

WASHINGTON RAIL NEWS

OCTOBER/NOVEMBER 2006

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

Amtrak has new president but still no final 2007 federal funding or reauthorization

The Amtrak Board of Directors has appointed Alexander Kummant as president and CEO. He started Sept. 12. Kummant replaced interim president David Hughes, who had filled in for the highly regarded David Gunn, fired by the board last November.

"Alex Kummant has the outstanding credentials and experience to lead a changing Amtrak that is more customer-focused and fiscally responsible," said Amtrak Chairman David M. Laney. "His appointment fulfills the board's commitment to select an extraordinarily strong and capable leader for Amtrak's future, building on the growing national desire for more and improved passenger rail service."

Little was known of Kummant by most people. He served as a Union Pacific vice president 1999-2003. His other employment involved a number of companies in the U.S. and Europe, sometimes for less than a year. Some members of Congress and rail advocates want to know in what direction he will take Amtrak.

Sen. Charles Schumer (D-NY) told the Wall Street Journal, "It's good they finally appointed someone, but given this administration's record on Amtrak,

we need to know whether he was brought in to build up Amtrak or tear it down. We await what he'll have to say about Amtrak's future." Sen. Tom Carper (D-DE) said Kummant's hiring "should help Amtrak to better work with its partners in the freight rail business."

Kummant spoke publicly for the first time Sept. 28 at a House Transportation and Infrastructure Committee hearing. His brief opening statement included this: "I believe long-distance trains are an important part of the nation's transportation network, and I believe it is our challenge to run them in the most efficient and effective way. That said, I understand how important these trains are as a form of basic transportation to many small communities across the nation." NARP's Ross Capon said, "We will be watching with interest to see how he defines 'efficient and effective.'"

He also said corridor expansion and continued development of state partnerships are important to Amtrak's future.

Kummant said he's always wondered "why the Amtrak debate is so emotional and at times acrimonious." (See **Kummant**, page 5)

Changes coming to WashARP

By Chuck Mott

The WashARP Board of Directors approved major changes in the structure of our organization on July 28, 2006, that are expected to facilitate and strengthen the purpose, focus and effectiveness of our rail advocacy organization. Chief among the changes made is our name change to **All Aboard Washington**. Reasons for the new name include:

- It is a progressive term
- It suggests forward movement to something that is excitingly different
- It anticipates new experiences and outcomes
- It unmistakably identifies passenger trains as the means in getting us there

The board also adopted this mission statement: "Promoting rail as an integral part of Washington State's transportation solutions." Most organizations today, both for-profit and non-profit, have adopted a mission statement, which says, in a few well-chosen words, what the organization is about. We believe this mission statement provides an excellent description of who we are and what we want to accomplish. A special thanks goes to Brandon Swalley and her committee for their thorough research and analysis in finding a suitable name and mission statement for our rail advocacy organization.

The board also reviewed a draft of our proposed Washington State Rail Policy document. The final statement was to be submitted to the board of directors at its meeting on October 14 for final review and approval. This important document will serve as All Aboard Washington's official rail policy statement for our state. On behalf of the board; I want to thank C.B. Hall and Lloyd Flem for their tireless and (See **Changes**, page 5)

UP failures much higher up than with the dispatchers

By Mark Meyer

In the August/September WashARP newsletter, Jim Hamre pens a lengthy tale of how the *Coast Starlight* has become a victim of Union Pacific operating practices. "Union Pacific – lessons in how not to run a railroad" includes a thorough documentation of some of the delays he experienced during a roundtrip on the *Starlight* in June of this year. Unfortunately, his frustration with the constant, growing delays these trains experienced caused him make some statements that question the competence of the train dispatchers rather than to focus on the main culprit: UP management.

One example he experienced is indicated as such: "One mile north of Salinas station we parked in a siding for more than a(n) 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." There are several similar descriptions about delays such as this using the phrases "we could have" done this or "there is no reason we could have not" done that.

