



WASHINGTON RAIL NEWS

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

Northwest Rail Corridor infrastructure projects continue to advance

David Smelser, WSDOT Cascades HSR Program Manager, and Gayla Reese Walsh, Rail Division Communications Manager, updated All Aboard Washington on the capital investment projects on BNSF's Northwest Corridor mainline during a Jan. 14 interview. This work is mostly funded by the \$767 mill. in federal ARRA funding.

Corridor Reliability Upgrades:

These projects improve the tracks between Nisqually Jct and Vancouver, WA and between Everett and the Canadian border. WSDOT funding adds to the routine annual work BNSF funds, and includes new rail and ties, ballast cleaning and drainage improvements. The projects will result in improved track quality, faster travel times and increased passenger comfort.

Mudslide mitigation: This work is between Seattle and Everett. BNSF completed two containment walls in 2013. There have been no track blocking incidents at these locations since the projects were finished. Design at several other locations continues and the plan is to construct two or three mitigation projects in 2015. Funding for additional projects has not yet been identified.

Advanced Wayside Signal System: This project upgrades the signal system from analog to digital at all control points, sidings, turnouts and other locations between Blaine and Vancouver, WA. Con-

struction is scheduled to be completed in May 2015. The work supports installation of Positive Train Control.

Swift Customs Facility: This project constructs 9000 feet of new mainline track just south of Blaine and reconfigures the existing main into a second siding. Interference issues between freight trains being inspected by US Customs and passenger trains will be reduced. Construction starts in March 2015 and will be finished in July.

Mt. Vernon Siding Extension: This work will double the current siding length to 9300 feet, allowing an additional place where trains can pass. Track construction is mostly complete. However, an agreement with a nearby farm will keep open the Hickox Rd grade crossing – which interferes with the siding extension – until Nov. 1. The project will be completed upon closure of the crossing.

King St Station Track Improvements: This project completes station track upgrades by adding new automated signals and interlockings; and rebuilding the tracks, including the west track, which is currently not used for passenger boarding. The project provides increased capacity and flexibility at the station. WSDOT has contracted with Amtrak for the design, which is at the 30% level. Construction is scheduled to begin in Oct. 2015 and finish about one year later.

Tukwila Station: Sound Transit has



Photo by Jim Hamre

All Aboard Washington and the Assoc. of Oregon Rail and Transit Advocates held a joint strategy session at AORTA's Portland Union Station office on Dec. 13. We discussed ways to work more closely together as organizations and on how we expand our advocacy for more and improved intercity passenger rail service in the Northwest.

completed the permanent Sounder/Amtrak station. There are 40 parking spaces at the south end of the parking lot reserved for Amtrak passengers. People using Amtrak are allowed to park in these spots for more than the 24 hour limit imposed at other park and ride facilities. Sound Transit has scheduled a dedication ceremony for Feb. 18 at 2:00 p.m.

Pt. Defiance Bypass: This project builds on what Sound Transit constructed to extend Sounder service from Tacoma Dome Station to Lakewood. It includes rebuilding the infrastructure from Lakewood to Nisqually Jct (connection back to the BNSF mainline) and installing a second track from 66th St in Tacoma to south of Bridgeport Way in Lakewood. There are four pieces to this project:

- BNSF is building the improvements at Nisqually Jct, which will be finished in June 2015.
- Track and signal upgrades from Lakewood to Nisqually. Design is at 30%; construction starts this fall.
- Lakewood is upgrading the I-5 interchange at Berkley St this year and will do the grade crossing work at the same time.
- The Tacoma Trestle east of Freight-house Square is being replaced and

(See **Infrastructure**, page 5)



The southbound Coast Starlight, left, passes the site of the Toteff siding extension project in Kalama. An empty BNSF grain train, right, heads east from the Port of Vancouver (WA) to the Columbia Gorge line, crossing the north-south mainline at grade. The port access project will eliminate this bottleneck. Both pictures taken Dec. 8, 2014.

Photos by Jim Hamre



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

Rail Infrastructure Under Capacity?; 2015 Legislature; Thanks to Jim Neal and Family

North American passenger rail advocates correctly point to most of Europe and to East Asia as being far ahead of us in their commitment to, investment in, and use of intercity passenger trains.

