



# Washington Rail News

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Publication of the Washington Association of Rail Passengers

A Not-for-profit Consumer Organization

"...getting the Pacific Northwest on the right track."

## FRA acts on grandfathering; Amtrak Cascades Talgos receive partial victory

Just before its latest deadline of Aug. 31 for ruling on Amtrak's grand-



*Photo courtesy of Amtrak*

Few WashARP members are more deserving of the term "Champion of the Rails" than two longtime dedicated rail activists from Thurston County: Harriet Coleman of Lacey and Anne Brooks of Olympia, above with Amtrak West CEO Gil Mallery. From the earliest days of planning, funding, and developing Olympia-Lacey's Centennial Station in the late 80's, to right now, where these two good friends serve as the premier volunteer station representatives at Centennial, Anne and Harriet epitomize the citizen support system that Amtrak can thank for the rail company's increasingly accepted role in the movement of people in our country.

I'm pleased to say Amtrak, at the highest corporate level, has now recognized the major contribution Anne, Harriet and the other volunteer representatives have made to the growth and quality of ridership and train experience for passengers using Centennial. Amtrak President George Warrington presented the "Champion..." trophy to our two Champions at a fine dinner and ceremony in DeeCee in late June. The ladies, representing the entire corps of 70 dedicated volunteers who serve Centennial, were also honored at the 19 July state Transportation Commission meeting. WSDOT Secretary Sid Morrison praised our program as unique in the nation, but one which Wenatchee, Kelso, and, in part, Centralia now wish to emulate. (I helped host visitors from the three named towns on "field trips" to Centennial. Important to note that in all (See **Champions**, page 2)

fathering petition for continued operation of the Talgo trainsets on Amtrak's Cascades service, the Federal Railroad Administration again pushed out the date another two months. Rumors were running wild that FRA was positioning itself to deny the petition. (See previous four newsletters for more details.) Then, just a week later, on Sept. 8, FRA surprised everyone by issuing a limited decision.

Basically, FRA has permanently allowed the status quo: use of the Talgo trainsets in the Pacific Northwest Corridor (Vancouver, BC to Eugene, OR) at a maximum speed of 79 mph. The decision concludes that use of the trainsets "...is in the public interest and consistent with railroad safety...."

"The federal regulators have confirmed what we've been saying all along: our trains are safe," said Ken Uznanski, Manager of WSDOT's Rail Office. "The safety of our guests has always been a top priority."

"The Amtrak Cascades will continue running without interruption," said Uznanski. "The Federal Railroad Administration's decision vindicates our trains."

The FRA decision does require several minor modification be made to the consists. Although Talgo and Amtrak feel these are not necessary, they are talking steps to implement the changes.

FRA is requiring more information before the trains will be allowed to operate at more than 79 mph in the Northwest Corridor, which is probably at least five years away. FRA also is requiring more information before granting operating approval on two other lines Amtrak wants to operate Talgos: the San Francisco-San Diego line (where passenger train speeds of up to 90 mph are authorized in some areas) and on the mountains grades of (See **Victory**, 6)

## WashARP opposes I-745

At our Sept. 9 meeting, the WashARP board of directors formally adopted the below resolution. The board also authorized a \$1000 donation to the No on I-745 campaign, voting to take the money from our Tom Martin bequest fund.

A RESOLUTION declaring Washington Association of Rail Passengers (WashARP) opposition to Initiative 745. WHEREAS, Initiative 745 mandates that 90% of public transportation dollars in Washington State be spent on "road construction and road maintenance" and widely defines "transportation funds" as "government funds spent on transportation purposes, including, but not necessarily limited to, the transportation fund, the highway fund, public transit and ferry operating accounts and reserves, local government transportation accounts, public transportation authorities, (and) transportation benefit districts," thereby usurping the budget authority of local governments and undermining the ability of cities to accommodate growth in a manner consistent with maintaining a high quality of life for its citizens; and WHEREAS, Initiative 745 would divert 90% of the sales tax revenue now dedicated to local transit systems, to non-transit purposes, which would likely cripple local transit agencies ability to provide any significant transit service, leave little option for replacing lost transit services, and severely limit the ability of local governments and transportation systems to leverage federal matching dollars for public transit purposes; and WHEREAS, with dramatic losses in local tax revenue and matching federal dollars, many local transit system routes will be substantially reduced and eliminated, resulting in dramatic losses in fare box revenue, leading to accompanying financing problems of adequate funding to service bonds, with the potential of bankruptcy for some public transit agencies and the elimination of bus service in (See **No on I-745**, page 4)