(See **Meyer**, page 4)



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

Benefits of Passenger Rail; Rail is Also an Answer!

The Washington State Transportation Commission sponsored Rail Capacity and Needs Study is rapidly proceeding and scheduled to end in December with policy recommendations to the legislature, governor, and WSDOT. All Aboard Washington Chairman Chuck Mott and I were actively involved in helping determine the scope of the study. Later, some passenger rail advocates attended "Listening Sessions" around the state. The sessions were efforts to discern citizen views on rail transportation. Results showed strong support for an even greater state emphasis on rail, particularly freight rail.

Recently, members of a Technical Resource Panel (TRP) have been asked to review and critique the progress thus far made in the study. I was appointed to represent rail passengers on the TRP and have had several cordial and productive meetings with and have given written papers to representatives of Cambridge Systematics, the prime consulting firm responsible for research and study products.

One task of the study was to determine measurable benefits coming from state investment in passenger rail. The draft measurements of benefits, in effect why people would choose to ride the Amtrak *Cascades*, was thought to be cost and, particularly, time savings in relation to other modes. In the case of Sounder, these reasons may be true to a degree. I felt these were not primary reasons for choosing the *Cascades*, and if cost/time savings were seen as the main justifications for continued or increased state investments, the vocal minority, who appear opposed to such, could suggest that since other modes might be perceived as equally fast or cheap (or even faster or cheaper), added investments in passenger rail were "not worth the money."

Several All Aboard Washington members, whom I knew to be regular riders of the *Cascades*, were asked why they chose the train. What were their per-

ceived benefits? Repeatedly, I heard, "comfort, safety, lack of stress, very relaxing, pleasurable experience, better scenery, cordial fellow travelers, productive use of time, best way for seniors or non-drivers." Speedier travel time and/or cheap rides were rarely, if ever, mentioned by my respondents. (Although for me, the train fare Olympia-Seattle-Olympia is certainly less than the cost of driving and parking downtown, which is my usual destination in the Emerald City.)

In concert with research done by the state DOT Rail Office, I found that what passenger train riders and would-be riders want more than anything else is greater frequency of service. The *Cascades* are seen by their passengers now as being a much more pleasant way to

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travel than flying, driving or riding buses. State investments need to focus on adding more trains. Faster schedules? Some, particularly those taking the train for business, would find that an advantage, but all day, hourly service, now enjoyed by passengers in two California corridors, the Northeast Corridor, and much of Europe and East Asia, is what is needed. More riders, the inevitable result of more service, would be the primary benefit to a continuation of state investment in our passenger trains.

A recent feature article in The News Tribune concerning the Sounder commuter trains substantially verifies the above sentiments. The strong continuous increase in ridership numbers on the Tacoma to Seattle Sounder appears to be occurring primarily as more daily round trips are instituted, and because Sounder is seen as a dramatically more pleasant way of commuting than the highway alternatives. (However, time savings and the current reasonable fares are considered, too.) And like *Cascades* passengers, what Sounder riders and the general public most want is simply more passenger train service.



A recent Readers Digest article, in classic Digest selected-anecdotes-to-make-a-political-point style, presents the

case of the Higher Users Federation (a powerful highway **BUILDERS** lobby) for an ultra-costly massive new round of road construction. The article begins with probably accurate estimates of the costs in time and money of current traffic congestion. The total proposed answer: more and bigger roads! In considering "what we all can do," the article's only hint of action beyond more pavement is "membership rent-a-car." Transit, rail (for passengers and freight – large trucks create much of the wear on streets and highways and at least some freight now trucked would better be on the rails), van pooling and (Heaven help us!) driving a bit less were not even considered as other solutions to the problems and costs of motor vehicle congestion.

Of course we need to invest in road transportation. Nearly all of us drive or use the highways and want them safe and reasonably efficient. Most rail advocates strongly supported recent legislation that increased funding for roads and opposed anti-funding initiatives. But not **JUST** more roads, please!