But as editor David Briginshaw of the prestigious International Railway Journal recently wrote, insufficient rail infrastructure capacity is also a problem in these more passenger-train-intensive regions.

Briginshaw correctly says rail networks in Europe and North America are often more than a century old. And he laments that much capacity was removed during the second half of the 20th century, though now some is being put back. He correctly points out, "It is relatively easy to reduce capacity to cut costs in the short term, but is far more expensive, disruptive, and time-consuming to restore it. Unfortunately, this lesson still has to be learned in many countries."

In Europe in particular, passenger rail has a larger total market share than does freight rail, compared to the situation in North America. In North America, freight rail has vastly greater ton miles and market share than do their European counterparts.

But I believe North American freight rail companies were short-sighted in their abandonment or ripping up of rail lines, sometimes into the early years of this century. Many, including even BNSF, may rue the day the Eastside Rail Line segment from Renton to Woodinville was abandoned, to what **MAY** be the permanent possession of NIMBYs and trail-only advocates, as Eastside residents agonize over their severe traffic congestion. But credit where credit is due, BNSF has again announced a multi-billion dollar program of investment in rail infrastructure for 2015, new more-environmentally-clean locomotives, and hundreds of new hires.

Much of this infrastructure investment will be on the route of the *Empire Builder*, which along with grain and merchandise trains, has been seriously delayed for over a year, primarily by a huge increase in coal and crude oil trains. Passenger

rail advocates hope these investments pay off in the form of a return to what was once the excellent *Empire Builder* on-time performance, **AND** also the timely movement of the freight trains. (Central Washington lost the Cold Train because of the severe delays. Unfortunately, because after decades of trucks having replaced trains, the Cold Train was again hauling valuable agricultural products to Eastern markets by rail.)



At this writing, the 2015 Legislature has been underway for over a week. The theme of Transportation Committee hearings and work sessions so far has been the need to repair and maintain transportation facilities, with less empha-

"It is relatively easy to reduce capacity to cut costs in the short term, but is far more expensive, disruptive, and time-consuming to restore it. Unfortunately, this lesson still has to be learned in many countries."

David Briginshaw, IRJ

sis on highway expansion than has been the case in the past. WSDOT Secretary Lynn Peterson repeated the now generally-accepted reality that total vehicle miles driven – per vehicle, per driver, even in total – have either decreased or remained static.

The old projections of a near-infinite increase – both over time and amount – in total miles driven, the dream of the road-builders, is simply now invalid. And the young, the age 16-24 demographic, is less interested in driving than was the case of previous groups, including my pre-baby-boomer cohorts, for whom a driver license was an essential coming-of-age symbol. (I plead guilty, too!)

In meeting with key legislators, I found that both co-chairs of the Legislative Rail Caucus (LRC), as well as House Transportation Committee Chair Judy Clibborn (D-Mercer Island), are very supportive of AAWA's hosting a reception for members of the LRC again this year. Both LRC Co-Chairs Rep. Luis Moscoso (D-Bothell) and Rep. Matt Manweller (R-Ellensburg) want to see a stronger role for rail from this year's Legislature and are quite pleased to be working with AAWA to help achieve that end.

But there is caution, even among those legislators whose constituents are not totally adverse to the "T-word" under certain circumstances (Pssst: Taxes!), concerning new revenue versus savings and efficiencies, whether in transportation or other functions of government.

I am again being reminded that legislators, House members more than members of the Senate (true with federal as well as state electeds), need to reflect the direct wishes of their constituents. Thus, you AAWA members need to communicate to your legislators your desire for continuation and growth of the role of rail in our state's transportation mix.

As always, I'll be pleased to make appointments for you – even meet you at Centennial Station if you come to the Capitol by train, offer suggestions for your meetings, and even sit in at your meetings if you so wish. But until you inform me you wish to meet with your elected officials, I cannot help.

