



WASHINGTON RAIL NEWS

OCTOBER/NOVEMBER 2014

www.AllAboardWashington.org

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

Yakima meeting: people want east-west passenger rail service back

The theme of the September 13 All Aboard Washington meeting at Russillo's in the Northern Pacific Railway's historic Yakima train station was the need for restored east-west passenger train service through the Yakima Valley. Amtrak service to Yakima ended when the Empire Builder was rerouted to the Stevens Pass line in October 1981.

Executive Director Lloyd Flem kicked off the meeting before nearly 40 attendees by explaining that reaching our goal would be not be fast or inexpensive or easy. Funding would need to come from the Legislature and negotiations with BNSF could be long and difficult. All the local citizens at the meeting supported restoring passenger service.

Lloyd pointed out how BNSF was ready to abandon the line over Stampede Pass in the early 1990s. But then they realized it had importance as freight traffic grew, rehabilitated the line and reopened through operations between the Puget Sound and the Yakima valley in 1997. Today the line has become increasingly important to BNSF operations with the increase in coal and oil trains. BNSF currently uses the line almost exclusively for empty eastbound grain, coal and oil trains. The lighter trains don't need extra locomotives to traverse the steep grades.

Founding AAWA member and for-

mer long-time vice president Jim Neal worked in the early 2000s to garner strong local support from across central and eastern Washington for restored daytime passenger rail service to compliment the *Empire Builder*. This support convinced the Legislature to order WSDOT to study the return of service. Unfortunately the study was poorly executed because of indifference to the idea from a previous WSDOT executive team.

Lloyd has been discussing the return of east-west service with legislators. It has support of many Republicans from east of the Cascades as well as Democrats and Republicans from west of the mountains.

Lloyd then introduced our first speaker, Rep. Norm Johnson (R-Yakima). He started by saying it's always a pleasure to work with Lloyd. He was born and raised down the highway in Toppenish. Johnson stated that transportation should not be a political football to be kicked back and forth. Passenger rail is a very important transportation mode. He noted that Yakima, at 91,000, is the largest city in the state without passenger train service. Yakima has poor air service, with only 3 commuter flights a day to Seattle. We must work as a group in central and eastern Washington to restore service.

(See **Yakima**, page 5)

NARP goes to Supreme Court to support train passengers

In a Sept. 24 press release the National Association of Railroad Passengers announced the organization, the Environmental Law and Policy Center, All Aboard Ohio, and Virginians for High Speed Rail have filed an *amicus curiae* brief with the U.S. Supreme Court in a case that could prove pivotal in eliminating delays that are leaving passengers stopped on the tracks and stranded at the station.

The brief argues for the reversal of a judgment issued by the U.S. Court of Appeals - D.C. Circuit. That judgment struck down a provision of the 2008 rail reauthorization bill that instructed the Federal Railroad Administration and Amtrak – consulting with the Surface Transportation Board, freight railroads, states, rail labor, and rail passenger organizations – to develop metrics and standards for measuring Amtrak passenger train performance and service quality. A decision in this case has taken on new urgency, following the U.S. House's introduction of the Passenger Rail Reform and Investment Act of 2014 (H.R. 5449), which sidesteps the serious on-time performance issues afflicting train passengers across the U.S. and crippling rail growth just when Americans are embracing rail travel in record numbers.

The amicus, or friend-of-the-court brief, lays out an argument structured around two central facts:

I.) "The court of appeals based its decision on two separate grounds: (1) an erroneous finding that Amtrak is a private entity and (2) a complete disregard of the factors indicating sufficient governmental control over the development and implementation of the metrics and standards."

Amtrak has been granted special statutory rights throughout its history, such as track access and preferential dispatching. As early as 1978, Congress passed a law declaring that, while Amtrak should be managed as a business, it is not in reality a for-profit corporation. (See **Supreme Court**, page 5)



Left photo: Rep. Norm Johnson, right, talks with AAWA members Rocky Shay, left, and Mark Foutch. Right photo: Former Yakima Mayor Paul George and Yakima Chamber of Commerce Director Carolyn Gray discuss the issues. The Chamber supports restoring passenger rail service to Yakima.

