



WASHINGTON RAIL NEWS

NOVEMBER/DECEMBER 2016/JANUARY 2017

www.AllAboardWashington.org

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

Amtrak Cascades improvement ideas in Whatcom County and British Columbia

On October 8, All Aboard Washington hosted a meeting in the Viking Union building on the campus of Western Washington University, with about 55 people in attendance. WWU provided a great venue and luncheon.

Here are some highlights from the meeting.

Lloyd Flem opened the presentations with a short history of passenger trains to Bellingham. WSDOT plans are for four round-trips a day between Seattle and Vancouver, BC by 2035. The challenge is the capacity of the single track line north of Everett and the lack of Canadian investment north of the border. British Columbia also provides no operating support for the Amtrak Cascades.

Bruce Agnew of Cascadia Academy and AAWA's Bob Lawrence spoke about the possibility of a third train to serve the line, running between Bellingham and Seattle. This would replace the current Thruway bus and would increase the utilization of existing equipment. Ridership at Bellingham is currently 51,000 a year by train and 13,000 by bus. Bellingham is the 6th busiest station on the Cascades and has the 7th highest revenue. There has been a decline in recent years in use of the bus service because of the broken connection to Cascades 509 in Seattle, but that has been restored with the later departure of 509.

Laurie Trautman, Director of the [Border Policy Research Institute](http://www.BorderPolicyResearchInstitute.org) at WWU spoke

about the proposal to introduce customs pre-clearance for passengers departing Vancouver. Currently there is pre-inspection for immigration only as the result of an informal agreement; pre-clearance requires legislation. Trautman and Agnew are on [Pacific Northwest Economic Region's](http://www.PacificNorthwestEconomicRegion.org) Pre Clearance Task Force and are working hard to get Congress and Parliament in Ottawa to approve the agreement to consolidate southbound inspections in Vancouver.

Prof. Tom Roehl, Chair, WWU Dept. of International Business; Ravyn Whitewolf, Public Works Director, City of Blaine; and Lora Sonnen, recent WWU graduate and now with WSDOT Rail Division, gave an encore presentation of the Blaine Station stop analysis that WWU students presented at the regional rail advocates meeting last March.

Grant Meyer, Councilor, White Rock, BC discussed the long planned rail relocation in White Rock. It now seems likely to move forward. The cities of Surrey and White Rock have agreed to make an application to the federal government under the Railroad Relocation and Crossing Act.

The current shoreline route is vulnerable to sea level rise and more extreme weather events due to climate change. There have been landslides and erosion along the route and the increasing number of trains, between 16 and 20 a day, gives concern for community safety.

There are four possible routes. Three options would require rail relocation in Blaine, which may be a significant issue there. The fourth, westernmost alignment, while requiring expensive tunneling would avoid the need to relocate track in Washington. Prime Minister Trudeau's interest in increased infrastructure spending provides optimism for project funding. Track relocation would produce at least 15 minutes in time savings for passenger trains.

(Some material provided by Stephen Rees. See his [blog](#) for more details. We thank him.)

AAWA Intermodal Task Force at work

By John Neller

The Intermodal Connectivity Task Force has several goals relating to making the use of different modes of transportation (especially public modes) efficient, simple and seamless. These modes include Amtrak trains, commuter rail (Sounder), light rail (Central Link and Tacoma Link), marine transportation (Washington State Ferries, King County Metro water taxi, Black Ball Transportation, Clipper Navigation) and various bus organizations (Sound Transit, King County Metro, Community Transit, Everett Transit, Pierce Transit, Kitsap Transit, Skagit Transit, Island Transit, Intercity Transit, Twin Transit, Whatcom Transit, C-Tran, Jefferson Transit, Clallam Transit, Olympic Bus Line, Greyhound, Bolt Bus, and the County Connector), various shuttle services, and SeaTac Airport.

One effort is aimed at documenting the existing connections between these different modes, including delays and performance. A start has been made for a number of connections between the Olympia area and the Bellingham area. The undertaking so far has consisted of a "pencil and paper" approach to gleaning information from schedules. There exist applications and tools to plan trips but they don't indicate how the systems connect – they are primarily intended to plan individual trips. We have identified some weaknesses in the existing connections, such as long delays connecting between ferries and Sounder trains in Edmonds, and Intercity Transit buses that take fifty minutes to get between Olympia/Lacey Centennial Station and downtown Olympia.

