in the U. S.

The Turbo Train – built in 1968 – was the first U. S. try at high speed trains and operated between Boston and New York City in the same time as today's Acela. The New York to Washington Metroliner service – started in 1969 – was the product of a public-private partnership. This yielded a 3 hour trip time from NY to DC. Today's Acelas are at most only 15 minutes faster. Without more investment in infrastructure trains in the Northeast cannot operate much faster. The U. S. has not significantly invested in rail since the (See **HSR**, page 4)



Scenes from our Portland Rail Conference on April 5. Photos by Jim Hamre

## Celebrate National Train Day

By Lloyd Flem

Saturday May 10th was National Train Day. Amtrak and other community groups hosted events at Amtrak stations nationwide. Amtrak had a grand event at the now restored King Street Station. Amtrak's Rob Eaton, Seattle Deputy Mayor Hyeok Kim, WSDOT's Ron Pate and Kirk Fredrickson, and retired Amtrak



Alan Boyd

President and USDOT Secretary Alan Boyd were the featured speakers.

Thanks to the many of you who

attended. Several of you helped staff our table. We were on the main floor, although in a somewhat isolated corner near the Ticket Office. The Talgo table, manned by Josh Coran, was next to us and attracted NTD visitors with large poster displays. We benefitted from the Talgo presence. A number of visitors to our table introduced themselves as AAWA members. We hope we netted a few new members.

The speeches opened NTD. A highlight was when WSDOT's Ron Pate made the point that rail infrastructure investments done by both the freight railroads **AND** the state and other public entities improve the movement of both freight **AND** passenger trains. A self-evident reality, but one traditionally denied by the freight railroads.

The featured speaker was Mr. Alan Boyd, the first Secretary of Transportation in the Lyndon Johnson Administration and President of Amtrak 1978-82. Under Mr. Boyd, Amtrak began its climb to modest success.

But the most impressive part of the introduction of Mr. Boyd was his being a WW II veteran. Following the speeches Ron Pate introduced me to Alan Boyd. I thanked him for his Amtrak leadership (See **Train Day**, page 4)



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

Rescue Good Rail Materials; Patience, Rail Passengers!

In the arduous process of going through my massive archives of railroad information and WashARP/All Aboard Washington written material dating, in a few cases to the 70s, in most cases from the mid-80s, I again discover how significant our modest-size and low-budget organization has been in helping bring about a relatively good (for North America) intercity passenger train service. My habit of "saving stuff" at least serves as a tangible record of how key we were and are, in our now-copied Praise and Push approach, in assisting Washington State to become a leader in passenger trains. Many times I exhume some document and quietly exclaim, "Goodness, we were vital in getting that done!"

The above horn tooting is sufficient for now. Along with the written record of WashARP/AAWA efforts and accomplishments, I have a massive volume of quality railroad periodicals, books, government and corporate rail documents, even multiple copies of our past newsletters. Circumstances are such that I must pare down the volume. And all readers of this column are urged to accept past issues of TRAINS, RAILWAY AGE and INTERNATIONAL RAILWAY JOURNAL. Documents include copies of plans and studies, position papers, etc. having to do with rail, freight as well as passenger, from Washington, and to some degree, the greater Northwest and nationally. RAILWAY AGE and IRJ are professional in nature (but very understandable to the readers of this newsletter). TRAINS is a bit like NATIONAL GEOGRAPHIC: the pictures are of interest to a very wide audience, including five-year-olds who "like trains!"

Pre-2013 periodicals and duplicates of everything else are free of course for any of you who might be interested. I'll even make arrangement to deliver in most cases. I await hearing from you! (Contact information on page 5.)



It has been a number of years since AAWA has had representatives of the men and women who actually operate, provide customer service, and maintain

our trains as our guests at a meeting. We'll remedy this on Saturday June 14 at Basil's Kitchen Restaurant in Tukwila. Representatives of the Brotherhood of Locomotive Engineers and Trainmen, and the United Transportation Union are pleased to share with us their commitments to increased passenger rail service in Washington and the Northwest. Let's have good attendance.