Photos by Jim Hamre



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

Outreach to Communities; Election 2014 is upon us

The two examples of AAWA outreach in late August in Tacoma and Olympia can and should be replicated in communities around our state. Nearly all cities and towns have community celebrations or events such as farmers markets, where displays for non-profits like AAWA are welcome at little or no charge. While the recent Yakima meeting (see page 1) was explicitly AAWA's event and not attached to another community celebration, it too demonstrated the interest people have in passenger trains. If members inform me about the when and the where of your city's public event, I'll organize an AAWA outreach!

Our two outreach events in August were very successful in bringing the message of intercity passenger trains to hundreds of people.



Tacoma Rail's Open House (and Centennial Celebration) Saturday August 23 attracted a large crowd, much of which were families with young children. The AAWA table, staffed by George Barner and me 10-12, Jim Hamre and Zack Willhoite 12-1:30, offered our AAWA material, and that from NARP, WSDOT, Amtrak, and Talgo. We had a prime location near the entrance. Adults and children readily took the material, which virtually ran out by 1 PM.

Nearly all guests had some interest in trains, even if the interest was primarily the train ride in Tacoma Rail's four passenger cars touring the port, touring their locomotives and caboose, or viewing the N-Scale model railroad. To many who approached our table, we had to explain

who we were, in some cases introducing people to the fact Western Washington has intercity passenger trains! We gave information about routes and the advantages of trains. Some expressed interest in joining AAWA, but it seemed many were there mainly for a fun outing with kids and grandkids. Still worthwhile and I recommend we repeat the Tacoma Rail Open House every year.



The three-day **Olympia Harbor Days**, August 29-31, also attracted large crowds, except for a time Saturday afternoon, when a deluge of rain chased guests and many vendors away. During the times I staffed our table each day, I

The two examples of AAWA outreach in late August in Tacoma and Olympia can and should be replicated in communities around our state.

perceived a surprisingly large number of people who knew about our Amtrak Cascades service, have ridden and like riding trains, and agreed we should have more. A number showed interest in joining AAWA.

Some voiced concerns, which I will pass on to WSDOT and Amtrak. There were fewer concerns about BNSF's oil and coal trains than might have been expected in Olympia.

Given that Harbor Days is a maritime celebration, the knowledge and support for passenger rail was notable. The nature of the Capital community, with its political and environmental leanings, plus the still-important impacts of the now over-two-decades-old campaign to build Centennial Station (a community project, with little outside money and not a dime from DeeCee!) I believe accounts for the continued interest and support in Olympia-Lacey. (The number of AAWA members from the 22nd Legislative District by far exceeds that from any other.)

The AAWA booth (complete with our new canopy) was located at Olympia's Port Plaza, a couple hundred yards north of the main booths and displays. Our very fine banner featuring the Talgo Amtrak Cascades and Mt Rainier plus the AAWA table cloth attracted all who ventured north during the 3-day event, though at the Friday PM shift, it seemed few of the many attendees knew about us non-profits at the north end.

Displays included a delightful show of



Jane Sharman is ready to greet visitors at the AAWA Harbor Days table.
Photo by David Privitt

handmade operating scale models of Puget Sound tugboats, a 1/7 scale operating electric and steam railroad from Port Orchard, and the Tacoma Rail booth, next to ours. The Port of Olympia display (their property!) was also near ours. I asked them to have more publicity for us northerners on Saturday and Sunday. Much better crowds at the north end on Sunday, as people came to Harbor Days to see the real tugboats ply the South Sound, but even on Saturday, except during the cloudburst, people showed good interest in our information.