An ongoing annoyance to this rail advocate is the profound double standard to which investments in rail are judged compared to investments in rubber tired infrastructure. At a recent hearing by the Puget Sound Regional Council on the fate of the Eastside rail line (see Jim Cusick's column on that issue), a report on environmental impacts emphasized that (direct and localized) impacts would be greater if the rail use were continued or increased and far less if the line were converted to a recreational trail for bikes and hikers. Undoubtedly true. But the overall long-term environmental advantages of a preserved rail line, which could absorb at least some of the far more environmentally-damaging car and truck traffic, was apparently not considered. And has anyone ever stated that conversion of highways to recreational trails would also result in less environmental impact?!? (This is not being seriously suggested here, but hopefully the point is made!)

About fifteen years ago, a BN branch line running into Olympia from the mainline to the east was abandoned and removed, to accommodate the widening of roads and highways. The only debate was how much BN would be paid for the loss of the line. I guess bigger highways are necessities; railroads better get out of (See **Flem**, page 5)



The View Down the Tracks

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with Jim Cusick

A new commuter rail line, a dream?

A number of years ago, after the region's transportation plans were drawn up, and after negotiations with BNSF, the state was set to acquire the first segment of railroad right-of-way.

"Unlike a roadway project, this is really the beginning of a rail-based public transportation system,"¹ stated one official. "It is rare that the opportunity presents is itself to introduce a totally new mode of transportation in a corridor – especially one that connects so many smaller communities with the largest urban area..."²

The area's governments understood how important it was to develop and maintain viable connections between urban, suburban, and rural communities. The fact that there is only one continuous roadway connecting two of the major cities – very few prospects for additional transportation facilities presents the bigger question: what do we do?³

"It's time to do something different," said an official, "Transportation costs are three times what the average household spends on health care on an annual basis. On top of that, we have a rapidly growing population that is increasing in age and less willing and able to drive. Commuter rail is an opportunity to address many of these issues in a different but compelling way."⁴

Why am I putting footnotes on these statements? What I'm describing, unfortunately, is not an apparition of the future of the Eastside rail line (BNSF's Tukwila-Snohomish Woodinville Subdivision), but instead, with just a few substitutions, the quotes above are from officials involved with the New Mexico Rail Runner Express commuter train service. This operation runs between Belen and Bernilillo via Albuquerque as a result of an agreement that was crafted between BNSF and the state of New Mexico, with even more extensions in the future as part of that agreement.

These quotes appeared in an article in the New Mexico Business Journal in March 2006. Quote #1 is by Chris Blewett, transportation director of the New

Mexico's Mid-Region Council of Governments (MRCOG). However, #2 is not a quote, but what the article actually stated. I paraphrased the article in #3, making only minor changes. In #4 the official quoted is Lawrence Rael, executive director for MRCOG.

What was the point of doing this? Simply because with just a few changes the whole article itself could just as well describe the Woodinville Subdivision. Rail Runner Express has exceeded 100,000 riders in just its first months this summer. They introduced the service by offering it for free. In October, the service required a standard fare and still the core ridership is around 2500 per day.

What New Mexico has done is show some long-range vision. The leadership

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has taken advantage of an opportunity and moved ahead with that vision. (Web site: www.nmrailrunner.com)

What commuter line?

Quite frankly, the way things have been progressing with the Woodinville Subdivision is astounding in its short-sightedness. Readers of this column already know the details, but it seems that there are enough elected officials that wish to ignore what is staring them in the face. Let me remind them what has transpired with this.

In 1992, the Eastside Commuter Rail study explored the possibility of using this line in an even more restricted scope, and came to the conclusion that it was a viable transportation option. The final part of the report explored a direct connection with what is now the Sounder service.

During the I-405 Corridor Program, extending the study's scope up to Woodinville, and doing a bit more detailed analysis showed that with that connection to Sounder, ridership would be up to 3100 per day.

The I-405 Corridor Program's staff conducted a survey (which by the way, was more extensive than standard surveys) and concluded that at least 70% of the respondents thought that **RAIL** should be part of the solution.