Another area of interest is to promote cooperation, coordination, and communication (in some instances as basic as mutual awareness) between different agencies operating these transportation systems. Here, one problem is that King County Metro offices at South Jackson St and Second Ave, which are a mere two blocks from King Street Station, have no information or schedules for Amtrak trains (though King Street Station does have a rack of bus schedules). (See **Task Force**, page 4)



All Aboard Washington members and community members from Whatcom County and Southwest British Columbia gather for our October 8 meeting.

Photo by Charlie Hamilton



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

**Four Affirmatives, One Negative;
Whither election 2016;
See You November 12.**

The first affirmative is the progress our WSDOT Rail people are making in completing Washington's ARRA "High Speed Rail" projects. But nationwide the projects are for improvements on conventional-speed passenger train service, and that's good, and are not high speed by any definition (except in California). Not only are our rail folks successfully surmounting the many hurdles that exist with such large-scale efforts, they have done much groundbreaking "HSR" administration work for the FRA, which until the AARA funds had been almost entirely a regulatory agency.

In our Northwest Corridor, the many infrastructure projects, new locomotives, the Point Defiance Bypass (more efficiency, loss of striking scenery), two new Seattle-Portland round trips, and modestly decreased travel times will be a reality sometime next year. (AAWA thinks additional trip time reductions are possible and that in the not-too-distant future we'll see more than the now-planned ten minute savings.)

The other three affirmatives involves AAWA Task Forces, as established late in 2015. Our first plus is being ahead of where we thought we'd be in our efforts to help restore regular intercity passenger train service over Stampede Pass (original NP line through the Yakima Valley). Sustained interest from the Valley, including public sector, private sector and committed individuals is inspiring. While AAWA was a catalyst, it's the residents of Central Washington who will need to bring about an eventual train service restoration. AAWA Board member Louis Musso of Cle Elum is our lead on this project. I'm also pleased that Professor John Bowen, Chair, Central Washington University Department of Geography, will be supervising CWU students in a study which will help discern potential passenger demand and other aspects of the planned train service restoration.

Our second area of progress, including

the enthusiasm of the regional proponents, is to establish an Amtrak *Cascades* station stop in Blaine, which would serve not just that pleasant little US-Canada border city, but would offer more convenient Amtrak service for the 800,000 or so people living north of the 49th and south of the Fraser River in British Columbia.

Our October 8 meeting in Bellingham (see article, page 1) brought that home. Thanks to our Western Washington University hosts, Professor Tom Roehl, Laurie Trautman and Carol Berry, plus the dedicated efforts of AAWA/Cascadia's Bruce Agnew, all those who attended the meeting, including a number of local people who are not (now) AAWA members, considered the meeting a complete success.

In our Northwest Corridor, the many infrastructure projects, new locomotives, the Point Defiance Bypass (more efficiency, loss of striking scenery), two new Seattle-Portland round trips, and modestly decreased travel times will be a reality sometime next year.

I want to note that Lora Sonnen, who worked on the Blaine station study as a WWU student, has graduated and been hired by the WSDOT Rail Division.

A first step could be a third daily round trip to Bellingham, which would not require Canadian investment. But continuing a third round to Vancouver should include some funding by the Canadian federal, BC provincial, or Vancouver regional governments, which has been substantially absent for the two existing round trips to the beautiful Canadian metropolis.

A third AAWA Task Force is making good progress on research into intermodal connectivity that involves intercity passenger trains in Washington. Staff people at WSDOT and other public agencies are dealing with this, but AAWA role is that of "regular" transportation consumers seeking available information about intermodal connections, and whether such connections are well-publicized. AAWA will share our findings with WSDOT in particular, noting where we believe better, handier information should be available and, if practical, better connections can be made.

AAWA member John Neller of Auburn in particular has been active in seeking out available intermodal information, whether such information is easily available and, in some cases, whether some needed connec-

tions actually exist. We will share our finding with WSDOT in particular, noting where we believe better public information should be available and, if practical and economical, better connections can be made.

Neller noted Seattle DOT has an electronic display inside King Street Station that shows Metro and Sound Transit buses serving the area, Sounder and light rail trains, even Water Taxi info and that of private providers such as Uber. Yet in KSS, no public displays of Amtrak train information.