Hopefully Northwest Corridor rail passengers will be patient as the summer construction season will likely cause delays. WSDOT says this may require schedule adjustments of 30 minutes or more. But when the 20 infrastructure construction projects are completed by 2017, on-time performance will be im-

My habit of "saving stuff" at least serves as a tangible record of how key we were and are, in our now-copied Praise and Push approach, in assisting Washington State to become a leader in passenger trains.

proved, scheduled time between Seattle and Portland will be shortened and there will be more round trips between those two cities. Amtrak has added this warning to its summer Cascades timetable: Amtrak Cascades schedules are likely to change to accommodate infrastructure improvement work. Consult Amtrak.com or call Amtrak for the latest schedule information. The Coast Starlight timetable has a similar statement.

Even with delays, I find trips on the Cascades, especially from Olympia to Seattle, to be much more amenable in every way than the miseries of I-5. (However, the transit buses from Tacoma to Seattle, with their skilled professional drivers, are a decent option when needing to get to Seattle before noon and no trains are scheduled.)

Empire Builder passenger have needed patience also. Between this past winter's bitter cold and vastly increased freight train traffic, the Builder, as well as the freight trains themselves, suffered from sometimes severe delays. These problems will be temporarily made even more evident as BNSF is embarking on extensive construction projects on lines which accommodate the Builder and the freight trains. Here's Amtrak's summer timetable warning for this train: The Em-

pire Builder schedule is subject to change while the BNSF Railway carries out track infrastructure projects to increase capacity in North Dakota and Montana for both passenger and freight train traffic. As these projects are completed, Empire Builder schedules are likely to be adjusted.

The major capital investments being made by BNSF and other freight railroads as well as the considerable Federal and Washington State investments will have the combined effects of allowing both freight and passenger trains to move more commodities and people more quickly and efficiently. Hopefully rail passengers and freight customers will show a bit of patience and the investments will be completed on-time and on-budget. This current shudder in the quality of rail service will portend better service relatively soon.

Amtrak-DC, in response to a few vocal micromanaging cost-cutters in Congress, has chosen to remove what were commonly seen as first-class amenities from the long distance trains. In addition, menus in dining cars offer less choice and, it appears, fewer regional specialties. (Correct me if I'm wrong on this.) While this observer is sympathetic toward a fiscally-responsible Amtrak, it is reasonable to ask what the mid- to long-term impact will be if the patronage and revenue of economically-comfortable passengers who sought a fine train travel experience are lost.



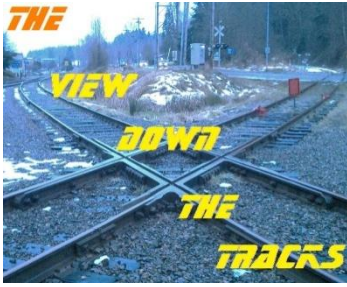
This year it's state and Congressional election time again. Now is the time to find out where House and Senate candidates stand on support for rail. Neither NARP nor AAWA, as tax-exempt non-profits, can endorse candidates for public office. But all of us as individuals can and should. Attend town hall meetings and candidate debates. Actively support those you feel will do a good job in Olympia (and in Salem, Sacramento, Helena, Bismarck, etc.) and in Washington, DC.

See you on June 14! Oh, and rescue some good rail materials from me!



At National Train Day Charlie Hamilton and Jim Hamre check out King St. Station's gourmet dining options. The city

did just release a request to lease office and snack bar space! Photo by Zack Willhoite



WITH  
JIM  
CUSICK

**Be Careful What You Wish For**

Why hasn't Kirkland started up the Cross Corridor Personal Rapid Transit? I was getting myself all lathered up over the idea, and thought they were going to lead the way on the start of The Regional Transportation System of the Future!

I hope that it won't be the victim of NIMBY mentality. Or worse yet, a victim of right of way envy. That's when one group salivates at the loss of one mode if it directly benefits their chosen mode, regardless of having the ability to support both.

*"This town ain't big enough for the both of us!"* Unless one of us lives at the sub-atomic level.

Well, the travelers would be that small, and you could fit a gazillion of them in the corridor. However, they would need support structures 10 stories tall.

I'm talking electrons, baby!!! So, now that the corridor is not going to have those nasty trains on it, (and do we really think Kirkland will be installing PRT there soon?) it appears Puget Sound Energy is licking its chops to put their 100 ft. power poles down the right of way for a major power transmission line.