The following AAWA people staffed our booth: Betty Kutter, Don Petersen, George Barner, Karen Keller, Wally Fisher, Mark Foutch, David Privitt, Jane Sharman, Greg Griffith, Susan Sauer and me. Assisting in set up and take down were George Barner, Mark Foutch, and Susan Sauer. Darleen Flem was very helpful in securing the canopy and organizing materials for our table. Thanks to all. A bonus was 21-year-old Matthew Stidham – a friend of Betty's and incoming senior at Western Washington University – who Friday PM ran a pack of our rack cards and other info south to the main Harbor Days displays and managed to get a new member, Tom Newcomb of Olympia. Thanks Matthew and welcome Tom!



Much of the costs of operating our intercity passenger trains is covered by passenger fares and other on-board purchases. But capital investments – as with nearly all passenger rail systems worldwide – are dependent on public investment to a considerable degree. (Investments in air, waterway and road transportation infrastructure are also from primarily public money, much of it from other than user fees.)

Many hope our Washington State Legislature in the 2015 session will pass a transportation investment package that includes significant monies for rail. While the very good Federal ARRA passenger (See **Flem**, page 4)



AAWA table at the Tacoma Rail Open House.
Photo by Zack Willhoite



WITH
JIM
CUSICK

Frolicking at the Edmonds Waterfront Train Station

Don't let those [clinking clanking clattering collections of caliginous junk](#) befoul the beauty of our waterfront as they [blow their whistle](#) a total of eight times for each train or 360 high-intensity blasts every 24 hours which could rise to over 800 in the future !!!¹

How can you let this happen to those poor people who have to spend most of their life next to those crossings? How were they to know?

"Not everyone knows that BNSF railroad plans to connect its double track just north and south of downtown into a double or triple track through Edmonds as soon as possible."¹

This is a travesty!

And for what purpose? Not enough to outweigh the negatives, supposedly.

The general commentary for those proposing a train trench perceive the benefits of transporting goods and people by rail as an inferior mode, which only serves to hinder their preferred choice, the automobile.

The main complaint about the at-grade crossing is that it adversely affects the car traffic on SR 104 as it connects to the Washington State Ferries' Edmonds-Kingston route.

What is the impact?

Well, if you believe the rhetoric surrounding the plans for the BNSF tracks in Edmonds, you would think that those who oppose rail transport were true-to-the-heart environmentalists.

Roughly about 4 years ago, when I was observing the coal train movements that were already taking place (averaging about two per day), I was musing with an Amtrak passenger about how we might be more environmentally conscious in the United States, but now that same "dirty fuel" was being shipped overseas to be burned in China, and consequently sending the airborne pollution back to us in the PNW.

Even then I was hoping the environmental community would at least be working the national angle by making

sure enough royalties, taxes and fees would be imposed, and then the revenue could be used to promote more environmentally friendly alternatives. This because states and local municipalities [are constrained from imposing their own restrictions on interstate commerce](#), and certainly we cannot allow local NIMBYs control of said commerce with their own parochial interests.

The proponents of the train trench are pretending to be concerned about environmental impacts, yet the argument seems to turn on the fact that their automobile travel on the Edmonds-Kingston ferry is not detrimental to the environment.

At the same time the issue of unit oil trains has been added to the mix (oil was already being transported via rail, just not enough to justify the longer tank car only trains we see today); there seems to be a cognitive dissonance about it.

More about that later.

As I alluded to in my last article, what is the point of digging a trench in an area where 90% of the structure would be below the current high-tide level of Puget Sound?



Take a close look at the above photo.

That situation, where you see the car up to the floorboards in water and the receding pooch frolicking in the newfound lake, occurred during the combination of high-tide and extreme runoff from a local downpour.

This is the irony of the whole Edmonds waterfront situation: it's built on a marsh.

While one can argue the merits of grade separation, the train trench proponents argument even rejects what was a perfectly good solution, the [WSF led Edmonds Crossing project](#). (For the moment ignore the issue of who pays for the trench.)

The initial plan of an underpass for the cars accessing the ferry penciled out at \$80 million, compared to the Edmonds Crossing project's estimate of \$240 million. How much will the trench cost?

However, the Edmonds Crossing project solved so many more of the problems, including the railroad/highway conflicts, that spending a third of the cost just to satisfy well heeled homeowner's complaints is a ludicrous proposal.

