

Washington Rail News

www.trainweb.com/washarp e-mail: washarp@scn.org
Executive Director e-mail: washarp@olywa.net

April/May 2000

Publication of the Washington Association of Rail Passengers
A Not-for-profit Consumer Organization
"...getting the Pacific Northwest on the right track."

Amtrak takes first steps toward major service expansion

West mostly left out, but there's hope in phase 2

Amtrak's long awaited "Market Based Network Analysis" (MBNA), amid great speculation and media reports, was released Feb. 28. While much of the west was left out of phase one and there are some curious route expansions proposed, WashARP cannot find fault with what is certainly the most aggressive expansion proposal in Amtrak's history.

While many of the 11 route expansions and additions are aimed at building Amtrak's core business, carrying intercity passengers, there is definitely a strong secondary business objective of generating substantially increased express and mail revenues. The only major change for the West is rerouting the Orlando-Los Angeles *Sunset Limited* between Houston and El Paso via Dallas-Ft. Worth instead of San Antonio. In fact, with a new leg of the New York-New Orleans *Crescent* heading from Meridian, MS to Ft. Worth, there will be trains departing the latter city in six directions.

Amtrak made it clear this is only phase one of what will be an ongoing process. These proposals made the first cut because they can be imple-

mented fairly quickly with minimal additional equipment needs. The required coaches and engines will come from repairing wrecked damaged equipment and temporarily removing equipment from existing trains (a somewhat worrisome proposition as most trains already sell out far in advance during peak travel times).

Amtrak President George Warrington said the company would outline its new equipment requirements for both corridor and long distance services this summer. Additional corridor and long distance route expansions (including the *Pioneer!*) are being studied and may be a part of this equipment announcement.

After decades of politically-motivated new train starts and attempts to cut its way to prosperity, Amtrak appears to have learned network expansion is the real road to prosperity. In a Mar. 9 Senate Appropriations subcommittee on transportation hearing, chairman Richard Shelby (R-AL), no friend of intercity rail, was extremely disappointed there were no route cuts in Amtrak's proposal. Warrington correctly pointed out that an individual

analysis of each route showed dropping it would eliminate more revenue than would be saved in reduced costs.

A side (See MBNA, page 4)

No action from FRA on Talgo grandfathering as May 8 deadline looms

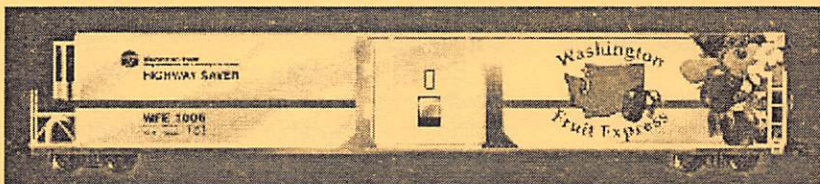
At press time, the Federal Railroad Administration has not moved on Amtrak's petition to grandfather the Talgo trainsets under the equipment safety requirements that existed at the time trainset construction started. (See February/March 2000 *Washington Rail News*.) In fact, FRA has indefinitely extended the comment period deadline while it and Bombardier, the Montreal based rail car manufacturer, continue to argue over what information Bombardier is entitled to see.

Both Washington senators and all seven House members from western Washington wrote to FRA demanding this issue be favorably resolved, but even that has not moved the FRA. Amtrak, Talgo and WSDOT continue to aggressively push this issue.

Seattle proposes \$19.4 mill. overpass but will leave grade crossing open!

The city of Seattle is planning to build a grade separation over the BNSF mainline at West Galer St. between Queen Anne and Magnolia. Unbelievably, the city is planning to leave open the existing grade crossing. The federal government has a goal of eliminating 25% of all grade crossings in the U.S. through separation, consolidation and closure. Yet the city is planning to spend \$19.4 mill. of our tax money to build a grade separation and **not** close the at-grade crossing.

