



WASHINGTON RAIL NEWS

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Publication of the Washington Association of Rail Passengers
A Not-for-profit Consumer Organization
"Moving forward...On Rail."

Fourth Seattle-Portland *Cascades* roundtrip kicks off with celebrations in four cities

July 1, 2006 marked the start of the fourth Amtrak *Cascades* roundtrip between Seattle and Portland. Celebrations were held in Bellingham, Seattle, Centralia and Portland.



The celebration in Seattle involved WashARP, WSDOT, Amtrak, the City of Seattle, BNSF, King County, Sound Transit, Nitze-

Stagen and others. There was music by the Ballard Sedentary Souza Band. Goodwill Industries volunteers mingled with visitors and travelers why wearing authentic vintage clothing dating back a century that have been donated over the years.



In the above photo, Darleen Flem, seated, and Susan Sauer, at right, staff the WashARP table. One-on-one outreach to fellow citizens is an excellent way to generate additional members.



Judy Giniger, left, of WSDOT, Amtrak's Kurt Laird, behind Giniger, and WSDOT Secretary Doug MacDonald preside over the ribbon-cutting ceremony before passengers board train 513, the new 11:20 a.m. southbound *Cascades* departure. The young lady helping cut the ribbon is the first passenger to board the new run.

The July 1 festivities also wrapped up the two-month long centennial celebration of the opening of King St. Station.

One centennial project was the recording of oral and written recollections people have of King St. Station. A Reader's Theater Presentation on King Street Station Memories is being broadcast on Seattle Cable Channel 21. The last

showing is Aug. 11 at 8:30 p.m. The heartwarming video is also available at www.seattlechannel.org/videos/video.asp?ID=5010647. It is well work watching.



Cascades 513 passes Titlow Beach in Tacoma on July 2.

Photo credits: Above, Scott Gibson; remaining photos, Warren Yee.



Cascades 513 idles after arrival from Bellingham on July 1 as it prepares to depart for Portland.

Union Pacific – lessons in how not to run a railroad

By Jim Hamre

Amtrak's *Coast Starlight* was once the railroad's flagship national network train and the company's pride and joy. Through the mastery of Brian Rosenwald and his team, the Seattle-Los Angeles train was equipped with new Superliner II cars and given a major upgrade in services and amenities, such as the Pacific Parlour Car, wine tasting and improved meals for first class sleeping car passengers; the Kiddy Car, with a children's play area; on-board entertainers; and Amtrak best employees.

Oh, how the mighty have fallen. And much of the blame must be laid at the feet of the Union Pacific Railroad, over whose tracks the *Coast Starlight* operates between Portland and Los Angeles. The train still has many of its amenities and mostly top-notch crews, but the continuing (and worsening) on-time performance issue is driving away passengers in droves. The train is routinely (always?) more than four hours late arriving Seattle or Los Angeles. Often the delay is more like eight or nine hours. The last time the *Starlight* arrived on-time into Seattle was February. The familiar refrain heard throughout the train is "I'll never ride Amtrak again!" (Airlines all-to-often put passengers through similar experiences but the public just keeps flying.)

First off, it's unbelievable that Union Pacific has allowed this important west coast freight route to deteriorate to the point that there are dozens of slow orders costing Amtrak more than three hours right there. The line was only in fair shape when UP bought out Southern Pacific, whose finances didn't allow for a glass smooth ride. However, UP has put so little money into maintaining the track much of it is now well below the condition of any other UP mainline. (See **Lessons**, page 4)



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

Those Delayed Trains! A German Friend; July 1 at King Street Station

A phone message greeted me today (28 July) from the San Francisco Chronicle. I have been working with rail advocate counterparts in California about the chronic multi-hour delays which have devastated the *Coast Starlight*, the once-grand daily train joining the three West Coast states. My California counterparts recently held a press conference about the delays which the Chronicle took very seriously, thus the big Bay Area daily wanted to know what we in Washington were doing about the situation.