The public seems to be more visionary in understanding that rail is a solution, so it boggles my mind that our elected officials are essentially ignoring

the public's input, and seemingly ignoring the preliminary data showing this is a viable transportation option.

Why is it only preliminary data? Because during the I-405 program, the city of Renton and the Kennydale Neighborhood Association (KNA) asked that any further study of this line be stopped. It never progressed further into cost/benefit analysis.

This was purely a political decision. The City of Renton's complaint that the rail line cuts through their city borders on silly, since in the immediate area it practically parallels I-405 with Houser Street being the only incursion. In addition, the current discussions concerning the line's future completely pull the rug out from their argument, as you will see.

The KNA's argument is born strictly from the classic NIMBY handbook. Since widening I-405 will take properties and increase noise, it makes no sense. A rail line has less noise pollution per hour and a smaller footprint.

Aside from their observation that it's better to deal with the devil you know than the devil you don't know, there is no other objection that can't be mitigated as with any other transportation project. Unless, of course, those who live in the expensive homes bordering the rail line have the clout to keep a commuter rail line from becoming reality.

Is that the real problem? Is this commute option being held hostage by well-heeled NIMBYs?

I don't know.

It would be nice if they stepped forward. If not, then I'm perplexed by the decision-making process at WSDOT. In order to save a mere \$30 mill. not rebuilding the Wilburton tunnel on I-405, the state is willing to sacrifice this rail corridor.

This just does not pass the sniff test.

The DOT argument that Renton doesn't want the line makes less sense in light of what is being proposed – the line would still exist up to the Boeing plant, just south of the Kennydale Neighborhood, essentially all the way through to the north side of the city. That leaves the people along the line north of Renton as the only objectors.

I know Secretary McDonald is a supporter of a balanced system that includes rail, so I hope he can explain how this decision came to be. I have faith in his judgment and leadership, and hope he will guide the process to a sensible (See **Cusick**, page 4)

Meyer, from page 1

Whether you're the train crew or passengers in a passenger train, it's very easy to be frustrated when your train is being delayed. Sometimes the delay is obvious. Sometimes it is not, and usually then the contemplation begins, followed by theories of what could be happening. When the train finally moved, and no freight trains were spotted in sidings as the train progressed, the suggestion is made that incompetence on the part of the dispatcher is the reason for the delay because "we could have" been handled in a different manner.

As someone who has dispatched trains for 17 years (1978-1995), I'll go out on a limb here and speak for all train dispatchers everywhere by stating that few things are more irritating than comments like these from someone 2,000 miles away from where the dispatcher is located. Using this as an example, I would ask Jim these questions: How do you know that you saw all the freight trains in the area, including those running ahead of your train? How do you know this siding at Salinas was available for the meet between the two Amtrak trains? Were there maintenance of way people clearing on that siding previously that were gone by the time your train passed? Was the northbound *Starlight* unexpectedly delayed between that other siding, or at Salinas? Did the dispatcher need to expedite the northbound train for other meets further up the line? Was there signal or communications failure that could have prohibited the southbound *Starlight* from proceeding until after the northbound had passed? I could go on, but suffice it to say that there are many different variables that affect the handling of each and every Amtrak train operating on freight railroads in this country, and only the train dispatcher in charge of that section of track knows what they all are.

With the volume of freight traffic being handled on the routes used by Amtrak trains today, dispatching is certainly a challenge. In the case of Union Pacific, it is obvious that it is probably even more so if there are, as Jim describes in his article, large areas of slow track and the associated track work to remedy the situation. In other words, before we play the "poor dispatching" card with regard to the one train we happened to be concerned about at the time, it's important to consider the real possibility that given that the poor UP dispatcher probably doesn't have adequate resources to properly perform the task at hand; he or she could be doing a very good job of dispatching, all things considered. And,

as many speculate, including myself on occasion, that the goal at UP might very well be elimination of Amtrak trains on its railroad through excessive delays, then this would also suggest a good performance on the part of the dispatcher in that he or she is paid to prioritize the trains per the latest management edict.

