



WASHINGTON RAIL NEWS

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www.AllAboardWashington.org

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A Not-for-profit Consumer Organization
"Moving forward... On Rail."

Amtrak Cascades look toward 2017 as infrastructure construction improvements continue

By Zach Shaner

Next year is a big year for the Amtrak Cascades. The 2009-era stimulus projects will complete, Seattle and Portland will get two additional trips, and those trips will be faster and much more reliable. In June, I sat down with Janet Matkin (Rail Communications Manager), David Smelser (Cascades HSR Program Manager), and Jason Biggs (Rail Operations Project Manager) to discuss the next year and a half for the Cascades program. Responses have been lightly edited for clarity.

What is the Rail Division working on for Amtrak Cascades over the next 6-12 months?

On the capital side, our federal program had 20 different projects in it. Twelve are complete and eight are still in construction. The Point Defiance Bypass is obviously one of them, and other well-known ones are Freighthouse Square, all the track and signal improvements, and the Tacoma Trestle project that's being administered by Sound Transit. There are 3 projects in Kelso that are all under construction with BNSF. Those three projects involve a bypass track to the Port of Longview and

essentially a third main line to the east of existing tracks near Kelso, freeing up a lot of capacity there. There's a new bridge across the Coweeman River, and there's a lot of things that go along with it. All Kelso projects will be done late next spring.



Cascades 506 crosses the Coweeman River, where a new bridge for the Kelso third main train is under construction.

What's your statutory deadline for all these stimulus funded projects? September 2017?

September is when the money disappears, but you've got to back off that a ways. Functionally, we need all the bills in by the first of June 2017. We need to get those paid and invoiced to the Federal Railroad Administration (FRA), so the work needs to be wrapped up by April/May 2017.

Beyond Point Defiance, Tacoma Trestle, the Kelso projects, what are the remaining projects?

One is the "Corridor Reliability Upgrade-South" project, which involves replacing rail, ties, and ballast, cleaning up areas of slow orders. That one is almost complete. Slow orders frequently limit trains to 25-30 mph, and each of these is intended to upgrade those sections to run at maximum speed of 79 mph.

The new Siemens Charger locomotives are still on their way, and we just got word that the steel has been cut for the

first one going into production. We'll be getting eight of those total, with the first one delivered in mid-December. They won't go into service right away, there's a whole bunch of testing they have to undergo. The eight will arrive about two weeks apart, and they're more powerful (4400 hp vs 3200 hp), more fuel efficient, and they have the top tier in terms of EPA emissions testing. Each of them will have 30 days of corridor testing, with the goal of putting them in revenue service in the first half of 2017.

Then there is the slide prevention work up north, which will close out in three months or so. We've repaired six locations, and since we've had them done we've not had a single track-blocking incident in an area where we've worked. We're still having slide impacts in areas we haven't been able to work, but the actual work has been very successful.

What is the operational impact of the King Street track upgrades? Will there be a 7th platform, or just improved switching?



Construction of Track 7 and upgrading the south approach at King St. Station are underway. The 19th century hand thrown switches will finally become history in the 21st century.

The westernmost track (Track 7) will be developed for use – it's currently used only for storage – but the biggest deal is the automation of the remaining hand-thrown switches approaching King Street. We've (See *Cascades*, page 3)



The new third main track is in place south of the Kelso station but is not in service yet, pending completion of other nearby construction. Three photos by Jim Hamre



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

Some Good news; Election 2016; See You at the Picnic!

All Aboard Washington and others who have sought to preserve rail infrastructure on the Eastside (of Lake Washington) Rail Corridor are up against a cabal of forces that seem determined to turn this irreplaceable resource into JUST another recreational trail. (AAWA favors trail and rail – we always have!) We may not win that one. But, in other issues we are supporting, there is some good news!

First, leading citizens of Yakima and Kittitas counties have begun what will probably be a long and arduous process of restoring intercity rail passenger service to the Yakima Valley (via the Stampede Pass – original NP – line). AAWA is serving to advise these private and public-sector folks, but the people of the Yakima Valley will be doing the heavy lifting. A July 6 meeting held at the offices of the Yakima Chamber of Commerce, chaired by AAWA Board member and Cle Elum resident Louis Musso, had we three Western Washington AAWA people who carpooled to Yakima convinced that strong efforts by the people who will most benefit will be made to bring back rail passenger service that has been gone since the early 80s.