Some background: Although there are seven Class One freight railroads in the United States, the overwhelming majority of Amtrak and commuter rail mileage is on the Big Four, CSX and NS in the East; BNSF and UP in the West. Amtrak's contract with the predecessors of these since-merged railroads mandates that passenger trains have operational priority. And if the Amtrak trains run reasonably on time, the freight railroads get significant bonus money. Two of the four roads, NS and BNSF, generally try to follow the law and so add "free money" to their bottom line. CSX and UP? Let us just say the passenger rail community hopes they might at least some day assume the attitude of the other two!

In my interview with the Chronicle I said WashARP is pleased the freight railroads are carrying the greatest tonnage of freight ever. We are pleased railroad profits are up, allowing needed capital investments, even making the impatient kids on Wall Street at least temporarily happy. We know that items such as public safety, fuel consumption, and air quality improve as rail's freight market share grows compared to road. We wish all freight railroads growing success, including CSX and, impacting us here in the West, UP.

Governors and members of Congress have dozens of issues they must deal with. Passenger rail advocates realize few of these elected officials put

passenger rail service at or near the top of their priority list. But most of the Washington and Oregon Congressional delegations have voted for passenger rail funding bills. And Sen. Murray is among those in the US Upper House who has expressed direct concern about the deleterious effect of passenger train delays upon the rail traveling public and the well being of Amtrak.

WashARP is aware our Gov. Greigore has led support for Amtrak funding among her Western governor colleagues. Oregon's Gov. Kulongowski has endorsed passenger rail. California's governor... (Aside: a few of you just may have heard of him. He speaks with the accents of Graz, Austria, was rumored to have pumped a bit of iron at one time, and wasted a few bad guys on celluloid it seems)... has been reasonably supportive of passenger rail during his time in Sacramento. Governor S is also independent from orthodox partisanship and quite unlikely to be intimidated by corporate power! My West Coast counterparts and I now are asking our governors to not only personally address the on-time performance of the *Coast Starlight*, but also our Amtrak *Cascades* and California's important corridor trains.

We don't ask freight railroads to "give away" capacity to passenger trains on their tracks. California taxpayers have invested hundreds of millions into UP infrastructure in exchange for ensuring timely operation of Amtrak and commuter trains, which to an increasing degree is not happening. Our DOT has reached agreement with BNSF to accomplish similar ends in our state. The record: While BNSF has been responsible for some late running of the *Cascades*, as has Amtrak itself, and the occasional "other" reason for delay such as grade crossing incidents or winter mudslides, in absolute and relative terms, UP has the most room for improvement. Let's hope for improvement.

What can we as informed rail advocates do before this pattern of passenger train delays can be alleviated? First, do not cease riding trains, if reasonable! The scenery along the route of the *Starlight* is still world class, the service pretty good, and the inherent safety and comfort of North American rail travel remain. Do phone or have anyone meeting you at your destination phone 1-800-USA-RAIL to learn the status of the *Starlight*. Waiting for hours

should not happen. The *Empire Builder* travels mostly on BNSF tracks and has a better on-time record, but follow the above check-on-it procedures anyway. The Amtrak *Cascades* are a different matter. We travel those as a welcome alternative to I-5, often to meetings or other scheduled events when an hour late is not at all acceptable. If possible, have road transportation as a backup, but again try not to "boycott" passenger trains, explain to others that WSDOT and Amtrak are not at fault, and that passenger trains **can** be the superior travel mode. Also remind folks that "I can drive to Seattle in an hour" is true only when traffic congestion is not horrendous – increasingly less often – and one doesn't encounter the daily wreck at the Tacoma Dome!

I would hope a return to decentralized, regional train dispatching might be considered by rail management. With the tremendous increases in freight volume (again, a good thing) more hires for this important craft are required. I understand BNSF has recently hired 80 new people for their dispatching corps. I would hope UP is also increasing the number of dispatchers. It just seems reasonable that if dispatchers serving the Pacific Northwest territory could be based here, really get to know the property, and have other of their craft be able to focus on other sub-regions of the vast rail empires, more efficient movement of passenger and freight traffic would result.