In a nutshell, speculating about dispatching practices and playing "what if" will do nothing toward getting Amtrak trains on UP operating on schedule again. As passenger train advocates, we need to focus on UP management. It matters not one iota, even if true, that a meet with two Amtrak trains occurred at a location other than the optimum point. The main focus should be that UP is charged with operating Amtrak trains on time and to give them priority, and this is simply not happening. Next, it needs to be established as to why. Why has the track deteriorated? Why does maintenance of way need to be conducted at times when Amtrak will be delayed? Is there sufficient capacity on these routes to handle the current traffic load, including the personnel to move the trains and to dispatch them? What is the difference in the perception of Amtrak that allows long distance trains on BNSF and CN to run largely on time, but get significantly delayed on UP and CSX? These are the broader questions, that if answered, can help get the trains back on time.

Critiquing individual meets and other dispatching practices only tends to highlight the effect of UP's policies with regard to Amtrak trains. What we really need to do is identify the root cause. It's a lot higher up the ladder than the train dispatcher.

(Mark, a member of All Aboard Washington and several other rail advocacy organizations, currently works for BNSF's power management group.)

Cusick, from page 3

solution.

And if the MRCOG's agreement with BNSF seems a lot more favorable than where initial discussions appear to be headed with this line, why does BNSF want to abandon this line? Aside from appearing short-sighted, as was the case with the Stampede Pass line, this again doesn't seem to pass the sniff test.

Does BNSF want the state to pay the whole cost of upgrading Stampede Pass? Sound Transit is still smarting from the cost of gaining access to the Seattle-Everett mainline, and they don't seem to be in the mood to negotiate.

You might think I'm being melodramatic by equating the existence of this rail line with the future of the health of the

world. Well, we are sacrificing the health of this region. If we turn away from this golden opportunity for a real progressive solution that will last much farther into the future than the current plans for I-405, then we have only proven that we have no capacity to see any farther into the future than 2025.

You see, during a presentation in front of the King County Council a few years ago, Dwight Pelz was questioning I-405 Program director Mike Cummings, and asked a very specific question. With the new highway lanes built, we know that traffic will improve, but for how long? "When do you estimate that the conditions on I-405 will begin to deteriorate?" asked Mr. Pelz. "Around the year 2025," was Mr. Cummings reply.

Is it the Puget Sound Region's destiny to let every other region in the country take the lead? New Mexico has taken the lead in developing a new commuter rail line, the Rail Runner Express. Portland has taken the lead a long time ago in urban rail transit, with MAX, not to mention how successful Salt Lake City's Trax, Denver's RTD and others have been. The Ports of Long Beach and Los Angeles have taken the lead by redeveloping the freight rail Alameda Corridor and have taken business from Puget Sound ports. Are we really just backwater ports? Worse yet, are the rumors I read on the Internet that the Puget Sound Region's transportation planning is the laughing-stock of agencies all over the country? (I hope not.)

What this region needs is cooperative agreements to improve all transportation options, and to do a lot of catch-up for the rail portion. What we need are the improvements in the East-West rail corridor via Stampede Pass. What we need are the improvements in the North-South corridors via Sounder and Central Link. What we need are improvements in cross-lake corridors with ST2.

What we need is Commuter Rail on the Woodinville Subdivision.

With the start of the fourth Seattle-Portland Amtrak *Cascades* round-trip and through service to and from Bellingham on July 1, ridership gains in July and August were 7.9% and 4.0%, respectively. This translates into 64,249 passengers in July and 66,598 passengers in August.

WSDOT's Public Transportation and Rail Division has a monthly newsletter available at www.wsdot.wa.gov/transit/ptr_newsletter/default.cfm. You can also subscribe to receive it via email.