This crossing is at the south throat of BNSF's Interbay yard; there a five tracks across West Galer St. The crossing has flashing lights but no gates and FRA ranks it the fourth most dangerous grade crossing in the state. When the picture on p. 4 was taken the intermodal train was stopped but the crossing signals were activated. Cars (See *Overpass*, page 4)



Apples on Amtrak—the above graphic, produced by WSDOT's graphics department, shows how the refrigerated express cars the state may purchase could look. The cars would be used to haul Washington produce, such as apples, to points east on the *Empire Builder* and, we hope, a restored *Pioneer*. Done correctly, moving high-value time-sensitive express on Amtrak's long distance trains provides a major step toward making these trains more self-sufficient. Both of the revamped state Senate and House transportation budget bills contain \$500,000 in seed money to get this program started. DOT is planning to purchase up to 44 "reefers," using a federal loan program. Each car is 83 feet long, has high speed 100 mph trucks and holds the equivalent of three truck trailers.

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

Rail program almost home; Dry Side news; HOVs & New Jersey; a Blue Ribbon for

Chairman Chuck

One hoped that by early April our State Legislature would have completed their work in this "off year" and adjourned. One concedes that legislators have been beset with the difficult challenge of dealing with a post-695 world. In this regard, I must give them high marks for generally rising to the occasion. While the House, with its 49D 49R tie, engaged in some partisan posturing, both House and Senate produced transportation budgets that are better than balanced transportation advocates feared in the wake of I-695. At this writing, House and Senate budget leadership are ironing out the differences in both the general and the transportation budgets. Interestingly, in the last two weeks of March, conflicts were more between House and Senate than between Democrats and Republicans.

Of greatest interest to WashARP is, of course, funding for rail. In contrast to our worst fears three months ago, it is fairly certain the state's investment in intercity passenger rail service will continue. Both House and Senate budgets include capital and operating monies for passenger trains and also for increased funding for the very modest but very successful and cost effective freight rail program.

The House budget, however, eliminated funding for the "second train" north from Seattle, that which currently leaves Bellingham in the morning and Seattle in the afternoon. WashARP joined the Cascadia Task Force and elected officials and citizens of north-west Washington in a strong campaign to retain this service. The Senate budget contained the funding, with Senator Georgia Gardner (D-Blaine) along with Senate Transportation Committee Chair Mary Margaret Haugen (D-Camano Island) being among the avid supporters of this train. The case for retaining the train is very strong. Key House members have acknowledged its value. I believe the funding for this service will be in the budget the Governor signs.

Other technical differences exist between the House and Senate budgets. I spent considerable time in recent weeks working for the better when differences exist. "Better" does not mean more costly for taxpayers in most cases.

●●●●●●●●

I need to continue work on two issues: First, the House budget did propose significant cuts in Rail Office administration dollars. WashARP can point with pride that our state Rail Office, under Ken Uznanski's steady hand, has delivered more transportation per public dollar than has most any such agency in the country. Our modestly-funded rail program is a national model for efficiency and excellence. While the Rail Office will surely survive if the House cuts stay, the highly desired east-west study, for which WashARP VP-East Jim Neal has worked so hard, would probably have to be postponed. I will visit with the many rail-supportive house members from the Dry side in an effort to reinstate some of this funding.

Other than the apparent survival of our rail program, the best news from Olympia this session has been "Apples on Amtrak." Both budgets have \$500,000 as state share in the purchase of express cars to haul Washington fruit east on long-distance Amtrak trains. In this case the House budget language is the preferred. While the Senate appears to set a \$5 million limit on federal match, the House, following our work, raised it to \$10 million, a sum Rail Office research has shown as needed for the service to be profitable. (Yes, profitable; a state rail program which, like the current Grain Train, will make money as well as produce other multiple benefits!) We continue to work for the acceptance of the House language.