(Don't read the following if economic analysis isn't your thing!)

OK, so I have a bias. Other things being equal, I am an advocate for local and regional units of production and administration, be it private or public sector. I see the alleged "efficiencies" of centralization as often one-dimensional, with negatives foisted upon the outside world. A homely example: The USPS, now an independent Federal agency rather than a Cabinet department, insists it is more "efficient" to have first class mail now processed in Olympia (which includes essentially all mail from Thurston and Lewis counties) shipped to and from Tacoma! So a letter I might mail to my daughter Sylvia, who lives but blocks away, would be trucked to Tacoma, blessed with a Tacoma postmark, and trucked back a day or more later to Oly for home delivery. Even if economies of scale somehow make such an operation more (See **Flem**, page 5)



The View Down the Tracks

=====
with Jim Cusick

Tick... Tick... Tick....

Okay, I'm running a little bit late. Jump in the car, head out on the road. Try... try to make a complete stop at the neighborhood intersection. Don't have time for the official 3 second stop, but just in case there's a police officer nearby, I'll be good. Accelerate briskly to the next intersection... but DANG, I missed the green light.

Tick... tick... tick... Sigh. Okay, finally the other direction is turning yellow, now red. Boy, that seemed like an eternity, but now I'm rolling again. Vroom!... Now I'm cruising... wait, what's that ahead? What are those flashing yellow lights in the road...? Oh for crying out loud! It's a PEDESTRIAN. Sheesh. Tick... tick... tick...

I'm going to be late... It's 8:30:30... C'mon, c'mon, what is this, a Sunday stroll? 8:30:40... Finally, she's across... now I can get moving again at 8:30:50. Hmm, well, okay, so it only took 30 seconds for the walk cycle. Never mind, I'm rolling again... uh oh, waiting for that pedestrian at the mid-block crosswalk might make me miss that next light... Not if I can help it! Hey, it was yellow, well only a light shade of red, maybe.

What now, the guy in front of me is dawdling along in the fast lane. Criminy, he's on his cell phone! PAY ATTENTION FOOL! Rats, I still didn't make it to the next light on time. Now I have to wait for a whole cycle. Hmm... hmmm, 8:35:02, tap... tap... tap... okay, now the turn lanes for our road can go at 8:35:42..., then it's our turn, well ten seconds later at 8:35:52. Okay now wait just a minute!! Why does it feel like a long time, but now that I'm checking my watch, it's only a half a minute, to maybe a one minute wait each time?

Time is Relative

It's really a matter of perception. If you have stop at a traffic light or a crosswalk, the next time, start counting

"1-Mississippi...2-Mississippi..." Not only does this help relieve stress in a meditative way, but you can actually get to timing which lights are really long ones. What you find out is that most traffic lights are actually pretty short cycled, maybe the longer times being about 1 minute. The looong ones usually are only about 90 seconds.

Here's another exercise. The next time you are out on a short little trip, plan to update your cell phone with a new number, or maybe plot a different route to your destination with your Thomas Guide, planning the route as you go.

Being a safe driver, I know you won't want to do that while you're actually moving, so each time you have to wait for a red light, glance down at the map, or the phone, and do what you need

On the train, it helps if the "cruise" speed feels fast. At the very least, it needs to not feel slow or irregular. However, what makes the train the alternative of choice is its consistency. Each day, the train leaves on time and arrives at each station stop on or close to schedule, day in – day out.

until you get the green light. Of course, when you want a red light to occur when you get to the intersection it always seems like they're all green. Now why couldn't that happen on the days you are running late?

It's a very enlightening exercise, since you realize it really is a matter of perception. When you wait, with nothing to do, it sure seems a lot longer, but when you have something to occupy your time, well, then time seems to fly by.