The Negative: While all the above show progress, it looks increasingly bleak to achieve our many years' efforts to preserve the irreplaceable Eastside Rail Corridor (ERC) for ... **RAIL!** Efforts by AAWA, Cascadia, and a few others simple cannot overcome the de-

termined cabal of politically-powerful NIMBYs, trail only militants and King County officials who are determined to destroy the possibility of rail even sharing the wide ex-BNSF right-of-way with their recreational trail (which we have always supported). Other entities which should have been willing to work to

save a potentially valuable, safe and environmentally-sound means of moving countless thousands of people ducked and covered or practiced benign neglect or quietly even supported those who gleefully celebrated the "Reverse Golden Spike."

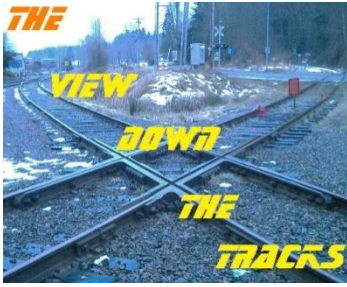
One means of ensuring a real, albeit partial, solution to the Eastside's bad and worsening traffic congestion is gone.



As one who has followed election politics since 1948 (age nine!), I find this 2016 US Presidential race has been the least pleasant I've encountered. My only comment here deals with rail investment positions: Both Hillary Clinton and Donald Trump have expressed support for significant federal investments in infrastructure, and both mentioned rail as part of the package. For those of you attending AAWA's upcoming Annual Meeting at Lacey's upscale senior community, Panorama, just days after the election, I'll do a BRIEF bipartisan summary of what the results of Election 2016 appear to mean for passenger rail, both at the state and federal levels.

Much more pleasant than the election post mortem is the rest of our Meeting, on Saturday November 12, 11:30 AM to about 4:00 PM.

(See **Flem**, page 5)



WITH
JIM
CUSICK

More trains, Oh Really?

You would think I would be ecstatic.

After all, not only has a major new station opened on Sound Transit's Link system – Angle Lake, south of the airport – but new ridership records have been set. Sound Transit has had to accelerate their schedule for introducing 3-car trains.



Link Angle Lake Station Photo by Zack Willhoite

A recent trip of mine had me use Link to get to the airport. I was astounded at the number of travelers that use Link for this purpose. I thought nobody used light rail to get to the airport?

I can tell you why nobody uses Link to get to the airport ... it's too busy!!

It's busy enough to always have lines at the ticket vending machines, sometimes long ones.

One problem that is occurring is when people come from the airport and queue up at only three of the ticket vending machines. These happen to be the ones directly visible to them, but the other three are just to the left, around the corner and facing the other direction.

The big test for the system was Friday, September 30th. Along with being a regular work day, with its associated commute hassles, both the Mariners and Huskies had games scheduled.

The system worked! A few minor glitches with escalators and long lines, but it proved that Seattle works well with a modern transportation system.

The critics have gone from complaining no one rides it, to criticizing Sound Transit for not being prepared for the success. But what really toasts my gourd is how people are complaining "Where's mine? Why don't we have more of this?"

Have you been living under a rock?

I have to give a big shout out to Seattle

Subway. As a localized version of us, they came up with a perfect

campaign technique – Sidewalk Chalk Art. At strategically placed locations, they have noted what the Sound Transit 3 ballot measure will bring voters if they say Yes.



Gridlock on I-405, Oh Really?

In a commercial I have just watched, we have one of our candidates for governor stating he will fix the problem of gridlock. Never mind that that question was addressed at least 15 years ago when the I-405 Corridor Program came out with the Final Environmental Impact Statement.

We knew back then that whatever was decided, there was no funding in place for any of the projects.

We also knew back then that one of the solutions was rail on the Woodinville Subdivision – the Eastside Line.

We also knew back then that there was a strong contingent of property owners who would thwart any attempt to use that corridor for any type of High Capacity Transit. And if they had their way, there wouldn't even be a bike trail.

What's actually humorous is that Sound Transit has identified at least one segment, the Bellevue-Kirkland-Totem Lake section, as the most promising for a rail connection.

What Kirkland is ending up with is practically nothing: two Freeway BRT stops, a parking garage at the current Totem Lake Freeway stop, and added bus lanes on 85th St from I-405 to 6th St.

The Kirkland city council's request was for BRT in the Eastside Rail Corridor. How did those plans go?

Seems what's more onerous than noisy trains in their backyard is frequent noisy diesel buses.

Since Sound Transit saw another battle similar to the Bellevue Surrey Downs and Bellevue downtown fiascos, they punted.

You see, in Kirkland at least our NIMBYs have a face. They call themselves "Save Our Trail."