The Valley people attending the July 6 meeting were not simply railfans lamenting the absence of passenger train service. They were pragmatic “establishment” individuals who see return of the train as having economic and social advantages for their citizens.

Restoring passenger rail in the Yakima



An empty BNSF grain train moves through the Yakima River canyon between Ellensburg and Yakima in Jan. 2014.

Photo by Jim Hamre

Valley is seen as a long range goal for AAWA. We feel we are now at least a year ahead of where we had hoped to be on this issue, primarily due to the strong support within the Yakima Valley.

More good news is the fine cooperation of several people associated with Western Washington University in helping make arrangements for our October 8 AAWA meeting in Bellingham. In addition to emphasis on rail issues that impact Northwest Washington, on October 8 we will be making affirmative contact with WWU campus groups that are concerned about environmentally-sound transportation. The

We feel we are now at least a year ahead of where we had hoped to be on [train service east of the Cascades], primarily due to the strong support within the Yakima Valley.

meeting is set for the Viking Union on the WWU campus. Scheduled time is noon to 4 PM. A lunch of healthy locally-produced food is planned. Travel to and from Bellingham by train will be a challenge for many of us living south or east of Seattle. But overnight in the pleasant city of Bellingham could be a nice break for some of us.

The potential and challenges associated with an Amtrak *Cascades* stop in Blaine will certainly be on the program. We also will invite rail advocates and public officials from the greater Vancouver, BC area to join us. WWU’s Professor Tom Roehl, whose WWU International Business School students did such a fine job in their [research](#) concerning the feasibility of a Blaine station, will be with us. I also hope Ms. Lora Sonnen, the student lead on the Blaine project can also attend. Lora’s work was of sufficient high quality that the WSDOT Rail, Freight and Ports Division hired her for WSDOT’s Seattle office to head work on intermodal connectivity, which happens to be another of AAWA’s 2016 task forces. Congratulations, Lora.

Little steps forward are nonetheless satisfying. The [Mayflower Park Hotel](#), an elegant hostelry at downtown Seattle’s north end, has an on-line promo that emphasizes the use of Seattle’s light rail to access the hotel, before “driving and parking” is mentioned. Driving and parking is usually the only means most hotels, at least in the American West, promote at all. Practicing AAWA’s classic Praise and Push, I emailed the Mayflower Park, with kudos for their

encouragement of the use of light rail for their patrons. I soon received most pleasant separate replies from the hotel’s General Manager and Director of Marketing and Communications reinforcing their strong support of the passenger rail mode. Made my afternoon.



Every election season I remind AAWA members that although AAWA cannot, as an organization, endorse candidates for public office, as individuals we can and should do so. And every election season I ask you to look at the records of incumbents and the positions of all candidates. Now you obviously will consider positions in addition those which deal with passenger trains, but hopefully you who read this newsletter will put rail issues among those you look at. For candidates you like, consider a monetary donation or some form of campaign labor, such as addressing envelopes, placing yard signs, doorbelling, or if you have good writing skills, letters to newspapers, on-line blogs, etc.

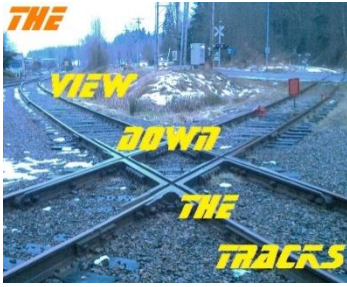
I am now to the point of feeling comfortable that Washington’s state rail program will remain a permanent part of the state transportation budget. Members of the Legislature who favor highways only are few and getting fewer. The Legislative Rail Caucus is fully bi-partisan. We applaud them.

My only comment about the presidential race is that both Hillary Clinton and Donald Trump have expressed support for public investment in public infrastructure, including intercity passenger rail.



Coming up much sooner than the Bellingham meeting is AAWA’s Annual Picnic Meeting, this year on Saturday August 13, again at Lacey’s [Rainier Vista Park](#). Olympia-Lacey area AAWA members will meet Amtrak trains and shuttle Picnic attendees to and from Centennial Station and the picnic site, a short ride away.

AAWA will provide hotdogs and burgers and soft drinks. Everything else is potluck. Those without potluck items can make monetary contributions. While our picnic meeting is decidedly informal, we like to have some program. Jason Biggs, WSDOT’s Rail Operations Program Manager, will be our featured speaker. After the meal, Old Coach Lloyd urges all to participate in various games, including “full-contact croquet” where the Old Coach has remained undefeated. Will someone try to upset me? See you on the 13th.