Short of face-to-face meetings, which are the best if done right, I feel the other means of communication in decreasing impact are: personal hand-written or typed letters, phone calls (you'll nearly always speak with a staff person, very rarely the elected official), emails, and last, text messages and those preprepared mass letters you simply sign and mail.

Hope to see many of you in Olympia to visit legislators this Session.



Mr. Jim Neal, formerly an attorney from the Central Washington city of Ephrata, was one of the founders of the Washington Association of Rail Passengers (renamed All Aboard Washington several years ago). Jim, with support from his wife Rita, who passed away about three years ago, not only did pro bono legal work for our association, but was a tireless advocate for rail passenger service throughout our state, with a particular interest in increasing east-west service. Jim particularly favored Talgo trains for daytime service between the Puget Sound region and Spokane.

Jim and Rita are the parents of six (now adults, of course). Since Jim is totally retired (age 88) and is past his rail activist years, a daughter, Andrea Neal, has kindly donated Jim's rail library to AAWA. This is a collection of fine high value books on a wide variety of rail topics. Andrea gave me the privilege of finding new homes for this library.

So, do I have a deal for you! He or she who agrees to safely keep these fine books until our next auction or another means of constructive distribution can have his/her choice of any five books. The library is now safely at my home and reasonable arrangements can be made to transfer it to whomever is the fortunate rail advocate!



WITH
JIM
CUSICK

Clear – Approach – Stop

Trying to see what's ahead would be easier if the signals were ... well... Clear.

Instead of having a future that is laid out before us in a clear and concise fashion, much like the way rail passengers are safely guided by signals that protect us from danger ahead – Stop, or that tell us it is safe to proceed because the track ahead is – Clear, we instead drive ourselves into the abyss with indecision.

Go? Stop?

Red Light? Green Light?

What about Yellow?

Well, yellow has two different meanings when comparing taking the train to driving.

Yellow for the railroad means 'approach' at a reduced speed, being ready to stop at the next signal.

We all know what yellow means for drivers – **Hit the Gas**, so you can be through the intersection before it turns red!

It's the difference between **planning** for the future, vs. **reacting** to problems.

Will we ever see a change?

There are times when the signals seem to change randomly.

North Sounder ridership got a boost after October 20th, 2014 when I-5 had a traffic meltdown from a jackknifed semi, resulting in 3 hour bus rides, just to have all of those new North Sounder converts chased away by one of the perennial mudslides a few weeks later.

Future commuters on the Woodinville subdivision are stopped by the NIMBYs along the line who have no intention of seeing anything but a walking path on that right-of-way.

When things move at railroad approach speed ... SLOW ... they have the possibility of getting off track.

Take Sound Transit's North Corridor project, AKA Lynnwood Link. When the voters approved that segment, from Northgate to Lynnwood, Sound Transit found out that voters weren't at all inter-ested in fast buses; they let Sound Transit know it was **rail** they wanted.

However, Sound Transit did the one thing that the Freeway Monorail supporters were criticized for ... running it along the freeway.

Who lives next to the freeway?

The Cost/Benefit analysis was peculiar in the shortness of its range of years to compare the old Interurban route through Shoreline with the freeway alignment.

I have no answer to why a route along the old Interurban right-of-way, which would have been conducive to ridership growth (Transit-Oriented-Development) well beyond the horizon year, was not chosen based on that analysis save for a comment at one of the scoping meetings where I asked "What is the City of Shoreline's opinion about the Interurban alignment?"

The answer was "As long as it doesn't conflict with Shoreline's current plans."

Shoreline was (and still is) in the process of their Aurora Avenue widening and beautification project, making it resemble the best Los Angeles has to offer – Santa Monica Boulevard, for instance.

Remember, although they Do Business As (DBA) Sound Transit, their official name is Central Puget Sound Regional Transit Authority.

It's about time to start acting like an Authority.

P0120



In the January 16, 2015 article in the Washington Post titled "The American decline in driving actually began way earlier than you think." Emily Badger explains how it appears that since

2004 Americans have been basically deciding to drive less. Not as a result of the economy, or anything else, but that people are just deciding not to drive as much.

She speculates that maybe the modern tech-savvy youngsters aren't interested in cruising.