Fascinating.

Save our trail for what?

I myself am quite impressed by owners of multi-million dollar homes adjacent to that right-of-way who are acting so environmentally conscious. It seems the environment is their primary concern, as long as the environment is their own backyard.

And what has happened to even the part

of the program that was supposed to "fix congestion"?

For 14 years, the Legislature couldn't come to grips with how to fund that \$8 billion of highway improvements, just for I-405.

WSDOT has now implemented a tolling system, but yet those who I've always assumed believed in market forces deciding what's best, are having a big problem with that.

They think that the lanes should be **FREE**. They say "We have already paid for them."

But those of you here, and anyone that reads the data, knows what the real story is. Their wish for an unfettered commute is subsidized, **DIRECTLY**, by the rest of us having to pay for more lanes on I-405, even though we might never need them to commute.

The legislature did approve a \$16 billion package in 2015 No Problemo! They went ahead and raised the gas tax for everyone anyway.

No messy public vote. No public scrutiny to gain a YES Vote.

Is there something we can do?

Do you trust me?

After all, everything that has come to pass has been predicted here, and even some of my best suggestions have shown positive results.

I must be the Oracle of Puget Sound Rail.

Just look how ST2 fared when Greg Nickels (then chair of ST Board) said that it was time to go ahead with a standalone transit vote, after the Roads and Transit package failed.

Exactly what I suggested.

From the Seattle Transit Blog: "As Chair of the Sound Transit Board, Nickels was the critical player in getting Sound Transit 2 on the ballot in 2008, a move that looks even better in hindsight than it did then. It is his legacy."

Now it's time to think big again. Not Seattle big ... Washington State **BIG**.

It's time all of Washington State stepped up to the plate with their versions of California's two rail related propositions that were passed down there way back in 1990.

California's state Legislature put Proposition 108 on the ballot for bond issue of \$1 billion for passenger rail.

At the same time a citizen sponsored initiative, Proposition 111, for \$1.99 billion for passenger, commuter and light rail improvements, was on the ballot.

There was concern neither would pass, because votes would be split.

They both passed! And they are responsible for the success of the three Amtrak Cali- (See **Cusick**, page 5)

AAWA Begins Advertising Campaign

By Harvey Bowen



All Aboard Washington has begun a limited advertising campaign focused on a series of four printed advertisements in OnTrak Magazine. Our intent is to build name recognition for AAWA. This publication is stocked at seats on all Amtrak *Cascades* trains for the length of the corridor from Eugene, OR to Vancouver, BC. Here is our first ad. As our deadlines were short, we purchased a stock image and modified it to meet our needs.

For each subsequent quarterly issue AAWA may choose to run a revised ad or reuse an existing ad. Our budget mostly just for layout and placement, so if you are a professional photographer and would be interested working with us to create more advertisements, please contact Harvey Bowen (contact information on page 5).

New and changed on-board magazines in Washington State

By Harvey Bowen

Amtrak *Cascades* riders are probably familiar with OnTrak Magazine, but Amtrak long distance passengers in Washington State haven't had a regular magazine for some time.

Be it airlines or railroads, most "onboard" magazines are produced by magazine publishers under contract. In the case of OnTrak, the customer is the Washington Department of Transportation and the publisher is Statehood Media. Amtrak has been the customer for a magazine that was placed on Northeast Corridor trains, but for other services there has been no house magazine or one arranged for by another customer.



Last month, Amtrak launched a partnership with magazine publisher Ink to produce a new on-board magazine "The National." The National says it reaches all of Amtrak's passengers, and specifically includes passenger numbers for Seattle that are mostly *Cascades* passengers. On the other hand, OnTrak says they have exclusive placement on the *Cascades*.

As an advertiser in OnTrak, AAWA was confused by conflicting information on magazine placement provided by OnTrak and The National, so we checked with the Washington State Department of Transportation for a definitive answer. *Cascades* Passenger Services Manager Kirk Frederickson informed us that "OnTrak magazines are stocked on the trains on a regular basis and they are to be the only magazine placed in the seatbacks of *Cascades* trains. Amtrak's new magazine (the National) will not be featured on Amtrak *Cascades*. This is a decision made by the states of Oregon and Washington, based on the presence of the OnTrak magazines and the others already on-board. Our focus with the magazines, as well as food and beverage offerings and our advertising efforts, is to emphasize Pacific Northwest destinations, activities and events, and cuisine."