WITH
JIM
CUSICK

(The View Down the Tracks will return with the next newsletter.)

Cascades, from page 1

already replaced several of them, but there are many many more left to go. When complete, trains won't pull in a 5-10 mph anymore, but will approach much faster than that.

What can we expect from the Point Defiance Bypass over the next 12 months in terms of actual construction? Any construction closures we should expect?

A new section of track was just laid a couple weeks ago, and we've been doing the track work on weekend evenings. We've been making 2400' of track per weekend, proceeding south, and the newest section of track is between JBLM

Main Gate and the Pendleton bridge near DuPont. We'll soon be raising the Pendleton bridge to increase clearance for military trucks. Track construction for the bypass will be done by late October 2016, and then signal and PTC work has to go in.



Before and after construction on the Pt. Defiance Bypass project southerly from the Lakewood Sounder Station, where Amtrak will be running by late 2017.

Three photos by Jim Hamre

How much of the Point Defiance Bypass corridor will be double tracked?

There's no double track between Tacoma Dome and S 66th St, then there will be continuous double track from South 66th Street, through Lakewood Station, and south to Bridgeport Way.

Is it projected that trains will have to hold

for passing?

If everything is on schedule all trains will go through cleanly. Once a train's out of slot, it's up for grabs of course. But they will be scheduled to pass through without stopping.

Which part of the Tacoma Trestle project is WSDOT paying Sound Transit for?

The trestle is a Sound Transit project, but they're doing much of the work on our behalf. We need a platform long enough for the *Coast Starlight*, which is twice as long as *Cascades* trains when in its longest configuration. The effective platform is 800' currently, but we need 1,400 feet for the long-distance trains, so WSDOT is funding the platform extension portion of the project.

There will be two platforms, and the north platform will be 1,400

feet, but the south platform will remain 800 feet. So

Sounder and the *Cascades* could use either platform,

but the *Coast Starlight* will only use the north platform.



An afternoon Sounder passes the first phase of the Tacoma Trestle construction project.

When will the new Tacoma station begin construction?

Groundbreaking took place July 13th. Sound Transit requires the platform remain operational, so there won't be any closures. We anticipate completing the Tacoma Station in April 2017. (See article, page 4.)

When will WSDOT publish the official schedule for the new roundtrips?

The new roundtrips will start in fall 2017, and they will wait until all 20 projects complete. The two new roundtrips will be designed to enable same-day business travel between Seattle and Portland, with 6 a.m. departures and 7 p.m. departures from each city. Other trips will shift as well to rebalance the schedule. We have a draft schedule, but to make those work we need approvals from Sound Transit, Amtrak, BNSF, Union Pacific, and the Oregon Department of Transportation. That will take the better part of this year, and we'll officially announce those early next year.

What other service improvements can riders expect?

Well we have the Pets on Trains initiative that started back in April, and we've seen some very good numbers on those. We're also looking to expand our bicycle storage on the train. We have limited bike space before you have to box it, and I'm not a fan of boxing your bike. Some options include retrofitting our baggage cars, or adding a second baggage car for bikes, either by leasing cars from Amtrak or retrofitting baggage cars from our spare sets.

Has there been any conversation about new service patterns, such as express or skip-stop trains?

Moving forward with the new service we're going to keep the same stop pattern. But we've heard a lot of feedback and there's been a lot of interest for *new* stops. Auburn was the first, but there have been others. So Washington and Oregon needed a way to evaluate new stops on the corridor. We've just published our new Station Stop Policy, a product based on a consensus achieved with local cities, BNSF, stakeholder groups, and more. The policy lays out quantitative criteria for adding, skipping, or removing stops. The base fundamental is that you have to show demand, and you have to have a financial plan for the proposed service pattern. Cities such as Blaine have complained that they don't have the resources to do those things internally, that's where we come in and work with the proponent to perform those analyses on their behalf.

Running the two new roundtrips is a requirement of the stimulus funding. Are the two new roundtrips fully funded through the State Legislature, or could they use the threat of returning the funds as a means of extracting concessions?

It's always at the Legislature's discretion, but certainly we have been very proactive with the Legislature. We are very confident that the funding will materialize for the reasons you mention, some of the risks associated with it, but more for the positive benefits the service brings.

We put in our budget request to the Governor, and those will go in early before session meets, and we will get an approved transportation bill usually sometime around April 2017.