The new ferry staging area would eliminate traffic backups on SR 104 and enhance the safety of the ferry docking procedure and eliminate at least half the train whistles.

Am I being harsh on the proponents? Yes, and rightfully so.

What I am concerned about is their faux environmentalism and that their concern would only go as far as needed to satisfy their wishes, and then support would drop off.

What can we do about it?

Well, the other issue is the oil trains. This is one thing we can have a direct influence on.

These unit oil trains are headed towards the local refineries in Anacortes and Ferndale.

Oil always came through before, but the tank cars were in mixed consist freight trains. It's only been recently that the oil companies have seen value in rail shipments and progressed to the unit trains. So now the concern is being publicly voiced.

Unit trains have been in use for the past two years; it's the tragedy in Quebec that now has made it a front page issue.

Here's how you deal with it: **STOP DRIVING YOUR CAR!**

End of Subject! No excuses ... if you don't like taxes, and you don't want more funding for non-automotive solutions to the mobility issues ... then **YOU ARE THE PROBLEM!**

Unit oil trains exist to satisfy your addiction.

What do we need? More trains!

It's Called "Investment"

During the pre-season, people complained about no trains to the Seahawks games. (Sound Transit runs trains to weekend matinee games, but not to games during the week.)

They complained about the [cost of parking](#). Well what did you expect people? It's the law of supply and demand.

People who were confronted with an I-5 parking lot were asking "Where's the train?"

About 8 years away, that's where! When Sound Transit's North Corridor HCT project is finished.

Yes, that would be 'Lynnwood Link.'

That always prompts them to ask: "Why can't there be trains now?"

That question always prompts me to ask: "Well, how did you vote on the Forward Thrust Rail bonds in 1968?"

What drives investment? People who can dream, and carry out that dream. You certainly don't go to the bean counters.

(See **Cusick**, page 4)

¹ [per the June 21 commentary in the My Edmonds News about the train trench](#)

Flem, from page 2

rail grant to Washington state is making important and needed investments for the Cascades on the BNSF mainline between Blaine and Vancouver WA, state funds to grow the Cascades service beyond the ARRA and to begin investing in needed east-west passenger rail service are highly desirable. Public investments in infrastructure is favored by a majority of the electorate, including much of the otherwise-conservative business community. One of our jobs is to make certain rail is on the infrastructure list of business advocates.

With just a few weeks until the 2014 election, rail advocates must politely but assertively learn where candidates for the State Legislature and Congress stand on rail investments. Most of us consider others things than just a candidate's stand on rail, but I assume all who read this column have that as one important reason to support or not support a given candidate. If possible, attend candidates' public meetings. If that's not feasible, talk by phone or better yet in person to staff. In my 29 years of experience, these more direct means allow less room for waffling on issues than written communication, whether traditional USPS letters or contemporary electronic correspondence.

The occasional "waffle" aside, our state has some superb people, incumbents and some non-incumbent candidates, running for the Legislature. On rail issues, these include Democrats and Republicans, urban and rural, both sides of the Cascades. As has often been mentioned in my columns, the Legislative Rail Caucus exemplifies many of these "superb people." There are fine candidates, including incumbents, who are not now caucus members ... but should be and warrant your support.

There are, for better or worse, few of our ten congressional races that are competitive. In those cases, learn where candidates stand on rail and campaign accordingly.

Finally, do not hesitate to make a donation of money or time to folks you would like to return to or enter the Legislature or Congress. Our donations are as individuals, not representing AAWA, of course. We as individuals will never compete with the big-money institutions or the occasional very wealthy person. But our cause – green, safe and efficient rail transportation – is a good one. A modest contribution along with a good letter, or better, the in-person meeting, can partially overcome our generally limited means.

As always, I'm here to help you as you work with elected officials or candidates you favor.

Cusick, from page 3

[From the Everett Herald:](#)

At the Paris Air Show, Qatar's chief executive Akbar Al Baker threatened

to cancel an order for 60 Dreamliner jets if Boeing doesn't get its act together. "Boeing is run by bean counters and lawyers. We have some serious issues with them, and if they do not play ball with us they will be in for a serious surprise."