Fredrickson also said "When the servicing crews come through, they remove all magazines from the seatbacks except for OnTrak. They refresh any empty setbacks with new OnTrak magazines and place the others already approved to be on the trains back in the racks near the doors. All others are removed and recycled."

While The National aspires to be included on the *Cascades*, it will be a while as the contract for exclusive placement of OnTrak has several years left to run. To see the National, you'll need to ride a long distance train like the *Coast Starlight* or *Empire Builder*, or go to www.amtrakthenational.com. For OnTrak online, see www.ontrakmag.com.

BART adopts DMU cars for new line extension

By Robert Lawrence

BART (San Francisco's Bay Area Rapid Transit) is building a new ten-mile long rail extension in the median of State Highway 4 as part of a CALTRANS Freeway project. The rail line will run from Pittsburg to Antioch in the California Delta region.

What is interesting about this extension is that it will be standard railroad gauge and



use Diesel Multiple Unit or DMU cars. It will have cross platform connection at Pittsburg with the regular BART trains. This approach was used as a lower cost option instead of extending the unique BART system to Antioch. These are quiet clean self-propelled diesel railcars.

Why is this relevant to our Pacific Northwest rail transit plans? AAWA has advocated DMUs for the Eastside Corridor east of Lake Washington, as well as possible use in other rail corridors. A DMU system has lower capital and operating costs than other urban rail systems. DMUs can operate on any suitable track. A system can be implemented in a few years instead of decades like light rail. They also could be used to extend or connect existing service to areas like Everett to Bellingham, or Auburn to Cle-Elum. Perhaps DMUs could be used to replace the Seattle-Everett Sounder North locomotive hauled trains.



SMART DMU in testing Photo by Jim Hamre

[SMART](#), in Sonoma and Marin Counties north of San Francisco, is working to open a new DMU service next year. The 40 mile single track system came in around \$500 million and will have an adjacent paved trail.

Oceanside-Escondido, CA Sprinter DMU service has been operating for many years.

Austin, TX Capitol Metro DMU service has also been running for many years.

In the Fort Worth, TX area, TEX is building a new DMU system using an old freight right-of-way to connect to Dallas-Fort Worth Airport. This line would serve the area Northeast of Fort Worth, not served by the existing TRE commuter train service to Dallas.

The BART DMUs are built by [Stadler](#), a Swiss company, which builds all types of rail vehicles in use around the world. They look like a large light rail vehicle with two cars connected by a power unit. Two or three of these cars can be connected to form a train. There are seats for 104 passengers and room for the same number of standees.

Task Force, from page 1

Additionally, there is the issue of AAWA working with other oversight groups with concerns similar to ours. One possibility we will examine is the Transportation Integration Group under the Puget Sound Regional Council.

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All are evening numbers, except Lloyd's, which is available 8:00 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

All Aboard Washington: AllAboardWashington.org
 NARP: www.narprail.org
 NARP Hotline: www.narprail.org/news/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Flem, from page 2

From 11:30 to 1 we will again feature our silent auction, a fine buffet luncheon at noon, and piano music by a professional musician who will have swing era-tunes (including songs with railroad themes) and patriotic numbers honoring American military veterans on the Veteran's Day weekend. The program includes Doyle McCormack, President, and Ed Immel, Vice President, of the Oregon Rail Heritage Foundation: Celebrating the 40th Anniversary of America's Freedom Train; and Joshua Coran, Director of Operations, Talgo America, with an update on our Talgo trainsets.

I ask two favors:

- Please RSVP to me by Nov. 7 (contact info on page 5) if you'll be attending the Annual Meeting. The chef needs an accurate count. Cost is about \$20.
- Let me know if you have quality goods or services to donate for the silent auction. To date we have a pair of fine donations from a Mercer Island member, Cougar Gold cheese, some beautiful Holiday goods and other donations. Do some of your Christmas Holiday shopping at our auction!

As always, out of area attendees are encouraged to travel by train. You'll be met by Thurston area AAWA members who will shuttle you to and from Panorama, which is only about three miles from Centennial Station.

Hope to hear from many of you that you'll be attending our Annual meeting! Remember we need your RSVP to assure we'll have lunch ready for you.

Cusick, from page 3

fornia services.

The public knows what it wants.

So let's flesh it out a bit. Yes, it will require taxes, though nothing compared to the

relentless road expansion kind. We need:

- A daytime round-trip train to Spokane
- Service to Yakima
- More trains to Vancouver, BC

We need to go to war with Canada ... well, alongside them, and get them to contribute something to the Cascades service over the border.