During my time on the I-405 Corridor Program Citizens Committee, I had the opportunity to discuss various rail issues in the corridor with some of the Kennydale Neighborhood representatives.

When I described a rail based solution and mentioned that when conditions warranted a high capacity system such as Link light rail it would require overhead wires, including high-tension power supply poles. One response I received was "We value our sight lines."

What makes that statement interesting is that on Lake Washington Blvd N. in the Kennydale Neighborhood you can see there are already 70 foot high power transmission lines along the roadway.

It seems one can see whatever they want to see.

Now it appears that Kirkland might be getting the poles without the transportation benefit.

Will there be enough room for the Cascade Bicycle Club? It's another group who has been licking their chops at the prospect of having the tracks removed.

Yes, I'm picking on the bicycling community, because in most other areas of the country, the advocates of non-automotive solutions to transportation issues actually **work together for a common solution!**

What a novel concept!! North Corridor Link would work for long term development in Shoreline, if it ran down the Interurban right of way.

Another novel concept! However, if you look at the initial ridership estimates, along with the preliminary cost/benefit analysis, you'll see they don't go far enough into the future.

Why is that? Well, the quote from Shoreline at one of the scoping meetings I attended was "As long as it (the Hwy 99 alignment) doesn't conflict with Shoreline's plans."

That's the spirit! I'm not sounding bitter, am I? Actually I'm not, but extremely disappointed and embarrassed.

I say, we need a monument! A testimonial to our regional planning prowess. [Something like what Redmond did](#) with the crossing signals they took out when they tore up the tracks on their leg of the Eastside Rail Line. The city used the all the signals they removed to create a sculpture.



of view, you can see high density housing being built adjacent to the former rail line:



ings? How will they accommodate the added traffic? All by bicycle?

And I'm not specifically picking on these municipalities, because it seems no area is immune from The Rule of NIMBY.

In Edmonds, providing for a safer,

Jeez, guys, you could have waited until the body was cold.

From this point

I wonder how residents will access those build-

more convenient use of Sunset Avenue for pedestrians north of Main Street is tangled up by local homeowners fearing that the public will make use of ... a public right-of-way?

Imagine that.

What people also might not be aware of, is that many cities and towns have requirements of developers to leave one of their lots vacant for future use as a connector segment for roads to access other future developments.

Essentially creating many 'grid like' streets that allow for multiple accesses, for both auto and pedestrian, so that any one street or neighborhood doesn't suffer.

In fact, I know of a town where someone actually lived at the 'end of the road' in one of those neighborhood developments, but the connector hadn't been established yet, essentially allowing him to live at the end of a giant cul-de-sac, as it were.

He eventually became mayor of the town.

How do you think his vote went when it came to opening up that access road?

[Let's not forget 236th Street SW in Brier, either.](#)

Look at a map. If you have Internet access, Google Maps street view shows the problem.

Do you think the people in this neighborhood will ever open up that last 50 feet of 236th St. SW at 39th Ave W. for traffic?

Not In My ... FRONT YARD !!

**My bus vs. your bus vs. your train**

We also get to see an example of how well things can work together with how King County's Prop 1 went to save Metro's bus service .

Well, in reality Prop 1 was a tax increase to save both Metro bus service, and improve rural roads. It was a 60/40 percent split for spending.

However, it was a tax increase, and since it seems enough people didn't want any tax increase, the majority voted NO.

Except for Seattle.

So, along comes I-118, a plan for Seattle proper to buy back bus service hours from Metro, with localized taxes to pay for it since the citizens of Seattle voted Yes overwhelmingly on Prop 1.

But the arguments seem to say "to heck with the suburbs" even when it includes regional transit improvements. From my research it is apparent that the suburbs want to have more regional rail.

Many bus proponents, who again, in most areas of the country would be allies in the fight for non-SOV solutions seem (See **Cusick**, page 4)

**HSR**, from page 1  
19<sup>th</sup> century.

Where HSR development is underway – such as in California – there is the usual NIMBY pushback that slows progress.