When I've had commutes that had me driving in congestion, it never really stressed me out because I just gave myself enough extra time. Yes, there were days where the trip was exceptionally long, but there was no real stress since the only concern I had was slowly accelerating and braking the car, not what time it was. In fact, if I didn't have to worry about braking and accelerating, it would be a downright enjoyable commute. Of course, we all know how to relieve drivers of that tedious task. Ride the Train.

Railroad Time

Years ago, I heard a story about someone who had a friend who never had taken the train, and was on Amtrak enjoying the ride, not caring about time. However, when they started paralleling the freeway, and he caught sight of the cars going faster than the train, he became uptight about the fact that, at least to him, they were wasting time. Well, other than maybe he needs to either cut back on the caffeine, or maybe could use some Valium, what was his issue?

His issue was his perception of speed. It might not have mattered that the train was delivering him to a more convenient downtown spot, on or close to schedule, and in reality, if there are no problems on the host railroad, the elapsed time is roughly equivalent, even with station stops.

On the train, it helps if the "cruise" speed feels fast. At the very least, it needs to not feel slow or irregular. However, what makes the train the alternative of choice is its consistency. Each day, the train leaves on time and arrives at each station stop on or close to schedule, day in – day out. Next time you visit a

major city, whose commute reports include road traffic and mass transit, pay attention to how often mass transit gets reported as "on or close to schedule."

Time to Ride?

This brings me to another conversation I had with a co-worker at a previous job. As I was discussing with the receptionist about her daily trials and tribulations, of course the issue of traffic came up. She had a commute from Marysville to Mountlake Terrace. This required her to take I-5 during the usual crush hour. Of course, at that time, I decided to impress her with my non-automotive commute expertise.

So I asked her why she didn't take transit, in this case, the bus. She said that wasn't at all appealing, since the bus would constantly be accelerating and decelerating. While describing this, she was also giving a visual of the lunging that it feels like to her when she has ridden the bus.

What should I bring up next to impress this young woman, you say? (See **Cusick**, page 5)

Lessons, from page 1

The railroad is now trying to rectify some of the worst track problems in northern California and southern Oregon with a massive tie replacement program.

Of course, UP has never heard of working at times when the *Starlights* are **not** passing through a particular area so maintenance windows are adding more delays on top of the slow orders for track conditions. And UP continues to demand schedule adjustments on the fly from Amtrak. After a 45-minute earlier departure from Los Angeles for six weeks, UP now demands the northbound train held at Klamath Falls until 11:00 a.m. with a hoped-for arrival into Seattle at 11:39 p.m. But at least this problem should improve over the next several months as track repairs are completed and speed restrictions lifted.

Far more problematic is Union Pacific's inability to properly dispatch Amtrak trains, not just on the *Coast Starlight* route but throughout its system. The laws that created our national intercity passenger service, relieving the freight railroads of the requirement to operate passenger trains, explicitly requires the host railroads to give Amtrak trains "preference over freight transportation...except in an emergency." Admittedly, the nation's railroads have seen huge increases in freight traffic in recent years, with resulting congestion on an infrastructure they had spent decades downsizing in the face of previous business downturns.

However, I and some family members made a round-trip on the *Starlight* in late June and it is difficult to see where freight train congestion caused a majority of the delays we experienced. Much of the delays can be laid to poor dispatching or deliberate sabotage. Take your pick. Mine is deliberate sabotage. Here is just a sampling of what went on:

- Southbound (June 22):
 - o Lost more than an hour in the last twenty miles before Eugene. First into a siding with a southbound freight to await passage of a northbound freight. It was more than a half hour before it arrived. We then backed out of

the siding to continue around that freight train only to pull into the next siding to await another freight and our sister train going north. That took another half hour. We could have easily made the second siding to await the three northbound trains.