While "Apples on Amtrak" is inherently a multiple win idea, its near-universal support in this year's Legislature has been in part due to its being championed by Senator George Sellar (R-Wenatchee). Senator Sellar is revered and respected by all in Olympia. He is now critically ill and will not be returning to the Capitol. This section of the funding bill refers to "the George Sellar express rail cars" in honor of this gracious gentlemen whose style and manner, increasingly less common in recent years in both the U. S. Congress and in most state legislatures, will be sorely missed.

I feel personally privileged to have brought the Apples concept fully to the senator's attention earlier this session. This legislation will undoubtedly be the last in Senator Sellar's long and distinguished career of public service. Our sincere best wishes to him and his family.

●●●●●●●●

While not WashARP's highest priority, most WashARPer's support the idea of high-occupancy vehicle (HOV) lanes on given highways in the congested Puget Sound region. A case for HOV lanes not explicitly made in the current debate is based on classic economics: highway lanes are a scarce resource. Classic economics teaches that scarce resources are best allocated by price/cost mechanisms. As a driver-only vehicle (SOV) uses as much of this resource as does a vehicle with two or more occupants, the HOV should be "charged less." It is moving more people using less road space per person. (This "charged less" for HOVs literally applies when crossing the Bay Bridge or parking at Husky Stadium. SOVs pay more than those with added passengers. A rational economic incentive thus exists to encourage conservative use of the scarce Bridge and parking resources). Given adding tolls on existing highways is politically impossible at this time, SOVs "pay more" for their greater use of the scarce highway resource by usually having to take more time to complete a given trip. Buses and carpools, using less highway space per person, "pay less" in terms of trip time. Thus scarce resources are in part allocated using an implicit price/cost mechanism. Oh, the radical "social engineer" responsible for the above analysis? Try Nobel laureate Dr. Milton Friedman, guru of conservative market economics!

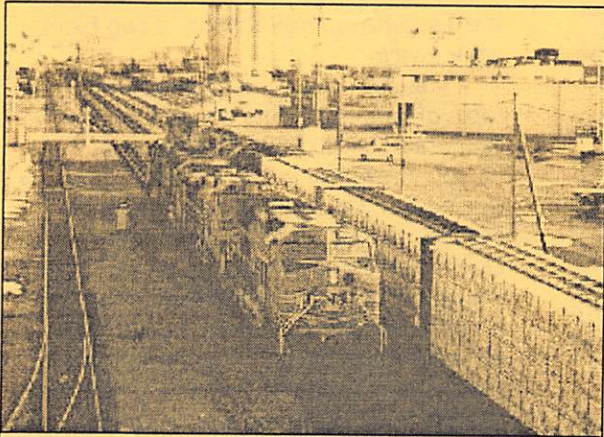
Economic theory aside, do HOVs "work" and, more importantly, are they politically acceptable? Anti-HOV activists in our state point to New Jersey, where some, but by no means all, of the HOV lanes were converted to "general purpose" (read SOV) use. Governor Chistine Todd Whitman did declare those ex-HOV lanes as not having accomplished what had been intended, while saying those retained were doing their job. But I will accept New Jersey as the poster child for lane reversion if the anti-HOV folks (who are usually anti-transit and anti-passenger rail as (See **Lloyd**, page 4)

MBNA, from page 1

bar in the report outlines the efforts of the Portland-Boise task force, under the leadership of Sens. Ron Wyden (D-OR) and Mike Crapo (R-ID), to return service between the two cities. Rail advocates from the Northwest to the Midwest continue to push for service at least to Salt Lake City, if not a further destination such as Chicago or Dallas. The economics of more mail and express, which the new *Pioneer* would need to be sustainable, dictate the longest haul possible in order to maximize revenue.

At a Senate Commerce subcommittee on transportation hearing Feb. 23, under questioning by Sen. Wyden, Amtrak board chairman and Wisconsin Governor Tommy Thompson (R) said "it might have been a mistake" when the previous Amtrak board in 1997 killed the *Pioneer*.