**Sounder commuter train service starts between Tacoma and Seattle. See page 3 for details.**

*From the Executive Director's Desk by Lloyd H. Flem*

**We All Must Be Educators on 745!; Apples East!; An Irreplaceable Giant Leaves Us**

In rereading my column from the August/September issue of Washington Rail News, I find I don't wish to change anything then written concerning I-745. It remains an outrage.

So why are more of the general public not outraged? At the 17 September pre-inaugural reception for the Sounder commuter trains at Union Station we can assume most, if not all, invitees would be friendly to rail and transit. I think they were. Yet several approached me with my anti-745 button asking what it was! Explaining it was one of Mr. Eyman's efforts was sufficient to put most questioners on our side. Others required hearing that the intent of 745 was to cause at least 90% of all state and local transportation monies, including monies voted by local people for transit, to be used for roads around the state, before they stated negative responses to the initiative.

The lesson for me and for you is that most people don't know about 745! And my population of contacts includes those more likely to understand transportation issues than the public at large. We must educate our friends and neighbors or we will lose the little steps toward a rational balance of transportation investments we have, as a state and regions within our state, begun to make.

The proponents are touting 745 as traffic congestion relief without new taxes! On the surface, the idea has a simplistic appeal in some circles. Most voters want relief from traffic congestion, and always hope to accomplish public improvements without added costs.

But this initiative isn't traffic congestion relief. This is big government not only taking away the choices people in thirty local jurisdictions have made, this is big government taking the money these local people have taxed themselves, preparing to spend it for another purpose in another place!

Letters to editors and editorials aplenty will continue to appear concerning 745. These need to be countered by us in many cases. I shall be

glad to assist you if you like. (Address and phone number on page 5 of this newsletter.) But do respond. Do educate you friends and coworkers as to what 745 really is: a big government grab of local choices and resources.



Much happier news is the success of the trial run of a refrigerated carload of Washington state apples and pears on Amtrak's *Empire Builder* east to connect with the *Lake Shore Limited* in Chicago and on to markets in the Boston area. Recent unanimous approval by the Washington State Transportation Commission of the state Rail Office's feasibility study engendered a send off of central Washington's famous edibles by train, the forerunner of a hoped-for return of this high-value business to the rails, from which it has been essentially absent for decades as the freight railroads surrendered the business to the truckers. The fruit was picked Sept. 17 and 18, loaded by the Cascade and Columbia River RR on Sept. 19, attached to the *Builder* on Sept. 20, and reached Springfield, Mass. on Sept. 23. New Englanders are enjoying fresh train-shipped Washington apples and pears barely a week after they were hanging on the tree!

I was impressed by both the high quality and level of knowledge represented by the questions of commissioners and by the answers given by the Rail Office's Steve Anderson. Steve and Ray Allred have again demonstrated the entrepreneurship and innovation that has characterized our Rail Office, as "Apples on Amtrak" gets underway. Demonstrated again is the cooperation among many parties to bring the George Sellar Washington Fruit Express into being. And we are so pleased the retiring Senator Sellar is able to enjoy the commencement of this multi-valued service that bears his name. He and several other central Washington legislators helped fast-track the state's role in what is becoming a multi-party success story. WashARP's role? In the wake of I-695, we pushed the issue to receptive audiences on both sides of Olympia's famous footbridge over Capitol Blvd. (Legislature on the west; DOT on the east) and at the initial meeting with growers, shippers, Amtrak and DOT in Yakima. Now everyone else has carried the ball to apparent victory. Our corner of the country is doing its share to pre-

serve and build the role of rail in North America.

If all goes well, new 78-ft refrigerator cars will be purchased or leased by DOT and regular service will start in mid-2001.