But surfing? Hmm. Sounds like every generation's slackers if you ask me!

They're Surfing the Net!

But I will tell you what the real reason driving has declined. It's because of that code displayed above.

So what, you ask?

"I can see it looks like some techy type device. Oh, yeah. This is what the auto parts store shows me when I ask them what my 'check engine' light means."

So what (again)?

Now I know the people that read this column think I've gone over the edge, especially after that 'exploded view' of the front end of my truck a while back.

But this particular problem is a lot more complicated than that. And it has everything to do with why the younger generation is turning away from driving.

Let me ask you this question: Do you really think your smartphone is smart?

Honestly? Do you think it works right all the time?

Do you enjoy the convenience of being 'wired' all the time? Do you enjoy the vulnerability? Or having to deal with anti-virus software? Or the fear of 'identity theft' and

all that expense?

Don't think I'm being an old fogey luddite, afraid of technology, but one aspect of moving forward is to make sure it's in the right direction.

But how fast is too fast? Ask Toyota.

The code displayed in the picture is due to the fact that for owners of newer cars, their accelerator pedal is not at-tached to their engine.

It's called drive-by-wire.

If you fly in modern commercial airplanes, you are partaking in the exercise of flying-by-wire.

Now, how well do things work when airplane technology is borrowed for other transportation modes?

How did those Boeing Vertol Light Rail vehicles work out? I rest my case.

But back to the issue in the picture – The Code.

The internal combustion engine was designed to run at a certain speed. A speed for general cruising, for moving. After all, that's the whole point of transportation – to move.

A particular engine is designed to be effective for a particular job, where it runs at its peak. In engine design parlance, that's called volumetric efficiency.

Race engines are built to run at high speeds, and actually get their best mileage at that RPM; heavy hauling engines at lower speeds. Keeping that engine in its prime RPM range means using the different gear ratios in a transmission.

But at some point, like when you're stopped, you need to have a way to keep the engine from running at that full speed as when it's cruising.

In the stone age days of automobile travel, the device was called a carburetor. The driver adjusted the speed from idle to cruise via a series of rods and levers, which were (amazingly) attached to the accelerator pedal.

There was a big leap in technology when that system of rods and levers was replaced by a cable, allowing design freedom for placement of the carburetor.

Still mechanical, still obvious.

Reliability advances in fuel injection technology allowed it to supplant the carburetor as a fuel delivery system.

This is also a good thing, since it allows a more precise fuel delivery than the carburetor, giving better gas mileage, lower emissions, better cold start performance, and all around better drivability.

In fact, modern systems will learn your driving habits, and tailor shift points and fuel delivery to deliver that performance. Control of that system is now in the hands of the computer.

As I write this, I'm watching a program on the Weather Channel, "Why Planes Crash." The program description reads "Technology has made flying safer, but it (See **Cusick**, page 5)

Amtrak ekes out another ridership record; Northwest trains do not contribute to the effort

Amtrak carried 30,921,274 passengers in fiscal year 2014 (ending Sept. 30). This figure is up a scant 0.2% from 2013. Amtrak discovered with eTicketing that previous estimates of riders using multi-ride tickets (which weren't collected when they were paper) were too high so the company restated 2013 ridership numbers to account for this. Otherwise, the numbers would have indicated a 2.0% drop. Revenue in 2014 was \$2.189 billion, up 4.0% over 2013.

"Amtrak is clearly selling a product that is very much in demand," said Amtrak Board Chairman Tony Coscia in Amtrak's [press release](#). "Achieving strong ridership and revenue despite the challenges with aging infrastructure and freight rail congestion demonstrates Amtrak's commitment to improving its financial and operating performance. It is now time to leverage Amtrak's successes in increasing ridership and improving performance by making much-needed investments in our nation's passenger rail system."

Concerning the on-time issue Amtrak Pres. Joe Boardman said, "The freight railroads simply have to do a better job in moving Amtrak trains over their tracks. Amtrak is prepared to take all necessary steps with the freights to enforce our statutory, regulatory and contractual rights to meet the expectation of our passengers for improved on-time performance."