Since 1916 the federal government and the states have joined forces to build bigger and better roads, and expand aviation, ports and local transit systems. On the other hand, since 1970s 20,000 miles of rail lines have been converted into trails. Despite the huge taxpayer investments in roads and airways, the railroads have been the only mode in the U. S. to post consistent profits since 2001.

For 50 years many European and Asian countries have advanced HSR for public benefit, while in the U. S. private investment has advanced freight rail.

From 1983 to 2008, there has been a significant drop in the number of young people with their driver's license.

- 17 yr. olds – Down 19%
- 19 yr. olds – Down 12%
- 20 yr. olds – Down 20%
- 30 yr. olds – Down 10%

We face a growing vulnerability from climate and energy risks. The U. S. consumes 21 million barrels of oil daily but is not properly addressing the higher costs for extraction and transportation risks of unconventional oil.

The 2008 election delivered a voter mandate for both national and state governments to move ahead with HSR development, with President Obama being elected and the passage of California's HSR Prop 1A.

HSR is proven technology to move huge numbers of people without oil consumption for distances of up to 1000 miles. The state of California is now North America's HSR design laboratory. If we can get it into operation there that will boost confidence in building HSR elsewhere in the country.

The U. S. could take lessons from abroad when it comes to HSR by improving track sharing between intercity and regional passenger carriers. We also need to determine the level of sharing that would be possible on freight railroads' rights of way.

It's time for our country to take the work being done in California and that's already been done around the world and implement it throughout the U. S.

**Cusick**, from page 3

to create the false dichotomy in their arguments for regional transit and local transit.

**WE NEED BOTH.**

Seattle needs a very robust bus system. The region needs a very robust rail based system.

It's not one or the other.

Stop giving the highway solution a free ride.

### **And Quit Complaining!**

Everyone seems to complain!

Especially the people who complain about traffic congestion!

Please stop.

At least their complaining only echoes in their own car, because if they want relief, then they need to vote for the funding for their solution to mobility.

I vote NO for more road capacity. Funny thing is, when these complainers see how much it costs to give them that relief, they also vote NO.

What do they want? Good question.

They know they want relief, but they don't always know how that can happen and more importantly just how much it will cost, be it road or rail.

I even know people who claim to be advocates for rail complain about boarding the train.

Why? Good question.

What's the problem? Good question.

You see, along with the transit wonks I visit with online, many people including my friends, to whom train travel is only something they read about in books or see in movies, will marvel at how well Europe does things, or even the east coast for that matter.

What does every one of these groups have in common? Good question.

And the answer is: NOT ENOUGH INFORMATION.

But what they don't do is dig deep. They don't investigate. ("I've already made my mind up, don't confuse me with the facts!")

Many don't realize how much, and for how long we've ignored our passenger rail infrastructure.

A whole generation doesn't even consider the train one of their travel options.

What needs to be done?

Well, if you want to complain, you have to investigate why things are the way they are if you want to steer things the way you want them to be.

Time to inform your fellow travelers, especially the ones who drive.

### **I'm Not Complaining**

With all of these groups seemingly at odds with their desires, you would think I would be despondent. Well, there are occasional rays of light, and I don't mean from Redmond's light show sculpture.

In the April 10th issue of the Edmonds Beacon, there is an article by Sara Bruestle titled "City of Edmonds part of group working to derail RR mudslides."

She goes on to describe the situation as we at All Aboard are aware of, including mitigation monies and project plans, and even quotes Edmonds Public Works director Phil Williams and Mukilteo mayor Jennifer Gregerson about a positive desire to solve this problem.

Along with WSDOT, BNSF, Sound Transit, Amtrak, and other stakeholders, they are part of the Landslide Mitigation Work Group.

Hey, they have my vote!! (Well, Mr. Wil-

liams is not an elected official, and Mayor Gregerson is not mayor of my town, but I would vote for them!)

It's refreshing to hear people come forward with a positive, can-do attitude in the face of constant criticism by our usual cast of characters, including John Niles, and, sadly, other parochial transit supporters.

### **And Last But Not Least**

As part of the Passenger Rail Investment & Improvement Act where routes that are 750 miles or less are to be fully funded by the states themselves, we will see what the priorities for the State of Washington really are.