Elsewhere in this issue the late Jack Martin is eulogized (see page 4). Jack is simply irreplaceable. In my view, he was fully qualified and would have made an excellent president of Amtrak. As it was, Jack had matchless business savvy, encyclopedic knowledge of Amtrak operations, and always good judgment concerning major passenger rail policy decisions. His passing leaves a huge gulf in the passenger rail world of North America. Jack earned the confidence of the top levels at Amtrak. And his knowledge and presence doubtless made some Amtrak bureaucrats squirm, as he simply knew as much or more than they and could not be conned when less than excellent work or decisions were made. Jack respected the work done here in the Northwest in our recent years' advancements in rail as we respected his work on the national stage. Passenger rail in North America has lost a giant.

WashARP's best wishes for 100% recoveries to WashARPer Gerry Smith (of our active Montana membership), Mike Skehan of Kent, Bob Rohrer of Seattle, and Kai Campbell of Centralia, who have had some physical difficulties lately. Please inform Darleen Flem, the "Sunshine Lady" of WashARP (at my address) when you or your loved ones or others of the WashARP rail family can use our greetings. And WashARP is cheering for our friend and ally, Dan Snow, executive director of the state Transit Association, who again has health challenges.



Participate in the upcoming election. Help keep our successes in rail and transit rolling.

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**Champions**, from page 1  
three cases, people representing the towns are WashARP members (as are WSDOT's Jeff Schultz, Olympia-Lacey's program coordinator Rich DeGarmo, and, of course, Anne and Harriet, all of whom, as well as your Executive Director, offered technical aid to our guests.)

Although Anne and Harriet were offered plane tickets to DeeCee, they of course declined in favor of the mode of civilized grownups: Amtrak first class! Big applause for Anne and Harriet. They do proud the term rail advocate.—Lloyd Flem

## Trackside Talk

With Erik Griswold

The other day, as I took Sound Transit's Express bus to the Tacoma Dome station for volunteer duty, I noticed how much work has been done on the new Seahawks showplace. (Sorry, "The Washington State Soccer and Football Stadium", though if you ever think you'll see a real soccer game in there, I have a bridge to sell you.) I wondered, why are the Seahawks are still playing in Husky Stadium? I can see that there is a flat surface inside the bowl and there are enough risers complete to put in a few seats, and that's all one needs to play, right? It looks like the basics are already in place.

Well, there is a direct comparison to our Sounder service starting now. That Sounder is already up and running with the small amount of necessary construction completed, is real testimony to the hard work done behind-the-scenes by the good folks at the Burlington Northern Santa Fe, the state Department of Transportation's Rail Office, the Puget Sound Regional Council, Amtrak and ST. Running these trains right now is somewhat parallel to holding a game in that unfinished stadium.

A lot of things are not ready because of the loss of funding created by Initiative 695. Fortunately the money that should have come from the state was found elsewhere (by the PSRC) this time, but funding will only become more difficult as the effects of that loss of taxing ability becomes apparent, and will be certainly hopeless should Initiative 745 pass in November. Please do get a copy of this month's "Regional View" put out by the Puget Sound Regional Council if you'd like to see how bad things will become if we continue with the level of transportation funding as it is presently set.

Service began at 6:20 am on Monday, September 18 with the "christening" complete with champagne of the first consist by Paul Price (Head of Commuter Rail Operations) and Bob White (Executive Director of Sound Transit). In case you're wondering, I am told that consumption of alcohol is allowed on Sounder, but there are no plans for a "bar-car" in the works yet. Coffee is the popular drink and ST commemorated the event by handing out special thermal travel mugs.

Yours truly caught the 6:50 am de-



On Sept. 18, early morning commuters arrive at Seattle's King St. Station on Sounder's first regular service run. Arrival time was at 7:14, one minute early. Contrary to erroneous (and uncorrected) media reports, ridership has increased every day during the first two weeks of service (except for the first Tuesday due to a large number on non-commuters, including WashARP members, riding the first train on Monday).

Photos by Jim Hamre

parture, as that was the earliest one can make it to Tacoma by transit bus from Seattle. I almost did not make it due to a new driver on Metro's Route 194 who took the wrong exit for Sea-Tac Airport, something that is very easy to do with a rubber-tired transit vehicle, but pretty uncommon with passenger rail transportation.