Empire Builder: It's plunge in ridership and revenue was dramatic, but well known, due to horrendous on-time performance as a result of severe freight congestion along both the BNSF and Canadian Pacific tracks the *Builder* operates over. Ridership in 2014 was 450,992, a drop of 15.9% from 2013. Revenue followed suit, dropping 19.1% to \$54.55 million. BNSF invested about \$1 billion on it's Northern Corridor lines last year and has announced another \$1.5 billion investment in maintenance and expansion projects for 2015. If only CP were so inclined to add capacity between St Paul and Milwaukee. After BNSF wrapped up the construction season in November and thanks to a relatively mild winter (so far) the *Builder's* on-time performance has improved substantially. On Jan. 12, Amtrak removed the additional schedule padding put in place last winter. And on Jan. 23 Amtrak restored *Builder/Coast Starlight* connections in Portland and additional connections in Chicago. Loss of connections is as big a detriment to ridership as late trains. We'll see what the 2015 construction sea-

Amtrak Station Data

Six-Year Washington State On & Off Totals (federal fiscal year)

Station	2009	2010	2011	2012	2013	2014	'13-'14 % Change
Bellingham	72,033	62,562	59,490	64,091	55,325	54,888	-0.79
Bingen	2,835	3,253	2,420	3,147	3,629	2,867	-21.00
Centralia	24,279	23,270	21,998	23,331	25,132	25,525	+1.56
Edmonds	30,770	31,845	30,472	32,896	29,250	29,604	+1.21
Ephrata	4,020	3,574	3,063	3,874	3,750	3,576	-4.64
Everett	46,785	44,103	42,288	44,576	43,115	42,225	-2.06
Kelso-Longview	27,406	28,603	26,972	26,560	28,892	30,326	+4.96
Leavenworth	3,370	9,149	8,028	12,751	9,231	11,307	+22.49
Mt. Vernon	24,935	18,662	18,747	18,561	16,719	18,225	+9.01
Olympia-Lacey	59,884	60,415	58,094	61,322	63,065	62,828	-0.38
Pasco	24,765	24,992	22,598	25,535	25,423	22,393	-11.92
Seattle	648,774	655,036	672,485	672,351	640,054	626,623	-2.10
Spokane	47,670	49,058	46,798	62,773	63,975	53,500	-16.37
Stanwood	818	4,639	4,134	4,237	4,255	4,674	+9.85
Tacoma	122,763	124,451	124,252	123,063	126,027	125,984	-0.03
Tukwila	22,265	24,892	26,549	26,759	29,434	28,636	-2.71
Vancouver	97,889	98,395	99,001	99,363	98,473	96,330	-2.18
Wenatchee	19,301	16,062	13,664	15,895	14,420	13,480	-6.52
Wishram	1,330	1,570	2,128	1,567	1,570	1,512	-3.69
TOTALS	1,281,892	1,284,531	1,283,781	1,322,652	1,281,739	1,254,503	-2.12

Stanwood service started Nov. 21, 2009.

son brings.

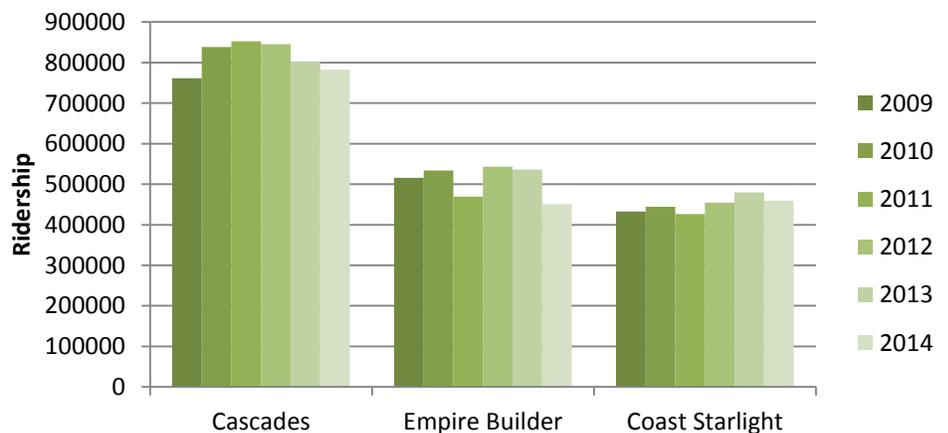
Coast Starlight: The *Starlight* also saw a drop in ridership in 2014, though more modest than the *Empire Builder's*: 459,450, down 4.2% over 2013. Revenue was \$42.15 million, down 1.5%. A major part of the ridership loss may be attributable to the broken connections to the *Builder*. The *Starlight* became Amtrak's most patronized national network train in 2014, a title the *Builder* held for many years.