- o One mile north of the Salinas station we parked in a siding for more than an hour to await passage of the northbound *Starlight*. We could have proceeded to the Salinas station and continued on our way to meet the northbound train at a siding south of town. No freight trains were evident in this area.
- o All told, we left Tacoma 58 minutes late (due to late arri-

I compare the difference between riding UP rails and riding BNSF rails to the difference between riding the Cannonball Express (from the TV shows Green Acres and Petticoat Junction) and riding the French TGV.

val of the previous day's train) and arrived San Luis Obispo, where we detrained, at 10:30 p.m., 7 hours and 23 minutes late, due to slow orders, speed restrictions because of heat (over 100 degrees in Sacramento when we arrived 6 hour late), and the dispatching. This despite more than 4 hours of recovery time built into the schedule.

- Northbound (June 29):
 - o In the Cascades of Oregon we were subjected to a series of meets with both north and southbound freights that were poorly planned and executed.
 - o Arrived in Eugene at 5:24 p.m., less than 5 hours late, giving hope for an arrival back into Tacoma before midnight. But it was not to be. After pulling into the station siding to detrain passengers, it was announced there was a broken rail ahead and we'd have to wait for it to be repaired. After sitting more than an hour the dispatcher suddenly fig-

ured out we could back out of the siding to regain the mainline. It turned out the broken rail actually a switch problem on the siding that was directly in front of the locomotive.

- o Since no southbound trains went by while we sat, there was no reason we could not have been underway as soon as station work was finished.
- o Between Albany and Salem we started lollygagging along and the conductor announced we were following behind a freight. No explanation why the freight was going only about 20 mph. Then we came up to a red signal and it was announced that UP was having signal problems. As we sat at this red signal for over an hour I heard the engineer (over my scanner) continually reminding the dispatcher that our train crew had nearly reached their 12-hour limit for being on duty. Suddenly, with only minutes to spare, the dispatcher gave permission to pass the red signal and we proceeded several miles to Marion where a relief crew was waiting to take over. After the relief crew boarded we quickly took off at (for UP) a good clip. Suddenly the freight train in front of us and the "signal problems" had mysteriously disappeared!
- o This train left Los Angeles 3 minutes late and arrived Tacoma at 3:05 a.m., exactly 8 hours late. It took nearly 13.5 hours to go from Klamath Falls to Portland, a trip that is supposed to take about 7 hours.

I compare the difference between riding UP rails and riding BNSF rails to the difference between riding the Cannonball Express (from the TV shows *Green Acres* and *Petticoat Junction*) and riding the French TGV. I noted the train crew was reluctant to discuss the dispatching over the radio lest the dispatcher hear them and further punish us for them daring to question his competence and judgment.

NARP sent a letter to the Surface Transportation Board on July 12 outlining Amtrak's on-time performance issues with the freight railroads, parti- ➔

cularly UP and CSX. They asked the STB to investigate and hold public hearings to:

- Identify specific, detailed causes of the freight train interference issues;
- Determine whether and how much freight train interference delay results from actions which might have been reasonably avoided; and
- Most importantly, identify short and long term remedial actions.

The entire letter can be viewed at www.narprail.org/cms/index.php/resources/more/surfboard_otp/.

West Coast rail advocates are also working this issue, including urging the governors of Washington, Oregon and California to intervene with UP. (See Lloyd Flem's column.) The Train Riders Assoc. of California held a news conference at the Sacramento Amtrak station on July 27 to raise attention to the UP's handling of the *Starlight*. Members of TV, radio and print media were in attendance. An AP article on the event was reported in newspapers throughout the state.

UP's problems also affect the operation of the *Cascades* between Eugene and Portland (as well as corridor service in California), despite investments by ODOT to improve UP's signal system and track capacity. We will continue to bring pressure on UP to obey the law and improve its handling of passenger trains.

Cusick, from page 3

Something about the train, of course! Knowing that the then-future Sounder service only went to Everett, I said that unfortunately she couldn't take the train directly, but that maybe farther in the future the train might come to Marysville, but the closest it would come to work would be Edmonds. What she said next surprised me, but I was quite pleasantly surprised. She said, "Now if there was a train, I'd take it!"

That seems to be the key. What gets

people out of their cars is the class ride the train affords. If you spend time at King St. Station during the evening rush, you don't see "railfans," you see young professionals, half of them women, riding the train. It's the preferred mode for those who have the choice.