We will contribute an NHL team. And NO, that is not a joke.

Not just because I'm a hockey fan, which does have something to do with it, but I have already thought this out.

At the Saturday April 13th, 2013 AAWA meeting in Tukwila, our guest speaker DJ Mitchell (BNSF Asst. Vice President for Passenger Operations) remarked in passing that rail traffic north of Seattle could easily handle a midday train.

A midday train, arriving in Vancouver, BC on the schedule of what is now Amtrak's 8900 connecting bus from Seattle, would put it there around 5:30. Plenty of time before a game starts.

Returning the next day, those fans who don't want to wake up early for the 6:30 AM departure could take a train scheduled close to the 8909 bus schedule, departing at 11:30 AM or maybe a bit later.

Opportunity exists for some minor tweaking of the schedules, but it could be done. The important thing is that wintertime, which is the historically slow season for that service, is Hockey Season.

It's time to take the lead on this.

If the Legislature won't then the citizens will.

Why does King Street Station continue to lack passenger amenities?

This is a question that All Aboard Washington cannot get a straight answer to three and a half years after completion of its restoration and grand reopening. There is still no train arrival/departure board, in clear viola-



tion of the Americans with Disabilities Act. (Amtrak

has already paid a claim in Virginia under ADA when a blind passenger missed his train because there was no audio announcements.)



There is no snack bar or café, no newsstand and no automatic doors – without having to push a button on a door that few passengers use because it's not on direct the path to and from the street – for



those that are mobility impaired or are struggling with luggage.

But yet in Wernigerode, a city of about 35,000 in central Germany, the train station has all four of the amenities. (See above photos – all by Jim Hamre.)

Returning recently from the Denver fall NARP conference Warren Yee and Jim Hamre found Amtrak's new Passenger Information Display System (PIDS) with GPS-based automatic video and audio announcements is already installed in Denver, Glenwood Springs, CO and Martinez, CA. In August we were told KSS would get its PIDS by November 2016 but now we hear it won't happen until sometime in spring 2017. What gives?

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All Aboard News

November 12: All Aboard Washington annual membership meeting from 11:30 a.m.-4 p.m. at the **Seventeen51 Restaurant & Bistro** in [Panorama](#) in Lacey, 1751 Circle Lane SE (off of Sleater-Kinney Rd). **RSVP required by Nov. 7 to ensure you will have a lunch.** Lunch cost will be \$20 or less, payable at the door (cash or check preferred). We will have a silent auction with a number of high quality items (payment by cash, check or credit card). Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Speakers include Doyle McCormick and Ed Immel from the Oregon Rail Heritage Foundation with a program on the 40th Anniversary of the American Freedom Train, and Josh Coran of Talgo. Contact Lloyd Fleem (info on page 5) for your **required RSVP**, if you need transportation from the station or you have an auction donation.

December 3: Join AAWA for a train trip to Portland for the Assoc. of Oregon Rail and Transit Advocates annual meeting at Jake's Grill, 11:30-3:00. More details at www.aor-tarail.org as they become available.

January 14, 2017: All Aboard Washington board of directors meeting from **noon-4:00**

p.m. (long meeting format) at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station. The board will be electing officers and developing plans and goals for 2017.

February 2017: All Aboard Washington will host its **fourth annual reception for the Legislative Rail Caucus** at the State Capitol on a weekday to be determined. This also provides a good opportunity to meet with your legislators. If you are interested in participating contact Lloyd Fleem (info on page 5). Transportation from the Amtrak Station is available.

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All Aboard Washington recently welcomed the following new members: **Jason Biggs**, Olympia; and **William Bryant**, Seattle.

All Aboard Washington members contribut-

ing to this newsletter include Zack Willhoite, John Neller, Karen Keller, Charlie Hamilton, Harvey Bowen, Bob Lawrence, Bruce Agnew, Kirk Fredrickson, Lloyd Fleem and Jim Cusick.



Jason Biggs, WSDOT Rail Division Rail Operations Manager, and AAWA

Pres. Karen Keller hold a picture of the new Siemens Locomotive that will be pulling the Amtrak *Cascades* in 2017. Jason spoke at our Aug. 8 picnic meeting in Lacey. He provided us updates on rail infrastructure projects, enforcement of Amtrak parking at Tukwila, King St. Station's lack of amenities, the potential new schedule when the two additional *Cascades* start next year and other topics.