WashARP looks forward to phase two (and future phases) of Amtrak's MBNA. As Amtrak continues on its difficult path toward operational self-sufficiency, it will be up to Congress to live up to its commitment to continue providing capital funding for intercity rail, just as it does for every other mode of transportation.



W. Galer St. grade crossing Photo by Jim Hamre

Overpass, from page 1

were zipping across the tracks even though drivers could not see what may have been behind the train. Fortunately, no one was attempting cross when the three engines on the left popped from behind the stopped train.

Quoting from the city's web site for this project, "The purpose of the overpass is to provide convenient and safe access from Elliott Avenue West, up and over Elliott Avenue West and the Burlington Northern & Santa Fe Railway tracks. This access was designed

for use by vehicles, pedestrians, and bicyclists.... The overpass will also reduce conflicts between the railroad and vehicles on West Galer Street, which is the primary truck route to the Port's Terminal 90/91 facility." Since most people will want to take the shortest route, motorists will continue to use the grade crossing and drive through the flashing lights if the way appears clear. This is not increasing safety. The WSDOT Rail Office has raised their concerns with the city about leaving the grade crossing open after the overpass is built.

Compare this proposal to what is being done in Kelso and Winlock. Just north of the Kelso station, the Allen St. bridge over the Cowlitz River is being replaced with a high level bridge that eliminates the at-grade crossing with the BNSF mainline which is located immediately at the end of bridge. In Winlock, DOT has reached an agreement with the city to eliminate one at-grade crossing and upgrade the other. Work is scheduled to start soon.

Seattle WashARP members: if you feel this is poor use of your tax dollars please let your city council member know what you think. The city received state and federal money for this project so WashARP members who live outside of Seattle also have a legitimate complaint about the city proposal. Contact Mayor Paul Schell via e-mail at Mayors.Office@ci.seattle.wa.us or mail to 600 4th Ave, 12th Floor, Seattle, WA 98104. Here is the web site for this project: www.pan.ci.seattle.wa.us/td/wgaler.asp

Lloyd, from page 2

well) will accept the rest of Gov. Whitman's transportation package. Under this Republican governor, New Jersey has engaged in an accelerating program of multibillion dollar investments in transit and commuter rail! Whitman recognizes that a fiscally responsible future requires efficient allocation of transportation resources. Suppose she might be willing to come west and tutor Washington's current leading Republican candidate for governor on prudent transportation investments?



The Governor's Blue Ribbon Com-

mission on Transportation is designed to be a guide for our state's transportation future. Will the two years of work, to be completed by the end of 2000, be applied and implemented? That depends upon the quality of the work and decisions made by future governors, transportation commissions and, especially, legislatures, whose views may or may not be heavily swayed by populist whim. WashARP's own Chairman Chuck Mott, a member of the Investments Committee of the BRC, is more than holding high the case for rail as a significant part of our transportation future. While rail was of marginal interest to many of the appointees originally, Chuck has educated and persuaded many that passenger and freight rail are necessary in our rapidly growing and increasingly traffic-congested state. When the findings and recommendations of the BRC are released, those concerned with a balanced transportation future will note rail's significant role. We'll then need to give the Blue Ribbon to Chairman Chuck!



I'm working with the City of Centralia and Destination Centralia to establish a host/hostess program at the Centralia Amtrak station. This program will augment the good service by Amtrak agents and will allow a community presence for more hours than the station is currently open.

WashARP will again have a booth at the annual Longview Earth Day. This year 22 April will be the date of the community-based celebration.

Mt. Vernon, whose mayor and business community have fought to retain the "second train," has the rail option to visit their famous Tulip Festival. Until mid-April, road traffic can be horrendous as up to a million visitors hope to see the beautiful natural and agricultural landscapes of Skagit County. To date, no scheduled transportation service meets the train at the somewhat isolated BNSF depot in north Mt. Vernon. The local Chamber suggests one phone 360-848-1617, 360-424-5188 or, if a larger group, 360-428-5959, for private-sector van or bus transportation.