The walk from the Tacoma Dome Station to the temporary Sounder platform in the BNSF yard adjacent to the Amtrak platform is quite long, but thank the BNSF for their generosity in lending Sounder a "parking spot" until the Freighthouse Square tracks are made available by the city of Tacoma. And if you are a resident of the city or work there, could you please encourage your city council to agree to allow Sound Transit to use the 1.3 miles of Tacoma Rail tracks between the BNSF mainline and Freighthouse Square? This negotiation needs to be completed as soon as possible. It will eventually speed up our Cascades trains too by allowing them to use the Prairie Line between Tacoma and Nisqually, and would give Amtrak the future option of stopping at a far more transit accessi-

ble Tacoma Dome/Freighthouse Square station.

We left on time and all stops were within a minute of schedule. Loads at Sumner were very good considering the short platform and the overall lack of parking in the station area. Auburn seemed a bit busier which was encouraging given the ability of a commuter from Auburn to use less expensive (\$1.75 versus \$3.00) express bus service. A lot of media attention has been paid to the passenger boardings at Tacoma for Seattle, when in fact the reason this service needs to start now is to give the citizens of the Kent Valley an alternative to being stuck in highway traffic. Remember that Tacoma has frequent comfortable express buses that take Interstate 5 into Seattle. Because the buses do not take the four-

mile longer route of the BNSF tracks into Seattle, the scheduled bus and train times are about the same. But the train is more comfortable and usually more reliable (see below). As Sound Transit has told me, they did not want the incomplete agreements in Tacoma to hold up service for the people of Sumner and Auburn.

As it now stands, the stops at Puyallup, Kent, Tukwila and Boeing Access Road are presently not open, but will be added in the future. Kent station is making visible progress towards opening in early Nov.; the Puyallup site has (See **Trackside Talk**, page 5)



Sounder passengers arriving back home in Sumner on the first day of service. The partially completed parking lots in Sumner and Auburn are already nearing capacity. We noticed the strangest event at this station in downtown Sumner: some of the passengers actually walk to their homes in the nearby neighborhoods!

## Jack Martin, NARP president, passes away September 1

John R. "Jack" Martin, 64, NARP's president since April 1979, died at his home in Atlanta on September 1 after undergoing heart bypass surgery in San Jose on August 8.

Jack was a volunteer president, but he devoted countless hours to the cause of more and improved rail transportation in this country, particularly after electing an early retirement about 10 years ago as senior counsel for the Coca-Cola Company.

Your editor had known Jack since joining the NARP board of directors in the late 80s. His loss is beyond description to the rail advocacy community as well as to his family. I recall when we spent an enjoyable day together in March 1997 checking out the Tacoma rail scene. Jack was here to speak at our annual membership meeting. He was a big hit with an audience, who felt he was among the best speakers we have ever had at the annual meeting. I remember Jack was amazed at the stamina of the audience as they continued to ask question after question on rail issues. Jack stayed at the podium until there were no more hands raised.

Below is a tribute to Jack penned by Carl Fowler, longtime rail advocate, NARP board member and WashARPer (though he now lives in Vermont):

"A titan passes. There would be no Amtrak but for Jack. There would be no meaningful rail advocacy movement but for his tireless efforts to build and grow NARP. This is shattering.

"Only this spring Jack had become an official member of Amtrak's equipment committee. Finally NARP had a voice within the most significant inside levels of Amtrak. And he immediately (and as almost always) made a difference. Within days of his first meeting the foolish decision to cut sleepers off the *Empire Builder* and the *Lake Shore Limited* was reversed. The *Cardinal* got back its second sleeper for the summer. Etc., etc.

"But oh all of this seems so trivial now. I had the honor to serve with Jack for over 15 years on the NARP board and for ten years on NARP's executive committee. One of Jack's greatest strengths was that we could fight and feud and argue and debate, but at the end of the day things got done, things were accomplished and Amtrak, flawed

as it was, was influenced by NARP to survive, to, more often than we perhaps wanted to admit, change, and to finally even begin to grow.

"Obviously [NARP executive director] Ross Capon was also absolutely vital in this process, as were dozens of NARP board members for over a decade and thousands of members and other advocates, but no one, not in our time, has played a roll of more importance in preserving passenger rail in North America than Jack Martin. What will we do without him?

"For all of us who knew the man there will also be that hollow place, that lost feeling, that sense of premature ending. I knew no one who could better provoke me, get me to confront my prejudices, serve as a real counselor than Jack. He is in my prayers and he will always be in my memory.