What about your partners in Oregon and British Columbia? Is there any movement on funding and service, or is it status quo?

Status quo. Oregon hasn't indicated any concerns about next year's service. With Vancouver BC, we're engaging various entities for cost considerations and planning purposes, but there has been no change →

in their level of funding. They have a Regional Transit Advisory Committee, TransLink, etc., and we have talked to them to try to gauge their level of interest, and while there's some traction, we're still formulating proposals and no one has committed to being a new funding partner. The biggest success we'll have north of the border is the Preclearance status, which will remove the customs stop that southbound trips make in Blaine. We can't say when that will happen, as that really depends on cooperation between Canadian Border Service Agency and the U.S. Border Patrol, but they have indicated it could be within 12-16 months.

A couple years ago WSDOT issued an RFI for best practices in rail operations, with the possibility of selecting a non-Amtrak operator. Has WSDOT seriously considered taking operations in house, or selecting another 3rd party? If not, what was the purpose of that request?

The request was required by the legislature, actually. There was a proviso in legislation, but we think it was a wise request. We published an RFI for service enhancement from any interested party, and we invited them to comment on all aspects of service. We got quite a few themes out of that, and while we want to encourage competition and cost reductions, it was enlightening for us in that we recognized that there would be significant challenges new operators would have to overcome to be successful in taking over the service. Those challenges included insurance, track access, working with BNSF, etc. But Amtrak is our operator, and Amtrak will be our operator for the new service.

Amtrak has gone through unique change. We think they recognize that the state service is not the same as the long-distance service, and that they have to be more innovative and dynamic with state service. As a contractor to the states, it's slow, but they are making innovations to be more competitive and get their costs down.

Has there been any discussion of integrating Sounder South with Amtrak Cascades once both share the Tacoma station?

No. Part of it comes down to the rider profile, and part of it is technical. Amtrak controls the ticketing system, and we've explored partnerships with services such as Victoria Clipper, and right now Amtrak's Operating Agreement provides limited opportunity under their current system. Eventually they're going to have to upgrade what is now quite an old ticketing system.

Ridership and farebox recovery have dipped a bit since 2011. What's your competitive

strategy going forward?

Farebox recovery was better when we were sharing costs with Amtrak, but when costs shifted to the state our internal operating costs rose. We're still around 60% farebox recovery, and that's some of the highest around, especially for rail. Our strategy, and the reason we sought that RFI, was to recognize that we needed to innovate and that we needed to focus on the three primary ridership drivers (Vancouver, Seattle, Portland).

After the stimulus projects complete, we will continue an incrementalist approach to performance monitoring and improvement. We've modeled ridership and revenue, but we need to see what happens in practice before making other changes.

Is the 2006-era Long Range Plan still the vision? Is there a plan that supersedes it? What's the current long-term vision?

We're going to be updating that Long Range Plan. The 2006 plan had 13 Seattle-Portland trips, but we need to reevaluate if that's really where we're going to be in the next 20 years. We'll soon be embarking on a Service Development Plan, which will start over and update ridership modeling, revenue forecasting, and planned capital projects.

This article was originally published in the [Seattle Transit Blog](#), where Zach has been a writer since 2010. In addition to writing for STB, he owns and operates [Pedal Anywhere](#), an on-demand bike rental company, and lives in Seattle's North Capitol Hill neighborhood.

New Tacoma Amtrak station construction kicked off July 13

City, state and railroad officials celebrated the start of construction of the new Amtrak station in Tacoma's Freighthouse Square with a construction kickoff ceremony on July 13. Several All Aboard Washington members joined in the celebration.

The [10,000-square-foot station](#) will be a new structure that replaces an existing portion of the historic 100-plus year old Freighthouse Square building. It is adjacent to Sound Transit's Sounder station in the building and across the street from the Pierce Transit Tacoma Dome Station and the Tacoma Link streetcar.

The ceremony celebrated the station's construction and a new era in train travel. The station is designed to align with ongoing transit-oriented development within the Dome District. Speakers included Tacoma Mayor Marilyn Strickland, WSDOT acting Secretary Roger Millar, and WSDOT Rail, Freight and Ports Division Director Ron Pate.

"This is an important milestone for



Participants in the new Tacoma station construction kickoff ceremony stand in front of a large rendering of the façade of the new building. Photo by Warren Yee

Washington's high speed rail program and the city of Tacoma," said Pate. "This station helps improve passenger train travel throughout the Amtrak *Cascades* corridor and we're pleased to celebrate with community and state officials."