Yep, A Train, Now That I'd Take.

Flem, from page 2

efficient to the internal operation of the USPS, the addition of more trucks on already-congested I-5 impose a variety of safety, time, and environmental costs on everyone else using that piece of pavement. External costs are not the responsibility of USPS administrators, it would seem. Just one more example of decisions made in apparent absence of comprehensive costs and benefits. Economic geography 303 lesson over; won't be on the test!



Now, to a far more pleasant topic: I recently received a delightful letter from a man from Leudenscheid, Germany. Thomas K. is a married father with a small daughter. He is a railfan with particular interests in "the passenger railway system in the great and beautiful USA." Thomas collects rail-oriented materials of all kinds. He said he had heard very good things about the good work of the Washington Association of Rail Passengers, citing our hard work in seeking "modern, customer-friendly, and fast train service in the wonderful and beauty state of Washington." Thomas asked if I might send him material about "your famous WashARP" and our regional trains.

Herr K. concludes with "I wish you and all the members of WashARP, all my best wishes and good luck for your very good work for a modern train service in Washington with a good future."

Made my day! Of course I am very pleased to send Thomas the full complement of materials, including a couple of J Craig Thorpe's magnificent prints featuring our trains in classic Washington state settings.

My new German friend wrote in good fully-understandable English. I shall honor

his efforts by responding in what I hope is acceptable understandable German. I'll inquire how he came to learn of us. I will also praise his country's superb rail passenger systems. Maybe someday here, again....

I noted while in Europe in 1998 that rail hobbyists do favor American railroads for pictures, modeling, etc. One hobby store, in Augsburg, Bavaria featured models of classic Santa Fe passenger trains, UP Big Boys and other immense locomotives of the late steam era, Old West scenery, etc. It seems the sheer size and scope of US railroads and the American landscape intrigue European rail hobbyists.



The fourth daily Amtrak *Cascades* round trip on the first of July commenced with ceremonies at several Northwest Corridor rail stations. The Big Send Off was at Seattle's King St. Station, featuring good music, refreshments, and brief upbeat speeches by Amtrak's Kurt Laird and WSDOT Secretary Doug MacDonald.

KSS was crowded, but more with passengers than with fourth-train celebrants, I'm pleased to say.

WashARP had a booth at KSS, staffed by George Barner, Darleen Flem, Susan Sauer, Don Petersen, Loren Herrigstad and yours truly. Many people stopped to chat and hear our pitch about supporting passenger trains. Three folks joined WashARP. The new members included Doug MacDonald, who we hear is also somewhat of a (Shhhhh! Don't tell!) railfan!

Secretary MacDonald is of course responsible for all transportation modes within WSDOT. WashARP, while our mission is primarily the advocacy of the rail mode, has publicly supported funding for all forms of transportation.

Northbound Amtrak trains that originated south of Portland were, on that day, again quite late. But efficient action by Amtrak train crews and KSS staff effected a quick turnaround and we departed for Olympia on the mid-afternoon *Cascades*, following the festivities, precisely on time. The trip back to Southwest Washington featured the normal good *Cascades* service and the exquisite scenery along Puget Sound. A good day.

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All are evening numbers, except Lloyd's, which is available 7:00 a.m. to 9:00 p.m. daily.

Important Addresses and Phone Numbers

- U. S. House of Representatives: Washington, DC 20515
- U. S. Senate: Washington, DC 20510
- Capitol Switchboard (all members): 202 224-3121
- State Legislature: State Capitol, Olympia 98504
- Hotline for leaving messages: 800 562-6000
- Amtrak Reservations/Information: 800 872-7245
- WashARP: www.washarp.org
- NARP: www.narprail.org
- NARP Hotline: www.narprail.org/cms/index.php/hotline/
- Amtrak: www.amtrak.com
- Amtrak *Cascades*: www.amtrakcascades.com
- Sound Transit: www.soundtransit.org

WashARP News

September 9: WashARP meeting at 12:45 p.m. at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (just north of Spokane St.; on Metro routes 23 and 174, and near the busway).