"In a few weeks, when time has just begun to move on, NARP and Amtrak need to turn to finding ways to honor this giant's memory. For now we have only to regret. I find myself thinking of a little poem I knew in high school by the one-time poet laureate of Canada, Bliss Carmen, which I think was entitled *Envoi*. I'm not really sure it's relevant, or apt, but in "passenger rail advocacy" we all feel we rail against the wind, that no one listens, that nothing ever gets done. Yet it's most certainly not so. Because of Jack and the work he did we can still ride the *Sunset Limited*, arrive on the *Crescent*, ride the *Cascades*. Maybe the great mass of people don't and won't know some of the people to thank, nor even the man to thank the most, but perhaps this fits at least a little:

Have little care that life is brief,  
And less that "art is long."  
Success is in the silences,  
Though fame is in the song.  
—Bliss Carmen"

On Sept. 7, the NARP executive committee selected Alan Yorker, like Jack, a Georgian, as the new president of the organization.

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### No on I-745, from page 1

some areas of the State; and WHEREAS, by having to divert 90% of its revenue to road building and maintenance, Initiative 745 would cause the termination of Sound Transit operations, undermining the will of the voters who approved the system in 1996, just as the Sound Transit Regional Express bus service which started in September of

1999 has started carrying up to 14,000 people per day, and shortly after the start of the Sounder commuter rail service in September of this year, and just a few months shy of groundbreaking for the Link Light Rail System in Spring of 2001; and

WHEREAS, Initiative 745 has the potential to cripple the Pacific Northwest High Speed Rail Corridor, and derail the progress and growth that has occurred since 1994; and

WHEREAS, Initiative 745 provides sales and use tax credits to road-builders at the expense of general fund programs such as education, human services, or affordable housing; and

WHEREAS, Initiative 745 undermines the Growth Management Act (GMA) by requiring all local comprehensive plans developed under the GMA and all six-year transportation plans required of state agencies to "reflect the provisions and priorities" of the initiative; and

WHEREAS, by eliminating the availability of environmentally-sound public transportation choices, Initiative 745 greatly increases the possibility that the Puget Sound region will be held in non-compliance of the federal Clean Air Act, which would ironically result in the loss of all federal funding for new road projects; and

WHEREAS, Initiative 745 cripples transportation mobility for the most needy of our citizens, affecting those without the income or ability to own and operate private vehicles, such as: seniors, people with disabilities, those not old enough to drive, and people on low-incomes who rely solely on public transportation; and WHEREAS, Initiative 745 proponents inaccurately label I-745 as a populist initiative when its effects would be the opposite by diverting 90% of all of Washington's public transit funds which were supported by local, voter-approved ballot measures; and

WHEREAS, the "No on I-745" Campaign is endorsed by the League of Women Voters, Washington Conservation Voters, Action: Better City, Washington State Labor Council, AFL-CIO, Washington State Audubon Society, Transportation Choices Coalition, Washington Environmental Council, Alliance for Voter Approved Education, Lighthawk, Amalgamated Transit Union Workers, WashPIRG, Livable Communities Coalition, and 1000 Friends of Washington.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF WashARP, THAT THE WASHINGTON ASSOCIATION OF RAIL PASSENGERS opposes Initiative 745. Furthermore, WashARP also urges its members, and other registered voters, to vote against Initiative 745.

Adopted and signed by the WashARP Board of Directors the 9th day of September 2000.

## High speed rail investment bill creeps forward in Congress

Thanks to the guiding hand of Sen. Bill Roth (R-DE), S. 1900, the U. S. Senate version of the high speed rail investment bill, is slowly moving forward. As Congress rushes toward adjournment, Sen. Roth, chairman of the Senate Finance Committee, has attached S. 1900 to the Community Renewal and New Markets Act (H.R. 4923). The committee's consideration of the bill has been stalled by an outpouring of spending amendments. One amendment from Sen. Phil Gramm (R-TX) would strip the S. 1900 language from the bill.

On Sept. 28, Roth moved the bill out of committee without consideration of the amendments. The "chairman's mark" version does contain the S. 1900 language as well as new language insisted upon by Sen. Max Baucus (D-MT) barring intercity passenger rail funding from the Highway Trust Fund for the duration of the high speed rail investment bill.