What is that telling us about trains?

Well it's the idea that you plan based on what you think is possible, not driven by what change is in your pocket.

The most obvious example, outside of trains, is what happened in the auto industry a few decades ago.

Cars were exciting when dreams were being dreamt, but just take a look at the later 1970s and 80s when the bean counting mentality took over (i.e. - insurance companies).

While those of us with simple cash-based home economies, and sometimes too much credit card debt, would think that you should live within your means, it would kill the capitalist system.

For the moment, put aside the "pay for itself" or "make a profit" argument of passenger rail.

What I'm saying is that even in the business world, businesses get started because someone has taken an idea and run with it.

Every entrepreneur doesn't start out a millionaire. They start with a good idea, and then they approach people who help finance that idea. They go to the bank for a loan. They tap a relative for some funds. They get people to **INVEST**.

Extending trains 513 and 516 between Seattle and Vancouver, BC has demonstrated the value of the full corridor, since 30% of those boarding and alighting those trains in Vancouver, BC come from the Portland-Vancouver, WA area. That pencils out to just under 10% of people riding the whole way.

A good investment, and one that both the Vancouver, BC and Portland business communities are fully aware of.

For a while, Portland had one of the Talgo Bistro cars decked out in the [Portland Is Happening Now](#) theme. They see the value of investment.

The ridership potential for a mid-day train is probably even higher than the second train over the border was.

Picture this if you will: Seattle gets a new National Hockey League team.



This threatens the Cupless (as in Lord Stanley's Cup) Vancouver Canucks fans, and to mark their territory (and possibly pick up tickets cheaper than the Canadian scalpers

up there offer) they could take what would be an extension of the southbound train 509 (now served by the bus connection 8809 (Vancouver to Seattle), and [previously] by the 5609 (Bellingham to Seattle

(sort-of) local) to arrive in Seattle for an evening game, stay overnight, and (depending on level of alcohol consumption) take the 7:40 AM train (510) back, or the northbound extension of 500 (now served by the bus connection 8900 (Seattle to Vancouver), and by the 5600 (Seattle to Bellingham (sort-of) local).

For Seattle fans, the train 500 extension would get them to the games in Vancouver, and the early morning train 513 is available for the trip back down, or the 509 extension for the hearty partiers.

This would all occur in the normally slow winter season, so revenue for the northern segment would continue on without resorting to the 2-for-1 coupon deals that now exist.

The third mid-day train to Vancouver won't even need to be 'sold' to the public, except that many people don't see an excuse to travel to the "great white north" in winter – save for a few skiers.

As Amtrak's Brian Rosenwald stated in the July 2014 issue of Trains Magazine, when confronted with improving performance on the *Coast Starlight* back in 1992, "You know what? We can't cut this train into improvement. What we need to do is create an onboard experience so that the time aboard the train becomes a positive, not a negative."

"We can't cut this train into improvement..." Words to live by. Just ask Boeing what that approach means.

What is the answer?

It's called INVESTMENT!

All Aboard Washington member Art Poole, of Coos Bay, OR passes along a suggestion for getting from hotels near the Tukwila Sounder/Amtrak Station to Seattle when there is no Sounder service:

In August, Toni and I rode Amtrak Cascades to Tukwila and stayed at the Embassy Suites near the station. Since we were going to a Mariners baseball game, we needed to find a way to Link light rail at the Tukwila International Blvd stop.

Fortunately, we found that King County Metro's new RapidRide F Line offers convenient service between the Tukwila Sounder/Amtrak Station and the TIB Station. We bought our ORCA cards and loaded them with regional day passes. This gave us access to the entire Seattle metropolitan transit system, which was very convenient.

(The hotel shuttle would take us to the airport but not to the Link station.)

You can also use RapidRide F (which runs every 10-15 minutes most of the day) to get from the Tukwila Sounder/Amtrak Station to SeaTac Airport via a transfer to Link at TIB.