September 21: Commuter Rail Group meeting at 6:30 p.m. at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (transit information above).

October: No WashARP meeting is scheduled for this month.

WashARP welcomed the following new members in June and July: Julia Eulenberg, Seattle; Doug MacDonald, Olympia; Thomas Noyes, Seattle; Jim Moore, Seattle; Kim Turner, Seattle; and Adron Hall, Vancouver.

WashARP members contributing to this newsletter include Jim Cusick, Tony Trifiletti, Lloyd Flem, Warren Yee and Ron Sheck.

Due to an editing error in the last **WASHINGTON RAIL NEWS** Al Runte's name was left out of the below news brief. Sorry, Al!

WashARP member (and Seattle mayoral candidate last year) Al Runte had his op-ed article in the May 30 *Seattle Times* discussing the lack of a national transportation policy that fully utilizes our passenger rail assets and lessens our dependence on oil. Go to www.seattletimes.com and search on "Runte." Free registration required.

How important is an interconnected passenger rail network? Let's find out!

Critics of intercity passenger rail service are always saying we should just lop off the one or two or three worst performing national network trains to "save money." Bob Glover, a NARP director from Oakland, loves to analyze Amtrak connecting passenger information to show the importance of a national system. Here is Bob's data for Train 30, the *Capitol Limited*, of June 20, 2006:

215 onboard from Chicago, of which 121 (56%) were transfers from other trains. Over half the trainload.

24 transfers off at Pittsburgh for Train 42, the *Pennsylvanian*.

173 onboard into Washington, DC with 110 transfers (64%) to other trains. Again over half the trainload.

48 transfers on at Chicago also transferred off at either Pittsburgh or Washington – they rode at least three trains with at least two transfers. Trips made by these individuals and groups:

- Los Angeles-Orlando
- Fullerton-BWI Airport
- Flagstaff-Altoona
- Kansas City-Baltimore
- Los Angeles-Charlotte
- Galesburg-Orlando
- Albuquerque-Newark
- Fullerton-Orlando
- San Bernardino-Kingstree
- Los Angeles-Harrisburg
- Emeryville-Rocky Mount
- Glenwood Springs-Trenton
- Denver-Philadelphia
- Sacramento-Wilmington
- Denver-Trenton
- Minot-Lancaster

- Spokane-Johnstown
- Seattle-Winter Haven
- Minneapolis-Deland
- Texarkana-Fayetteville
- San Antonio-Newport News
- Portland-Richmond
- Fargo-Baltimore
- Spokane-Philadelphia
- Memphis-Sebring
- St Louis-Rocky Mount
- Milwaukee-Yemassee
- Detroit-Winter Haven
- Battle Creek-Richmond
- Columbus-New York

You can draw your own conclusions, but I see a network where connections are critical and transfers are more readily made when they don't involve long waits. I see people traveling out of the direct line of travel to ride trains. What else explains Memphis to Sebring via Chicago, or Texarkana-Fayetteville via Chicago, or Los Angeles-Orlando via Chicago? I also see a delicate and fragile skeleton of national trains that will fall apart if critical links disappear. Trains 29-30 would not survive without the connections to and from western trains.

I see passengers willing to travel four nights by train to get from origin to destination.

I see the potential of exponential passenger growth over long distances if we only had a few more links in the skeleton, with connections at Denver, Ft Worth, St Louis, Jacksonville, Atlanta...

I see travel from small communities like Kingstree, Minot, Texarkana, Fargo, Sebring, Altoona, Glenwood Springs and Fayetteville all made possible by trains that travel long distances through many such small communities.

Washington Association of
Rail Passengers
P. O. Box 70381
Seattle, WA 98127

Return Service Requested

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 _____ Leadership or Business Circle\$100.00 per year
 _____ Extra Contribution\$ _____
 (always welcome and appreciated)

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