NARP says it's very encouraging that the rail bond language is still in play. This is in great part due to strong grass-roots support S. 1900 and it's House counterpart, H.R. 3700, have enjoyed and the high number of sponsors the bills have. As of Sept. 29, there are 56 senators and 162 house members sponsoring the bills. Sen. Patty Murray and all seven of our western Washington House members are sponsors. Although we understood that Sen. Slade Gorton had agreed to sponsor S. 1900 (see last newsletter), he has not signed on as of Sept. 29. We continue to urge him to become a cosponsor and trust he will support the high speed intercity rail capital funding bill, which could be a major source of funding to help develop the Pacific Northwest Rail Corridor.

**Trackside Talk**, from page 3 been cleared and the station is to open in Feb. 2001, while Tukwila and Boeing seem to be somewhat in limbo given the vagaries of the light rail system at this time.

Upon arrival in Seattle, we were guided up the three sets of stairs that have been installed at King Street Station specifically for Sounder, by the morning volunteer team from CityYear. When I passed by they were concentrating at length on a map trying to answer a bus connection question; I somehow think WashARP members are better versed in such matters and would have been better suited for morning duty, though I am admittedly biased, and I don't like early alarm clocks. In Tacoma, Sound Transit has taken over the free Downtown Connector bus from Pierce Transit, which is also referred to as "paving the way for LINK" (as in light rail). It would be super to see such a bus operating in Seattle, possibly a resurrection of the Trolley Bus route 91 which ran along First Avenue to Stewart in years past. String

a siding wire next to Sounder's new north staircase and you've got a nice supplement to the buses running north on Fourth and in the Metro Bus Tunnel.

Is the service perfect? Heck no. There are still many things to fine tune. On Thursday, September 28, a novice dispatcher in Fort Worth confused the 6:50 am departure with a freight train and thus allowed a speed of only 50 mph from Tacoma to Auburn. Then, as the train approached Auburn, a truck hit a pole, knocking out power to signals and crossing gates. This led to an automatic "slow order," causing that train to reach Seattle 30 minutes late. Sound Transit and BNSF tried to rectify that one by offering free rides on Sounder on Thursday Afternoon and all day Friday. I am sure that Sound Transit would be happy to hear any suggestions you might have. Their address is

401 S. Jackson Street, Seattle, 98104. Or call (206.398.5000) or e-mail (main@soundtransit.org) ST.

What's important, and what I hope we all appreciate, is that for the first time since 1928, it's possible to ride a commuter train from Sumner and Auburn to Seattle.

Our next Commuter Rail section meeting will be held on Thursday November 16<sup>th</sup> (a return to our usual "third Thursday of odd-numbered months") at 7pm (orders taken at 6:30pm). We are meeting at the East Win Restaurant at the corner of 5<sup>th</sup> and Jackson in Seattle's International District, which has both parking and easy access to the Bus Tunnel, King Street Station, and Coleman Dock.

### Amtrak West Roundup

**July and August** saw continued booming ridership on the Northwest Corridor. In July, ridership was 60,561. For August, ridership hit 66,092. Both months were 12.1% ahead of year earlier months...

**Seahawks special trains** are again being operated by Amtrak from Portland. Buses are used to shuttle passengers to the Seahawks temporary home at Husky Stadium. A full length dome car is used in the Horizon car consist.

#### Important Addresses and Phone Numbers

U. S. House of Representatives .. Washington, DC 20515  
 U. S. Senate ..... Washington, DC 20510  
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 State Legislature..... State Capitol, Olympia, WA 98504  
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#### Important Web Addresses

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 NARP: [www.narprail.org](http://www.narprail.org)  
 NARP Hotline: [www.narprail.org/hot.htm](http://www.narprail.org/hot.htm)  
 Amtrak: [www.amtrak.com](http://www.amtrak.com)  
 Amtrak Cascades: [www.amtrakcascades.com](http://www.amtrakcascades.com)  
 Sound Transit: [www.soundtransit.org](http://www.soundtransit.org)

# WashARP News

**October 14:** Although it's too late to register for the meeting in Vancouver, BC, please note the **meeting location is changed to Science World**, the silver geodesic dome from Expo 86. It is located two blocks west out the main door of Pacific Central Station.