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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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 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

Yakima, from page 1

On the freight rail side, Johnson urged that the project to increase clearances in the Stampede Pass tunnel proceed so that double stack container trains can use the route. Yakima also needs better freight service in general. Produce should not have to be trucked to Quincy to be transloaded for shipment to the Midwest and East Coast.

Former Yakima Mayor Paul George (D) – an AAWA member – was our next speaker. He is running for state representative in an open seat in the 14th District. He was born in Glendive, MT, still a major hub for BNSF, and moved to Tacoma during World War II. Rail has always been a big part of his life.

Rail is vitally important to the Yakima area and the state, George stated. Transportation cannot be a partisan issue. He also supports passenger rail service west to Seattle and east to Pasco. The effort will require strong grass roots support.

Carl Pasten, vice chairman of the Yakima Historic Preservation Commission and a Yakima Valley Trolley volunteer, talked about the trolley. It's the only interurban trolley system on the national historic register and in its earlier years carried freight as well as passengers.

With a \$100,000 grant from the city Pasten has now become the first paid staffer for the trolley. Working with the city, YVT proposes to bring the trolley back into downtown as part of a project to transform and revitalize Yakima. Other parts of the plan include constructing a downtown plaza and a public market. Currently, Pasten is developing the fundraising campaign to bring the trolley plan to fruition.



After the meeting many attendees toured the YVT facilities and took a ride on the trolley.

Supreme Court, from page 1

Rather, it is a government corporation that provides a public service – as defined by Congress – that uses ticket revenue and business partnerships to minimize the need for public funding.

In the development of the metrics and standards, the FRA solicited input from a wide array of stakeholders. The FRA fully considered these comments, including those made by the freight railroads, before issuing a final version of the metrics and standards in May 2010. These metrics are binding only to Amtrak, do not supplant operating agreements between Amtrak and the freight railroads, and do not serve as a basis to impose sanctions against host railroads. The metrics merely provide a trigger for an investigation by the STB when certain conditions aren't met, most significantly on-time performance. The STB only awards damages and other relief if they find that freight railroads have failed to live up to their statutory obligation to provide preference to Amtrak trains over freight trains – an obligation originating in a 1973 law that not even the freight railroads dispute.

II.) "As a matter of public policy, the decision by the court of appeals, which invalidates Amtrak's on-time performance measures, thwarts the intent of Congress and threatens the future of passenger rail service in the United States."

Under the metrics, Amtrak was able to achieve a 2012 on-time performance of 83 percent nationwide, and 71 percent for long distance trains. This level of on-time performance played a key part in allowing Amtrak to sustain its explosive ridership growth, which has led to ridership records in 10 of the past 11 years.

Since the metrics were struck down, reported freight interference incidents nearly tripled, and Amtrak's on-time performance plummeted to 42 percent. The long distance trains have been the most hard-hit and the problems have expanded beyond just the well known issues with the *Empire Builder*. Amtrak reported in April 2014 that, in response to these skyrocketing delays, ridership and revenue had fallen by 15% year over year.

"These crippling delays directly threaten a transportation choice that Americans have said they want

and that tens of millions of Americans rely on every year. Rail links are a public good, and the reason Congress established Amtrak in the first place. It's no coincidence that these delays followed hard on the heels of the DC appeals court ruling, and it's also no coincidence that the result has unraveled a decade of record ridership. It's ironic that these delays hurt Amtrak's bottom line, increasing its dependence on public subsidies, even as those who back the appeals court ruling decry Amtrak's business performance," said NARP President Jim Mathews. "NARP would like to thank our partners in this process – especially the team at ELPC – for their hard work in laying out an airtight argument for why the judgment of the court of appeals must be reversed."

Here in the Northwest we've seen on-time performance of the *Empire Builder* plunge to near single digits over the last year as both BNSF and Canadian Pacific grapple with increased freight volumes and scramble to add capacity. The extended schedule Amtrak and BNSF implemented last spring – 3 hours eastbound and 1.5 hours westbound – didn't help the train's on-time performance much, though it has recently marginally improved – at least on some days.