Amtrak Cascades: For the third year in a

row, *Cascades* ridership dipped in 2014, though not as much as in 2013. Ridership totaled 782,519, a drop of 2.5% over 2013. Revenue was \$28.44 million, down 2.8%. Again, on-time reliability is the passengers' top concern; this will continue to be an issue until the infrastructure projects wrap up in 2017. Then we'll see faster running times, more reliable operations and better on-time performance. And WSDOT and Amtrak have a contract with BNSF that guarantees it! AAWA has ideas to boost ridership that we are sharing with WSDOT.

Trains Serving Washington State

Six Year Totals
(federal fiscal year)



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 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Infrastructure, from page 1

double tracked by Sound Transit. The new trestle will accommodate a lengthened platform to serve the *Coast Starlight*. Construction will start later this year.

New Tacoma Amtrak Station: The bypass project requires the Tacoma Amtrak Station be relocated to Freighthouse Square. Over the last year WSDOT has worked closely with the city, the community, train passengers, Amtrak and Sound Transit on design of a new station that fits the character the 100 year old former Milwaukee Road Freight House while meeting the needs of the passengers and Amtrak. The station will be in the west-center part of Freighthouse Square. Design is at 30% and construction will start late in 2015.

Kelso to Longview Jct: This work constructs about three miles of third main track from the Kelso Station south to Longview Jct, eliminating a major chokepoint as trains move to and from the Port of Longview. Construction is expected to begin in summer 2015 and be completed in 2017.

Kalama – New Sidings: One project adds a new four mile siding at the Port of Kalama to eliminate conflicts with trains moving to and from the port. Construction is expected to begin this summer and be completed in 2017. The Toteff siding extension and associated work to add about 7400 feet of track throughout the port began in late 2014 and will be finished late this year.

Vancouver Yard: Several projects are under construction at BNSF's Vancouver Yard that will reduce congestion, provide more reliable operations for both passenger and freight trains, and to improve access to the Port of Vancouver. The trench project provides a grade separation between the north-south mainline and trains entering the port from the Columbia Gorge. This work involves construction of a track under the north end of the Columbia River bridge in a waterproof trench to keep the river at bay. The project will be operational later this year. Other projects provide for yard im-

provements, including a new connecting track from the gorge line to the north.

New Amtrak Cascades Locomotives: WSDOT, along with several Midwest states and California, is purchasing new high performance locomotives from Siemens. They will be built in California and will have higher acceleration rates, a top speed of 125 mph (though trains will still be limited to 79 mph maximum in the Northwest Corridor – something AAWA is pushing to change in the future), lower emissions and be more reliable. Completion of final design and start of construction is scheduled for this spring, with delivery to WSDOT starting fall 2016.

Cusick, from page 3

can fail; these tragic crashes illustrate how automation can never replace the skill of a good pilot."

Do you still believe in software?

Would you fly in a plane with no pilots, even though that's being planned?

Or do you fear the 'Ghosts in the Machine'? [Ask Toyota](#).

Well, that code in the picture is pointing to the fact that there is a mismatch between the voltage the electrical sensor attached to the accelerator pedal is seeing, and what the actuator on the throttle body is seeing.

The throttle doesn't know how far to open, or when to close.

When this happens, the engine goes into 'safe mode' – "Reduced Engine Power."

Take it to the shop, plug in the reader, get the code, and if you have a reputable mechanic, they won't just replace parts until it goes away. They will diagnose it, but it isn't as simple as looking at a cable or a piece of linkage to see what's gone awry. It takes a whole lot more diagnostic smarts to pin down the problem.