At this writing, it's not over. Do again contact your legislators and **THANK THEM** for saving the rail program. These thanks can help cement affirmative votes on a firm budget. What, you haven't yet contacted your people?!? Then do it now! Most legislators and their staffs work very hard. Acknowledge this...and "thanks for the rail program." For the few who oppose rail? Thank the legislators for them. Maybe they'll "Do the right thing" next session.

Trackside Talk

With Erik Griswold

There's an advertisement on buses and bus facilities around Seattle that asks "It's 5:00 p.m., do you know where your bus is?" and pictures a man waiting at a King County Metro Transit bus stop. It is designed to inform us about a website (www.smartrek.org) that is maintained by the University of Washington. It's a neat site and if you can, do check it out. Well, on a bus I was riding on last week, some prankster had drawn in a cartoon balloon in which the pictured man responds "Probably stuck in traffic."

And that's the problem with buses, isn't it? Buses get stuck in traffic. Say it again: buses get stuck in traffic. It's sort of like a mantra. Buses get stuck in traffic. Trains don't. Trains might have restrictions forced upon them from Fort Worth or Omaha or other far away places [Ed.: locations of the freight railroads' dispatching centers], but they don't get fouled up by "latent demand" or "unforecasted travel" or "untrained operators" or "overloaded systems."

It is fortunate that we have the High Occupancy Vehicle lane system in the Puget Sound area, giving the ability for buses to more readily move to and from their origins and destinations. Unfortunately, our HOV lanes are at the center of roadways and until Sound Transit and WSDOT build the planned special access ramps, many buses will not be able to use the existing HOV system because of their inability to merge across multiple lanes of traffic. Also, with a few notable exceptions, HOV lanes are on limited access (gas-tax funded) highways while the majority of our buses travel on local (property-tax funded) streets. And as we see, HOV lanes are controversial. Even though they are open to every kind of vehicle **except** single-occupancy vehicles, there is a perception that they are not used, though studies of persons per lane mile versus vehicles per lane mile prove otherwise. Buses that is

highway from Rotterdam to Amsterdam has a bus only lane on the curb side of the roadway and a reversible carpool lane in the center. Perhaps that's what needs to be done here?

A couple of points to remember about HOV lanes: in most cases they were added to the general purpose lanes, not converted from a general purpose lane. In a few situations, they are created from space that would otherwise not be open for general traffic. One of these places is the HOV lane along SR 520 westbound from Redmond to the eastern end of the Evergreen Point floating bridge. If that lane is opened to all traffic, it actually disappears, because it would revert to being a breakdown lane. Let us never forget that emergency vehicles can and often do use HOV lanes to get from accident sites to hospitals and from fire houses to fires. Should we really force more emergency services into using airplanes and helicopters?

What does this all have to do with commuter rail? Perhaps not a lot but we must remember that there is a desire to create a seamless system of moving people in the Puget Sound area. Should the HOV lanes disappear, you will see rail transportation becoming the only dependable way to move people (and goods) around the region. If HOV lanes disappear, then the costs of operating and maintaining the existing bus services will increase, which may draw funding away from commuter rail. But maybe the monies spent on HOV conversion and operation are better spent on rail. Note that both New Jersey and Massachusetts have gone away from building HOV lanes in favor of commuter and urban rail. Perhaps that is what our region must do also, where rail corridors parallel our limited access highway system.