The stretched schedule eliminates the connection from the *Coast Starlight* to the *Builder* in Portland. Even with the lengthened running times, Amtrak continues to block same day connections in Chicago to all trains except the *City of New Orleans* and *Lake Shore Limited*. The horrible arrival times at Whitefish are having a detrimental effect on tourist travel to the resort community.

Amtrak has now extended the lengthened *Builder* schedule through at least January 12, 2015. The detour between Fargo and Minot has switched from the westbound train to the eastbound. Passengers traveling east to or from Rugby, Devils Lake and Grand Forks will be bused from Minot or to Fargo.

To a lesser extent, the on-time performance of the *Cascades* has also suffered for the same reasons. WSDOT and Amtrak agreed last year to add 15-20 minutes to the Seattle-Portland schedules during construction of the ARRA-funded infrastructure improvements but trains are still too often late. In early July 25-30 minutes were added to the Seattle-Vancouver, BC trips to accommodate a major BNSF bridge replacement project in Surrey, BC and other track improvements. The normal schedules will return on October 16.

AAWA continues to work with NARP on this serious issue.

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All Aboard News

October 11: All Aboard Washington meeting from **10:15 a.m.-12:45 p.m.** at the **Kelso Station** meeting room. Speakers include Dan Myers, Kelso City Councilman and member of Kelso's volunteer station hosts; Herb Krohn (invited) of the SMART union; and AORTA's Floyd Smith, who will summarize ODOT's new state Rail Plan.

November 8: All Aboard Washington annual membership meeting from **1 p.m.-4:00 p.m.** in the community room at the **Centralia Amtrak Station**. We suggest lunch on your own before the meeting at McMenamin's landmark Olympic Club directly across Railroad Ave from the station. Speakers include Kirk Fredrickson, WSDOT Rail Division and Dan McFarling of AORTA. **Our meeting will feature AAWA's silent auction**, returning after skipping 2013. Among the special items offered are several large-scale rail memorabilia, and overnight stay packages from two downtown Centralia establishments: McMenamin's Olympic Club Hotel, and the newly developed Centralia Square Hotel, the repurposed Centralia Elks building. Both McMenamin's and Centralia Square, along with Talgo, are sponsors of our meeting. Several donations are pending. We continue to look for additional quality items or

services. Please contact Lloyd Flem or Jim Hamre (contact information, p. 5) to donate. We will be able to accept credit cards for payment this year. Everyone is encouraged to attend and bid high for distinctive Holiday gifts.

December 13: All Aboard Washington will travel to **Portland** on Cascades 501 for a little business on the train and a day of fun and discussions with our AORTA counterparts in the Rose City. Please join us. More details in the next newsletter and on-line.

Use our Northwest Corridor trains to and from all these meetings.

All Aboard Washington recently welcomed the following new members: **Matthew**

Trecha, Seattle; and **Gretchen Barkmann**, East Wenatchee.

All Aboard Washington members contributing to this newsletter include David Privitt, Zack Willhoite, Barry Green, Art Poole, Lloyd Flem and Jim Cusick.

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NOTICE OF ELECTION OF DIRECTORS OF ALL ABOARD WASHINGTON

ALL ABOARD WASHINGTON will elect six new members to its board. Each member of All Aboard Washington who is current in his or her dues and of sound mind and legal age is entitled to run for the office of Director and file a Declaration of Candidacy by November 1, 2014. The Declaration of Candidacy shall be in writing and shall include the full name and mailing address of the candidate and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th St., Federal Way, WA 98023. (For Shay's telephone and email information, see p. 5.) If no more than six candidates have duly filed for Director by 8 PM, November 1, 2014, all candidates who have filed Declarations of Candidacy will be deemed elected and the election will be canceled.

If an election is required, such election shall occur at the General Membership Meeting commencing at 1 p.m. at the Centralia Amtrak Station, 210 Railroad Ave., on November 8, 2014. All members of All Aboard Washington (whose dues are current) is entitled to be present and vote for candidates for Director. The new Board members shall take office on January 1, 2015.