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He continued, "It really needn't be, especially now. At a time of high oil prices, growing highway and airport congestion and record rail freight volumes, problems which beset and constrain our transportation system, we should be embracing rail and developing it as quickly and as responsibly as we can. We should get beyond the debate of a few hundred million dollars of operating costs and begin to realize the potential rail passenger service has to offer with the right level of investment and a clearly defined federal policy."

Congress adjourned for the November election at the end of September, having passed only the military appropriations bill for 2007. The rest of the government, including the Transportation Dept. and Amtrak are funded by continuing resolution through Nov. 17. Amtrak is currently receiving funding at last year's level of \$1.1 bill. This should not be a problem as agencies normally are made whole once final funding is adopted.

The six-year Amtrak reauthorization, S. 1516, is also still pending before the full Senate.

Most House members and many Senators are home campaigning. This is a good time to make contact with them, asking support for the fiscal 2007 Amtrak funding level of \$1.4 billion passed by the Senate Appropriations Committee, but without misguided, micromanaging language – differing versions of which are in both the Senate committee's bill and the House-passed bill. Also, tell your Senators to press for passage of S.1516 without the bad amendments to be offered by Sens. Sununu and Sessions. You should also ask the challengers of the incumbents where they stand on support for balanced transportation and rail. Always check NARP's hotline and action alerts for the latest details on pending legislation: www.narprail.org.

Changes, from page 1

persistent efforts in completing this important documentation of our state rail policies. The statement will be available to all members and friends of All Aboard Washington. You may have a copy by simply requesting it or downloading it when it becomes available on our website.

A new job description was approved for our executive director, Lloyd Flem, whose new title is now Director, Government Affairs. His work will remain much as it has been for the past twenty years, which is to be our advocate for fair and balanced transportation policies involving rail in the state legislature in Olympia. Also, he will continue to work with state transportation agencies and transportation companies to improve and expand public transportation. Two new positions were approved – one for administration and the other for fund raising – both positions presently unfilled. The board also approved an action plan that anticipates setting up a Seattle office to facilitate volunteer work efforts and to coordinate advocacy activities with other Seattle based pro-rail, environmental and public transportation advocacy organizations. Our goal is to broaden our activities to attract more grass roots participation and to increase membership.

The board of directors firmly believes these changes will greatly enhance our efforts in educating the public about the benefits of improving environmentally friendly, energy and land efficient, and more economically endowed rail services to help solve worsening traffic congestion in Washington State.

Flem, from page 2

the way of highways on steroids! The long-gone rail corridor is now seen as an ideal means by which regional commuter rail could have connected the Capital community with Central Puget Sound.

Never to be. Déjà vu Eastside line?



Must finish this grumpy piece on a brighter note: the on-time performances of the *Coast Starlight* and the Amtrak *Cascades* originating south of Portland have improved in recent weeks! Uncertain as to why, but rail passengers and advocates are pleased. Thanks to whatever and whomever is now beginning do right by our West Coast trains.

NARP responds to critics of Amtrak's national network trains

NARP has published two papers rebuking critics of Amtrak's national network trains who think Amtrak should offer no sleeping car service or food service. The claim is that the trains need to serve only those in rural areas with coach service and food can be brought along or purchased at station stops. (Isn't that where passenger rail service was 150 years ago?!)

The first report, *Sleeping Car Service*, shows that not only is sleeper service an important amenity that helps attract riders, it had a gross profit of \$40.9 mill. in FY 2004, with a profit margin of 32%.

The second report, *The Economics of Passenger Train Food & Beverage Service*, shows that food and beverage service on most, if not all, trains generates more in revenue that it costs to provide; it is incrementally profitable.

Combined, the two reports clearly show, despite an unending stream of misinformation generated by the USDOT Inspector General, the federal cost to operate coach only trains with no food service would be far greater than continuation of the existing full-service long distance trains.

Both reports are available at www.narprail.org. Click on "What's New?" The food service report is under August 15 and the sleeping car report is under June 22.