[As the NARP website states in their April 11, 2014 Hotline #857:](#)

"NARP believes Section 209 has the potential to improve the U.S. passenger rail network by bringing in additional stakeholders—but only if Congress lives up to its responsibility to increase capital funding to state corridors, long distance routes, and the Northeast Corridor. If Congress uses Section 209 as an excuse to cut funding to passenger trains, then Section 209 will ultimately have a negative impact on America's passengers."

One of the corridors that fits that description is our *Cascades*, and WSDOT has issued a [Request for Information](#) to gather information from train operators about potential delivery options on the *Cascades*.

Again, just to remove any suspicion of bias, I will merely quote NARP on this one:

"It's worth noting the *Cascades* has been quite successful with Amtrak as operator, with ridership topping 836,000 in 2012, up from less than 200,000 in 1994. Additionally, ticket revenues have jumped from just over \$5 million in 1996 to over \$30 million in 2012. Additionally, Amtrak is actually well positioned to win these contracts, with experienced workforce and an expansive network to connect to."

Who am I to argue?

**Train Day**, from page 1

but mostly for his WWII service. I was a little boy (born 1939) during WWII, but clearly recall with awe the young men, some of whom were then lads still in high school, who joined to serve in what was universally seen as a conflict vital to our country's survival.

Tom Brokaw, who is my age, correctly called these people "The Greatest Generation." With Memorial Day just a couple weeks ago, perhaps some particular thoughts about our WWII vets, who are now leaving us in great numbers.

Kathy Korndorffer Davis and husband Eric staffed the AAWA table at the Bellingham station and reported positive interest in both AAWA and the Operation Lifesaver literature. Mary, the Amtrak agent, was very cooperative and steered people to the AAWA table. Thanks, Kathy and Eric.

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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**

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 U. S. Senate: Washington, DC 20510  
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 State Legislature: State Capitol, Olympia 98504  
 Hotline for leaving messages: 800 562-6000  
 Amtrak Reservations/Information: 800 872-7245  
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 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

**A trip on the Empire Builder**

*By Jim Hamre*

I traveled home from the NARP spring council meeting in Washington, DC via the *Capitol Limited*, *Empire Builder* (Portland section) and *Cascades 508*. While the ride on the *Capitol* and *Cascades* were mostly uneventful and routine, the *Builder* was a difference story.

I'm sure most are well aware of the timekeeping woes on the *Builder* that have mostly resulted from BNSF taking on more business than its infrastructure can handle. This, combined with a harsh winter and more than \$1 billion in track and signal upgrades BNSF is building this year between St Paul and Portland ([www.bnsf.com/media/pdf/2014capitalplanmap.pdf](http://www.bnsf.com/media/pdf/2014capitalplanmap.pdf)), have played havoc with both the movement of passengers and goods. While the traffic boom is mostly from the movement of crude oil from the Bakken region of western North Dakota and northeastern Montana, it has also been a bumper year for grain and other agricultural products, and intermodal shipments are nearly back to precession levels.

In mid-April Amtrak added 3 hours to the eastbound *Builder* schedule and 1.5 hours to the westbound schedule. The lengthened schedule is in place through early September. So far this additional running time has had little impact on the *Builder's* on time performance. And it is definitely having a negative effect on ridership.

Below is a summary of my observations during my trip May 1-3. Note that Canadian Pacific, which the *Builder* operates over between Chicago and St Paul, is far from blameless in its handling of the train.

- There was severe freight interference much of the way from Milwaukee to St. Paul which caused us to continually lose time. We were often in the siding waiting for a freight. What was it CP subsidiary Soo Line told us years ago about how removing much of the second track would not decrease capacity once they installed CTC?
- South of the CP yard in St Paul we were stabbed for around 30 minutes

because the dispatcher had allowed switching to foul the mainline. It's like the *Builder* showing up was a surprise.

- On May 2 I awoke about 5:00 a.m. to find we had made it to Fargo, losing only 50 minutes overnight.
- On the Fargo-Grand Forks-Surrey segment we ran at restricted speed because the spring thaw caused frost heaves. Speeds varied between 30 and 50 mph. Most of the time we were at 40 or below.
- At Denbigh (east of Surrey) our train crew hit its 12 hours maximum on duty. We sat for about 20 minutes waiting for the new crew and BNSF pilot.
- Departing Minot we crept along at 25 mph for quite a while.
- We then never got above 40 mph the rest of the way to Stanley. A second track is well under construction the entire distance Minot-Stanley (54 miles). It appears much of it could be operational by the time snow flies. Heavy freight traffic coupled with all the construction kept us moving in fits and starts.