Baseball season is here again and, if you tune in to the games, you will certainly hear the blasts of locomotive horns as they cross Royal Brougham. This year you will also be able to take Sounder to the games from Tacoma. Special trains have been announced for April 23 and May 7 and 21. The round-trip cost is \$5 for adults, \$2.50 for seniors and people with disabilities, and



Commuters get their first taste of Sounder train service on the evening of Feb. 29 as two F59 locomotives prepare to lead the coaches and their passengers from King St. station to Tacoma. Tickets were given away free at Tacoma Dome station for several mornings before the run.
Photo by Zack Willhoite

children 12 and under ride for free. Trains leave Tacoma at 11:30 a.m. (in the "shadow" of Cascades 750) and leave Seattle at 5:30 p.m. (in the "shadow" of Cascades 755). (Please check with Sound Transit or Seattle Mariners to verify these times.) Note that these will be the first revenue service of Sounder with real live paying customers. Parking is free at Tacoma Dome station, but the trains leave from the Tacoma Amtrak station, a two block walk away.

Though I have tried to avoid the topic of light rail in this column, for our readers outside of the Seattle area, I'll let you know that the major hold up is getting funding for the line to go north of the University District. Both the Downtown Seattle Association and the University of Washington realize that in order to be able to remove buses from, not add buses to, both downtown and the U District, Sound Transit's Link light rail line must go all the way to Northgate. A station there would be able to take traffic off of I-5 that is destined to both the UW and downtown Seattle (and other Link destinations such as Sea-Tac airport). In order to build this extension, extra funding and tax credits from the federal and state governments are being sought, which is why I am sure even those of you in the Eastern portions of our state will be hearing about this situation soon.

Don't forget to call your reps in Olympia and the other Washington to tell them how much you support our state and Puget Sound rail programs.

... go-
... the
) In
... cluding
... ver,
... only to
... occu-
... main

... hard.
... support
... who op-
... are through
... Right Thing"

Amtrak Customer Advisory Committee Happenings

By Noel Hancock

The Amtrak Customer Advisory Committee (CAC) completed its third year of existence this past February. After two years of orienting themselves and getting acquainted, the third year was a year of maturing and finding their place. In the first years, CAC members reported on Amtrak trips but were getting very little feedback from their trip (service) reports, and there were questions regarding the effectiveness of the committee.

During the second year, Amtrak did ask the CAC to brainstorm specific topics at each quarterly meeting. One of the early topics was train service standards. Amtrak management worked the final CAC draft into their overall plan which came to fruition in late 1999.

In the third year more levels of Amtrak management, particularly Product Line directors, became aware of the committee and sought to make use of the expertise available.

The committee itself broadened its scope of interest, involvement and participation. Meetings, originally scheduled for the DC area, have moved out into other parts of the nation: Albany, NY, Los Angeles, Chicago, Milwaukee and Portland. One meeting used extra cars on the *City of New Orleans* from Chicago to Memphis and return. This has served to acquaint members with other geographical areas of the country and also provide the committee to exposure to more levels of Amtrak administration.

For 2000, Amtrak has expanded the brainstorming idea to five broad topics assigned to task forces charged to meet throughout the year (mostly through telephone conference calls) and present a final report at year's end with the goal of providing Amtrak with information and facts which can be used to strengthen its performance in these areas:

- On Time Performance
- Public Safety/Security
- Station Services
- Service Standards

• Market Definition

All of these topics have surfaced at previous CAC meetings over the first three years as areas of concern.

Other significant accomplishments by CAC include a good rapport between individual members and train crews and station agents. These groups express a concern that they are at the end of the line in hearing about what goes on at Amtrak and generally they express gratitude that CAC members will listen to them.

Also, CAC established a relationship with the Central Rail Users Consultative Committee of Great Britain, a group similar to CAC, to share ideas and compare programs. Four CAC members went to England to tour their system and to become more acquainted with that committee's operation.