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

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- 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: 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

All Aboard News

November 11: All Aboard Washington meeting at **12:30 p.m.** at the **Phoenix Room, Freighthouse Square**, 430 E. 25th St., **Tacoma** (adjacent to Tacoma Dome Station, served by Sound Transit routes 574 and 594). Andrew Johnsen, of BNSF's government affairs office, is our scheduled speaker. Lunch will be available from the adjacent food court.

November 16: Commuter Rail Group meeting at **6:30 p.m.** at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (just north of Spokane St. and on Metro routes 23 and 174).

December 9: All Aboard Washington meeting and silent auction at **11:45 a.m.** at **Centennial Station**, 6600 Yelm Hwy SE, **Lacey**. Meeting is timed between the arrival of southbound train 11 and departure of northbound train 516. Limited Saturday bus service is available on Intercity Transit route 94. Cost is **\$12 cash or check** for subs, pizza, salads, desserts & beverages.

All Aboard Washington welcomed the following new members in August and September: Lewis County Historical Museum, Chehalis; Denny Hollander, Portland, OR; Dan Gadman, Olympia; Irene Bowen, Seattle; Claire Bowen, Seattle; Bill Karf, Olympia; Barbara Henkle, La Conner.

All Aboard Washington members contributing to this newsletter include Darleen Flem, Lloyd Flem, Mark Meyer, Jim Cusick, Chuck Mott, Rocky Shay, Donovan Gray and Tony Trifiletti.

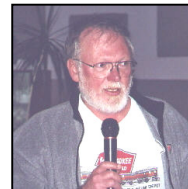
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Return Service Requested

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

THE WASHINGTON ASSOCIATION OF RAIL PASSENGERS will elect a new Board of Directors consisting of fifteen members. Each member of Washington Association of Rail Passengers whose dues are current and who is a resident of this state is entitled to run for the office of Director and file a Declaration of Candidacy by November 4, 2006. The Declaration of Candidacy shall be in writing and shall include the full name of the candidate, the mailing address and the county of residence of the candidate, and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th Street, Federal Way, WA 98023. Telephone number and email address: see p. 5. If not more than fifteen candidates have duly filed for Director by 8 p.m. November 4, 2006, 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 a meeting of members commencing at 12:30 p.m. at the Phoenix Room, Freighthouse Square, 430 E. 25th St., Tacoma, on November 11, 2006. All members of Washington Association of Rail Passengers whose dues are current and who are residents of this state are entitled to be present at the membership meeting and vote for up to fifteen candidates for Director. All the votes for Eastern Washington candidates will be counted first. Candidates from Eastern Washington, but not more than three, who have the largest number of votes shall be deemed elected to the Board. The votes for all remaining candidates will be counted, including any additional Eastern Washington candidates, and the twelve candidates who receive the largest number of votes shall be deemed elected to the Board. The new Board shall take office on January 1, 2007.

Start saving your goodies for the second annual All Aboard Washington **silent auction!** It will be held at our Dec. 9 meeting at the Olympia-Lacey Centennial Station. Your donations surely can, but need not be railroad paraphernalia. You can also donate services that you can provide. Or go out and solicit items or give certificates from your local merchants. And save your dollars to bid on all the great items. This is a good place to do your Christmas shopping! We request that if you have items to donate please call or email Darleen Flem (through Lloyd) or Jim Hamre (see contact information on p. 5) so we have an idea what we will have for the auction.



Featured speaker at our June meeting in Cle Elum was Donovan Gray of the Cascade Rail Foundation. Donovan discussed the South Cle Elum Rail Yard National

Historic Site, Iron Horse State Park and the history of the Milwaukee Road in South Cle Elum. The restored station, including the restaurant opened July 1, a joint project of the foundation and state parks. There is an interpretive walk through the old rail yard site. They plan to build a museum about the Milwaukee Road's electrification in the adjacent substation. A restored caboose is on site and the Foundation hopes to also acquire Milwaukee Road passenger cars.

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(always welcome and appreciated)

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

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