**Second main track construction west of Minot.**

*Photo by Jim Hamre*

- We had to wait outside Williston as the eastbound *Builder* was in the station.
- Departing Williston, we were stuck behind what turned out to be a loaded grain train. We followed it for 85 miles, all the way to Poplar, MT, before we were routed around it. There was an eastbound train in every siding between Williston and Poplar. We never got above 40 mph the entire 85 miles. The question is why the grainer was put out right in front of us.

- After getting past the grain train we ran most of the rest of the route to Portland pretty much like the *Builder* used to run: at maximum authorized speed with only occasional short delays (10 minutes or less) for meets with freights and eastbound *Builders*.
- Meets with two freights did cost us about 30 minute between Spokane and Pasco.
- We also lost about 30 minutes between Bingen and Vancouver waiting to meet the eastbound *Builder*.

We departed Chicago and Milwaukee on time and arrived in Portland 4:51 late. The latest we ever were was 6:43 down at Wolf Point.

All Aboard Washington continues working with NARP to keep the pressure on Amtrak and BNSF. NARP's [January press release](#) generated a lot of media interest and helped push Amtrak and BNSF towards trying to mitigate the *Empire Builder's* problems but relief may not come until many of the infrastructure projects are completed.

**More National Train Day pictures**

Kathy Davis's Lego train attracted the kids in Bellingham.



*Photo by Eric Korndorffer*



Warren Yee is ready to talk to visitors about AAWA at our NTD table.

*2 Photos by Zack Willhoite*

Amtrak's display train with a wrapped coach for San Fran.



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## All Aboard News

**June 14:** All Aboard Washington business meeting from **noon-4 p.m.** at **Basil's Kitchen**, Embassy Suites, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Amtrak Station. (*This is a change from our previous meeting plans.*) Please RSVP to Harvey Bowen, if you can ([harveyb@allaboard-washington.org](mailto:harveyb@allaboard-washington.org)).

Put "March 8 RSVP" in Subject or Body of your email. Planned speakers: Mike Elliot of the Brotherhood of Locomotive Engineers and Trainmen, and Herb Krohn of the United Transportation Union.

Use the *Cascades* to and from the meeting.

**July 12:** All Aboard Washington business meeting from **noon-4 p.m.** at **Basil's Kitchen**, Embassy Suites, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Amtrak Station. Please RSVP to Harvey Bowen, if you can ([harveyb@allaboard-washington.org](mailto:harveyb@allaboard-washington.org)). No formal program is planned but we will have a discussion with our members and a board of directors session.

Use the *Cascades* to and from the meeting.

**August 2** (1<sup>st</sup> Saturday): All Aboard Washington picnic meeting from **noon-4 p.m.** at **Pioneer Park**, 5801 Henderson Blvd SE, **Tumwater**. We'll provide the burgers, hot dogs and accompaniments for a donation. It's a time for fun and good discussion.

Use the *Cascades* or *Coast Starlight* to and from the meeting. Car shuttles will be provided from the Olympia-Lacey Amtrak Station.

All Aboard Washington recently welcomed the following new members: Jeff Pratt, Colfax; Kento Azegami, Olympia; and Drew Black, Pullman.

The All Aboard Washington board of directors, at its March meeting, agreed to add a second vice president position. Harvey Bowen was elected to fill that position.

All Aboard Washington is now a member of **AmazonSmile**. (Thanks to Harvey Bowen for setting this up!) Your purchases on AmazonSmile can benefit All Aboard Washington. Its Easy to do! Just remember to go to [smile.amazon.com/ch/91-1638048](http://smile.amazon.com/ch/91-1638048) and your purchases help us!

- Amazon donates 0.5% of the price of

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All Aboard Washington members contributing to this newsletter include Zack Willhoite, Barry Green, Kathy Davis, Eric Korndorffer, Warren Yee, Harvey Bowen, Lloyd Flem and Jim Cusick.