A most interesting result of the CAC effort is that quarterly meeting agendas have grown almost unmanageable in an effort to provide time for the many Amtrak departments who want to



Photo by Hans Mueller

At work in the *Coast Starlight's* Superliner lounge is WashARPer Stuart Adams. Stuart serves as

an on-board guide on the *Starlight*, making four or five round-trips between Seattle and Portland each month. He will have two years of narration under his belt in June. Most all comments from the passengers are favorable as he points out Northwest icons such as the Tacoma Narrows bridge and the giant Winlock egg. During the trip, Stuart also visits with the passengers on the train. The guide program is always looking for new volunteers. If you are interested, please give Stuart Adams a call at 425.641.0567.

Adams a call at 425.641.0567.

Important Addresses and Phone Numbers

U. S. House of Representatives .. Washington, DC 20515
 U. S. Senate Washington, DC 20510
 Capitol Switchboard (for all members) .. 202 224-3121
 State Legislature..... State Capitol, Olympia, WA 98504
 Hotline for leaving messages 800 562-6000

WashARP Officers

Chuck Mott, Mt. Vernon..Chairman 360 422-5323
 Tony Trifiletti, Shoreline..President..... 206 440-9451
 e-mail: tonytrif@msn.com
 James Neal, Ephrata..VP-East..... 509 754-3114
 Dennis Fait, Seattle..VP-West..... 206 706-1770
 Erik Griswold, Seattle..Commuter Rail 206 441-4915
 e-mail: egris@aol.com
 Mike Skehan, Kent..Secretary 253 859-3507
 e-mail: SKEHAN2@aol.com
 Hans Mueller, Seattle..Treasurer..... 206 784-9232
 e-mail: HSMRAIL@aol.com
 Jim Hamre, Puyallup..Newsletter Editor 253 848-2473
 e-mail: jimhamre@wolfenet.com
 Warren Yee, Seattle..Internet Webmaster . 206 723-0259
 Lloyd Flem, Chehalis...Executive Director .. 360 943-8333
 Office FAX 360 943-0136
 Address.....2508 Columbia St SW, Olympia 98501
 e-mail: washarp@olywa.net
 WashARP e-mail address washarp@scn.org

All are evening numbers, except Lloyd's, which is available 6:00 a.m. to 9:00 p.m. daily.

Important Web Addresses

WashARP: www.trainweb.com/washarp
 NARP: www.narprail.org
 NARP Hotline: www.narprail.org/hot.htm
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

give input and get feedback from the group.

Members of CAC are appointed for a three year term, and may be reappointed for one additional year. Persons interested in being considered for appointment to CAC should write to: Amtrak Customer Advisory Committee, 900 Second St. NE, Suite 308, Washington DC 20002.

Amtrak West Roundup

A large rally was held in Mt. Vernon Mar. 25 in support of continuing the second train north of Seattle. WashARP chairman Chuck Mott was a speaker....The Amtrak Cascades web site has been improved; check it out at amtrakcascades.com....Amtrak's Rail Sale fares, available only from their web site amtrak.com are currently as low at \$7 one way Seattle-Bellingham and \$14 one way Seattle-Portland. Restrictions apply....Northwest Corridor ridership in Jan. was even with a year ago; Feb. ridership was up 7.3%....The Amtrak board is scheduled to meet in Seattle April 26-27.

WashARP News

May 13: WashARP meeting at noon in Spokane. Location: Double Tree Hotel Spokane City Center, 322 N Spokane Falls Ct. Phone: 509.455.9600. Registration and luncheon fee: \$25, payable in advance. Mail check to WashARP by May 8. Menu: chicken marengo. For more information contact Bob Lawrence at 425-379-9369.

May 18: Commuter Rail Section meeting at 6:30 p.m. at Andy's Diner, 2963 4th Ave S, Seattle (just north of Spokane St).

June 10: WashARP meeting at noon at University Plaza Hotel, 400 NE 45th St, Seattle (just west of I-5 Exit 169 and on Metro route 44 and Sound Transit route 512).

WashARP members contributing to this newsletter include: Hans Mueller, Jerry Sheldon, Erik Griswold, Noel Hancock, Stuart Adams, Bob Lawrence, Ray Allred, Zack Willhoite, Warren Yee, Steve Anderson and Jeff Schultz.