**November 11:** WashARP meeting at **1:00 p.m. at University Plaza Hotel**, 400 NE 45<sup>th</sup> St, Seattle (just west of I-5 Exit 169; on Metro route 44 and Sound Transit route 512).

**November 16:** Commuter Rail Section meeting at **6:30 p.m. at East Win Restaurant**, 516 S. Jackson St, Seattle (two blocks east of King St. Station).

**December 2** (note this is the **first Saturday**): WashARP meeting in **Centralia at The Olympic Club**, 112 N. Tower. Meeting time is **10:45 to 1:45** to accommodate travel by train from both north and south. The restaurant is less than a block from the Centralia station. We will escort arriving passengers to the restaurant. Menu is still being developed but price range will be \$10-15. We will be hosted by WashARP members from Destination Centralia. Our guest will be Gene Skoropowski, a long time NARP board member. Gene is Managing Director of the Capitol Corridor Joint Powers Authority, the multi-county agency that sponsors and administratively manages Amtrak's San Jose-Sacramento *Capitols* service.

WashARP members contributing to this newsletter include Zack Willhoite, Carl Fowler, Lloyd Flem, Ken Uznanski, Jim Neal, Ray Allred and Eric Griswold.

Washington Association of  
Rail Passengers  
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Return Service Requested

## NOTICE OF ELECTION OF DIRECTORS OF THE WASHINGTON ASSOCIATION OF RAIL PASSENGERS

The Washington Association of Rail Passengers will elect a new Board of Directors consisting of fifteen members. Each member of Washington Association of Rail Passengers whose dues are current and who is a resident of this state is entitled to run for the office of Director and file a Declaration of Candidacy within a three consecutive week period commencing October 16, 2000, and terminating at 5 p.m. Friday, November 3, 2000. The Declaration of Candidacy shall be in writing and shall be signed by the candidate and include the full name of the candidate, the mailing address, and the county of residence of the candidate and must be delivered by mail or otherwise to Noel Hancock, Secretary, at 4800 Oakes Avenue #50, Anacortes, Washington 98221-4058, telephone (360) 293-4118. The election of Directors shall occur at a meeting of members commencing at 1:00 p.m. at the University Plaza Hotel, 400 NE 45th Street, Seattle, Washington, on November 11, 2000. All members of Washington Association of Rail Passengers whose dues are current and who are residents of this state are entitled to be present at the membership meeting and vote for up to fifteen candidates for Director. If not more than fifteen candidates have filed by 5 p.m. November 3, 2000, all candidates who have filed Declarations of Candidacy will be deemed elected and the election will be canceled. All

the votes for Eastern Washington candidates will be counted first. Candidates from Eastern Washington, but not more than two, who have the largest number of votes shall be deemed elected to the Board. All of the votes for all remaining candidates will be counted, including any additional Eastern Washington candidates, and those candidate equal in number to the number of seats remaining who receive the greatest number of votes will be deemed elected. The new Board shall take office on January 1, 2001. For more information contact James Hamre, Vice-President West at (253) 848-2473 or Jim Neal, Vice-President East at (509) 754-3114.

**Victory**, from page 1  
the Los Angeles-Las Vegas line.

DOT notes this decision is also a victory for open competition. We need more than one dominant passenger train manufacturer in North America.

It has been a long and hard fought battle for justice for Amtrak, Talgo and WSDOT. WashARP and NARP members and most of our Congressional delegation have also played a role in convincing FRA of the safety of our trains.

More good news! Oregon DOT and Amtrak implemented a second *Cascades* round-trip between Eugene and Portland on Oct. 6. The new service is an extension of mid-day departures from Portland and from Seattle. Southbound will be a through Seattle-Eugene train. To allow for overnight equipment cycling through Seattle, the northbound train will require a cross platform transfer in Portland.

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O/N **MEMBERSHIP APPLICATION**  
**RENEWAL FORM**  
**ADDRESS CHANGE**

\_\_\_ Basic Membership ..... \$20.00 per year  
\_\_\_ Student/Fixed Income ..... \$15.00 per year  
\_\_\_ Family Membership ..... \$30.00 per year  
\_\_\_ Patron ..... \$50.00 per year  
Extra Contribution ..... \$ \_\_\_\_\_  
(always welcome and appreciated)

Note: if you move, let us know in advance and save WashARP 75¢ for address correction service.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
Phone \_\_\_\_\_