The station was designed in consultation with a citizen advisory committee and city officials. Local AAWA members provided significant input on the design from the traveling public's perspective. The design features large glass windows for a bright, welcoming lobby; wooden columns; terrazzo flooring, and sliding and vertical lift doors to create an indoor/out-door public space. When it opens in fall 2017, the station will serve six daily roundtrip Amtrak *Cascades* and the *Coast Starlight*.

Businesses within [Freighthouse Square](#) will remain open during construction.

Transit investment in British Columbia

By Bob Lawrence

The Canadian government is spending more than \$370 million on transit projects in British Columbia, including expansion of subway and light rail projects in and around Vancouver. Prime Minister Justin Trudeau was in Vancouver recently to announce the funding, which is part of an effort to invest in transit and infrastructure across the country.

Local and provincial governments are also contributing \$370 million, bringing the total investment to \$740 million.

The money will pay for the planning and design of a Vancouver SkyTrain extension, 50 new SkyTrain cars, a light rail line in Surrey, B.C., and new cars for West Coast Express.

Trudeau promised big infrastructure investments during his 2015 campaign for Prime Minister. During his remarks in Vancouver, Trudeau noted that many transit projects have been underfunded in recent years.

"We are not in the business of making announcements for political capital without delivering on them," said Trudeau. "We are in the business of delivering."

Unfortunately, there was no mention of any intercity rail projects in British Columbia that could improve the operation and efficiency of the Amtrak *Cascades*.

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All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 9:00 p.m. daily.

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

All Aboard Washington's Seattle Rails Exploration Day

By Harvey Bowen and Claire Bowen

All Aboard Washington members and one surprise visitor met June 11 in Seattle for a day of transit exploration. We met up at FX McRory's, one block from the Pioneer Square Station of the First Hill Streetcar, with a mix of members arriving by Sound Transit, Amtrak and Metro.

At lunch, we discussed the two planned outings available for the afternoon. While we were conversing in small groups, we noticed someone new in our group who seemed a bit confused. It turned out we had a visitor from Aberdeen, Scotland. He had just arrived and was trying to find a way to take transit to Aberdeen, WA so he could visit his hometown's namesake. Fortunately for him he stumbled upon our group of transit advocates who were well versed in the rail to bus options available for his trip there and back.

The first suggested activity was a self-guided tour of Seattle's new rail intra-city options, the Seattle Streetcar First Hill line and Sound Transit's Link light rail extension from Downtown to the University District. Members who already had ORCA fare cards boarded the Streetcar at Pioneer Square, while those without ORCA cards walked as a group to the International District Chinatown Station to purchase them. There was much discussion about, and disappointment with, the process of getting transfers without ORCA cards and the difficulty of getting senior rate cards.

While individual members chose their own routes, the suggested routing for members returning on Amtrak to the south was to ride the First Hill line from its southwestern end to its northeastern end on Capitol Hill, then walk one block to the Capitol Hill Link station to take Link back to the International District Chinatown Station (one block from King Street Station).

Some rode Link from Capitol Hill to the current northernmost station at Husky Stadium before returning to the International District. As it happened, the streetcar which most of our members were on lost power early into its trip up to Capitol Hill. However power was restored within an hour and the tour proceeded. People just had more time to chat.

The second option was a walking exploration of the route of the currently out-of-service George Benson Waterfront Streetcar. Starting at Jackson Street Station, over a dozen members followed the route of Seattle's 1982-2005 streetcar service, which was closed ostensibly because it would have been too difficult to maintain during major roadway and seawall construction. This was an opportunity to assess how much of the original track and overhead wiring remain.

The assessment recorded some of what would need to be replaced or restored in order to resume service from the extant Jackson Street Station to Pier 70. We found that the track and wiring is mostly intact from Jackson Street up 5th Avenue and west on Main Street through the Pioneer Square area, as is the Pioneer Square Station.

As we crossed 1st Avenue and approached the waterfront, the streetcar infrastructure quickly disappeared into the areas under construction. They are being constantly reworked to allow automobile and pedestrian traffic to the Seattle Ferry Terminal at Coleman Dock and the waterfront attractions.