Book Reviews

Heart & Soul of The Train is a new book for all who love the ambiance and congeniality of riding trains. Author Mauris Emeka, a WashARP member and former Amtrak attendant, writes intriguingly of his thoughts and interactions with his customers. Emeka served us on the trains from the Northwest—the *Empire Builder*, the

Coast Starlight, the *Cascades* and the late *Pioneer*. I'm sure many WashARP members have had conversations with him one or more times, as I have. At 101 pages, this book, written in journal style, can be easily read whenever you have a few free minutes.

For WashARP members, this book may be ordered for \$8.95 plus \$1 postage (a \$3 discount) from Apollo Publishing International, PO Box 1937, Port Orchard WA 98366. Also check out the author's website: www.trainweb.com/emeka

—Hans Mueller

Seattle as a "railroad town" is featured in two recent books reviewed in the *Seattle Post-Intelligencer*. The titles are *Orphan Road: The Railroad Comes to Seattle, 1853-1911* by Kurt E. Armbruster (Washington State University Press, Pullman WA; 280 pages, \$39.95 cloth, \$29.95 paper), and *The Milwaukee Electrics* by Noel T. Holley (Hundman Publishing, Mukilteo WA, 304 pages, \$49.95).

The reviewer, P.-I. business reporter Bill Virgin, says the "Orphan Road" of the book title derives from Seattle's battles with and attempts to cajole various rail lines into connecting with the city. As well, the author, Kurt Armbruster, describes the community's attempt to build a rail line of its own.

The Milwaukee Electrics reflects the fascination of author Noel Holley with the electric locomotives of the Chicago, Milwaukee, St. Paul & Pacific line, the last transcontinental service to come to the Pacific Northwest. Its route was electrified through the Rockies, from Montana into Idaho, and across the

Cascades from Othello to Seattle and Tacoma.

Together, the two books contain a wealth of historical lore and photographs of the railroads that brought growth and development to the Pacific Northwest—the Great Northern, Northern Pacific, and Milwaukee Road.

—Jerry Sheldon

Grand-uncle Merlin's Atlas of Inter-city Railroad Passenger Routes of the United States is a loose leaf notebook containing diagrams of all Amtrak and Alaska RR passenger routes. Grand-uncle is Merlin Marlowe. Each state gets one or more pages. The diagrams show all the station stops as well as edge-of-state towns. The mileage between stations is shown to the tenth of a mile. A few tidbits about each state are also presented.

For people like me that are interested in geography and the lay of the land, *Grand-uncle Merlin's Atlas* is an interesting compendium.

The format consists of line drawings with typewritten information. Each page is in a protective plastic sleeve.

Grand-uncle Merlin's Atlas is available for \$14.95 postage paid. For each book sold Marlowe will donate \$1 to NARP and \$1 to the state ARP of your choice (don't forget to mention WashARP). Send your check to Merlin Marlowe, PO Box 45, Wilber NE 68465.

—Jim Hamre

Washington Association of Rail Passengers
P. O. Box 70381
Seattle, WA 98107

Return Service Requested

Rail artist and WashARPer J. Craig Thorpe will be displaying his work at Olympia's downtown Art Walk April 14-15 in the Washington Federal Savings Bank, 5th and Capitol.

NONPROFIT ORGANIZATION
U. S. POSTAGE PAID
PUYALLUP WA 98371
PERMIT NO. 468

A/M **MEMBERSHIP APPLICATION**
RENEWAL FORM
ADDRESS CHANGE

_____ Basic Membership	\$20.00 per year
_____ Student/Fixed Income	\$15.00 per year
_____ Family Membership	\$30.00 per year
_____ Patron	\$50.00 per year
_____ Extra Contribution	\$ _____

(always welcome and appreciated)

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

Name _____
Address _____
City/State/Zip _____
Phone _____