Which goes back to why people aren't driving as much: **Cars aren't fun any more.**

In the old days, young people could keep a car running with a screwdriver, a pair of pliers, and a hammer. With a few friends, you could remove the engine from a Volkswagen Beetle. Off with a few nuts

and bolts, and just have three of your friends help pick the car up, and there it is!

Nowadays, although cars are still the same basic machines they always were, they have layers and layers of electronic complexity to hide what should be obvious.

In actuality, a full electric car would be a whole lot simpler. Just make sure your insulation is top notch!

Does that make me an old fogey luddite? Heck no, I have an IT background. 25 years worth. I want my technology to work. The idea of these devices is to make life easier, not harder.

And Google wants to put driverless cars out amongst us.

Push It

So, rather than me ending in that whiney "I need a new fan belt" sound I will end on a positive upbeat note.

First assignment: Talk to your legislators!

When you meet someone who laments the lack of intercity passenger rail options, tell them the same thing!

Don't just stop at telling them, **Tell Them How!**

There's an App for that! It's the [Washington State District Finder](#).

Second assignment: Make a Plan.

Specifically, what expanded statewide passenger rail would look like.

How would you do it?

We can say "We want more!" but how would you incorporate that into the current rail infrastructure (rails that exist), and what improvements would you make to get more?

Remember, we might have great ideas, but a private company owns the tracks. How would we make it worth their while?

After all, it was AAWA that recommended BNSF not abandon Stampede Pass, and it has been shown that our advice was correct. That alone should be worth the price of admission!

Ellensburg has been working hard restoring their depot, so that's one city with some skin in the game.

How would you put it all together if you were the State Transportation Czar?

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All Aboard News

February 2015: All Aboard Washington will again host a reception at the state Capitol for the Legislative Rail Caucus on a weekday to be determined. If you are interested in participating contact Lloyd Flem (info on page 5).

March 14, 2015: All Aboard Washington meeting from **noon-4 p.m.** at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station. Our speaker will be Dan Valley, Amtrak Pacific Northwest District Manager Stations – South.

April 11, 2015: All Aboard Washington meeting from **noon-4 p.m.** at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station. Program is under development.

Use our Amtrak *Cascades* trains to and from these meetings.

June 6, 2015: **Advance notice** for the **Northwest Rail Advocates meeting**, which will be at the **Glacier Park Lodge, East Glacier Park, MT.** The meeting will take place between the morning arrival of the eastbound *Empire Builder* and even-

ing departure of the westbound train. We are providing advance information so you can make Amtrak reservations and, if you want to extend your trip, hotel reservations. Availability at Glacier Park Lodge is very limited but there are a number of motels in the village, many within a half mile of the hotel and the Amtrak Station; some have station pickup available. Information on hotels/motels is on the AAWA website. A copy can be sent to you by contacting Jim Hamre (info on page 5). Registration for the meeting itself will be available in mid- April.

All Aboard Washington has recently welcomed the following new members: Anthony Banchemo, Seattle; Claire Bowen, Seattle, Ed Galligan, Olympia; and Lawrence Wichman, Seattle.

All Aboard Washington members contributing to this newsletter include Barry Green, Karen Keller, Mark Meyer, Charlie Hamilton, Lloyd Flem, Zack Willhoite, and Jim Cusick.

At our January 10 meeting the All Aboard Washington board of directors elected officers for 2015. Karen Keller was newly elected as president. Harvey Bowen and Jim Hamre were reelected as vice presi-

dents. Rocky Shay was reelected as secretary. John Carlin was reelected as treasurer. Zack Willhoite was reelected as Membership and IT director. AAWA thanks Loren Herrigstad for his six years of service as president of our organization. We appreciate all he has done for AAWA during his term. Loren remains on the board of directors.



Thank you!

Your contributions in 2014
are making a difference in
Washington State

In 2015, All Aboard Washington will continue to build on our successes in 2014 as we work to expand and improve intercity passenger rail service in our state and throughout the nation.