While we did not find enough clues to be certain, it appears that much of the streetcar right of way from Coleman Dock to the Seattle Aquarium is now in use as the Elliott Bay Trail. Where it is not, it's paved over for use as roads and parking during construction. Occasional streetcar signage remains on the south portion, such as the "University Street Station" sign on a pillar of the Alaskan Way Viaduct and references to the "Waterfront

Trolley" on maps included in Land Use Application notices.

Four stations in this area have been removed. After a 0.9 mile gap, the right of way returns mostly intact, including rails and stations. The Elliott Bay Trail is on one or both sides of the right of way, and the right of way is still mostly signed for safety. Local reports are that residents and hotel guests use the tracks as a comfort station for their dogs.

We came upon more stations, however the first station we saw in this section may not be there for long. The Bell Street Station had a Land Use Application notice nearby, and it shows the "Abandoned Trolley Track" being replaced with a truck staging area. Continuing north, the streetcar tracks begin to run parallel to the BNSF tracks that count among their users the *Empire Builder* and *Amtrak Cascades*.

Many of the crossings have signs related specifically to streetcars, such as "Look Both Ways" signs with a generic image of a light rail vehicle with half-pantograph.

Our tour documented that as of now, four of the original nine stations are still standing and about half of the track remains: roughly a half mile at each end of the route with a one mile gap separating them.



All Aboard Washington members check out the Bell St. Station of the defunct George Benson Waterfront Streetcar line as part of our analysis of what infrastructure remains in place.
 Photo by Warren Yee

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All Aboard News

August 13: All Aboard Washington picnic meeting from 11:30 a.m.-3:30 p.m. at [Rainier Vista Community Park](#), 5475 45th Ave SE (corner of 45th SE and Ruddell Road), Lacey. We'll provide the burgers, hot dogs, condiments and beverages. You are invited to bring a potluck item. It's a time for fun and good discussion. Our featured speaker will be Jason Biggs, WSDOT's Rail Operations Program Manager. Use the *Cascades* or *Coast Starlight* to the meeting. Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Contact Lloyd Flem (info on page 5) if you need transportation from the station.

September 10: All Aboard Washington meeting from 11:30 a.m.-2:00 p.m. at **Basil's Kitchen, Embassy Suites Hotel, 15920 W. Valley Hwy, Tukwila**, adjacent to the Sounder/Amtrak Station. Use the *Cascades* to the meeting. We use the short meeting format to allow members traveling from the south to use train 507 to return home.

October 8: All Aboard Washington meeting from noon-4 p.m. in **Bellingham** at the [Viking Union Building](#) on the Western Washington University campus. Transportation from the

Amtrak station will be available for those using the *Cascades* to the meeting. A luncheon will be provided for a nominal charge. See Lloyd Flem's column for more details.

November 12: All Aboard Washington annual membership meeting from noon-4 p.m. at the **Seventeen51 Restaurant & Bistro** in [Panorama](#) in Lacey, **1751 Circle Lane SE** (off of Sleater-Kinney Rd). We will have a small silent auction with a number of high quality items. Use the *Cascades* or *Coast Starlight* to the meeting. Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Contact Lloyd Flem (info on page 5) if you need transportation from the station or you have an auction donation.

All Aboard Washington recently welcomed the following new members: **Charles Forsher**, Seattle; **Jerry Boekholder**, Zillah; and **Ray Krueger**, Seattle.

Members contributing to this newsletter include Bruce Agnew, Karen Keller, Zack Willhoite, Claire Bowen, Harvey Bowen, Bob Lawrence, Charlie Hamilton, and Warren Yee.

Due to your editor's schedule this fall the next newsletter will be published in Novem-

ALL ABOARD WASHINGTON will elect four new members to its board. Each member of All Aboard Washington who is current in his or her dues and of sound mind is entitled to run for the office of Director and file a Declaration of Candidacy by November 5, 2016. The Declaration of Candidacy shall be in writing and shall include the full name and mailing address of the candidate and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th St., Federal Way, WA 98023. (For Shay's contact information, see p. 5.) If no more than four candidates have duly filed for Director by 8 PM, November 5, 2016, all candidates who have filed Declarations of Candidacy will be deemed elected and the election will be canceled. If an election is required, such election shall occur at the General Membership Meeting commencing at noon at the Seventeen51 Restaurant & Bistro in Lacey on November 12, 2016. All members of All Aboard Washington (whose dues are current) are entitled to be present and vote. The new Board members shall take office on January 1, 2017.

ber instead of October. Regular schedule will resume in February 2017.

