

# Washington Rail News

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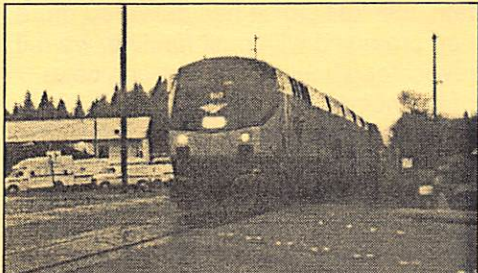
Publication of the Washington Association of Rail Passengers

A Not-for-profit Consumer Organization

"...getting the Pacific Northwest on the right track."

## Amtrak Cascades ridership grows in 2002; *Builder*, *Starlight*, many national network trains suffering

The Amtrak *Cascades* and the Northwest Rail Corridor, in the face of some of the nation's highest unemployment and economic recession in Washington and Oregon, posted modest gains in 2002. *Cascades* ridership between Vancouver, BC and Eugene was 584,346, up 4.3% from 2001. Total corridor ridership (which also includes passengers riding between corridor cities on the *Coast Starlight*) was 676,308, up 2.8%. Stronger increases in the first and last parts 2002 helped make up for a weak summer, which was a result of worries about an Amtrak



Amtrak's westbound *Empire Builder* at Monroe, WA on Jan. 20. The *Builder*, like many national network trains, carried fewer passengers in 2002 than in 2001; 7.5% less on this route.

Photo by Zack Willhoite

shutdown.

December 2002, with 54,222 passengers, was the best December ever for the *Cascades*. Ridership on the Seattle-Bellingham train was up a very strong 20.8% in December, the second month of healthy growth. Amtrak has begun doing marketing for this train, something WashARP has been urging for quite some time.

Station activity was generally off at most stations in the state because, while corridor ridership was up, boardings on the *Coast Starlight* and *Empire Builder* continue their downward plunge, a negative trend shared with most of the national network trains. In 2002, the *Starlight* carried 445,646

people, down 9.7% from 2001. The *Builder's* ridership was 368,061, down 7.5% from 2001. Ridership has dipped on these trains for four and three straight years, respectively. (See graphs and charts on page 4.)

While some of this can be blamed on external factors such as the economy and the terrorist attacks, much of the blame has been with Amtrak. Some of the reasons (and solutions):

- 105 out-of-service cars stored at maintenance facilities in Indiana and Delaware. Amtrak President David Gunn has started getting these cars repaired. The first two Superliner cars were returned to service on Jan. 30. Amtrak hopes to have enough Superliners repaired by Fall to make up two complete trainsets.
- Coach fares that are too high and don't fluctuate with the seasons. Rail advocates have been complaining for years that Amtrak's fare structure does not match market realities. Gunn has ordered action on this issue. Coach fares for many trains (including the *Starlight* and *Builder*, but not the *Cascades*) were permanently rolled back up to 25% on Jan. 7. In addition, Amtrak is offering a 2-for-1 sale and 25% off for solo travelers, available for ticketing through Feb. 15 and for travel through Aug. 28 (holidays blacked out).
- Sleeping car fares that also aren't set according to demand. Sleepers have five different fare levels, but too often only fares at the highest levels are available even when a train departs its origin station with half or sometimes more of the rooms unsold. While some sleeping car fares have been reduced, Amtrak has still taken only limited action to sell space at lower fare levels when there are many unsold rooms. (See **Ridership**, page 4)

## What are others saying about the Amtrak Cascades?

Don Phillips, one of the top transportation writers in the country, works for the *Washington Post* and writes a column for *Trains* magazine. Here are some excerpts from Phillips' Nov. 29 *Post* article:

Here in the busy north-south corridor west of the Cascade Mountains, Amtrak is having what it considers to be a reliability problem: six breakdowns among the trains that run between Eugene, Ore., and Vancouver, B.C.

To put it in perspective, however, that's six breakdowns in a year—a 99.85 percent mechanical reliability rate. Amtrak has had that many breakdowns during some weeks with its troubled Acela trains in the Northeast. But even six in a year is not good enough, considering the breakdown rate had been running at about two a year.

"We're catching a lot of flak in Spain," said Jean-Pierre Ruiz, North America chief executive for the Spanish train manufacturer Talgo SA, which makes the equipment used on Amtrak's *Cascades* service. "Six is a lot for us."

In many ways, the *Cascades* service is a working model of what the Bush administration is pushing for as the Amtrak of the future—a reliable, high-volume regional service that, despite what state officials complain is a lack of federal funding commitment, manages to do well with the help of significant state support.

Amtrak President David Gunn's comments on Washington DC's Dianne Rehm radio show on Oct. 3:

Take Portland-Seattle. We run 79 mph. You could up that to 90 mph. You'd have to make some investment, we have a willing railroad—they want to do it. We have equipment that we run today that is very reliable, economical to buy and for a relatively small investment you could provide a very good service.

All the states want is a federal program—like the highway program, like the transit program—where they (See, **Others**, page 3)

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

**Passenger  
Rail's  
Future:  
Guarded  
Optimism;  
Ride 'Em  
Cowboy!**

In mid-January the US Senate, by voice vote, agreed to fund Amtrak for the fiscal year that started last Oct. at \$1.2 bill., the sum Amtrak President David Gunn insisted, and all informed parties agreed, is essential to keep the system operating. Washington state rail advocates can take some local pride in this Senate vote. Senator Patty Murray (D-Shoreline) has been the Senate leader in working to get the funds to keep America's only nationwide rail passenger system going. DeeCee insiders report her strategies in getting the unanimous vote were excellent. Murray, with Kay Bailey Hutchison (R-TX), plus three other Democrats and three other Republicans penned a "Dear Colleague" letter successfully pleading the case and Murray was the leader in floor debate. Senators Murray and Hutchison and the others should receive our thanks.

WSDOT Rail Office manager (and WashARP member) Ken Uznanski, with the two other top officers of the States for Passenger Rail Coalition, from WI and NC, met with senior staff of Senator John McCain (R-AZ), who has been the most outspoken and effective Congressional Amtrak opponent, and successfully educated McCain's people of the need to keep Amtrak alive as states like ours engage in successful and essential rail partnerships. But not even Senator Murray and Ken could have effected the happy Senate vote had David Gunn not been candid and forthright about Amtrak's problems, past missteps, and current and future reforms. Without Gunn at the controls now, our trains would be annulled!

But two giant steps remain before we can be assured Amtrak will survive. The US House has proposed a number less than \$800 million, insufficient to keep the system running. Can the Senate "win" in a conference negotiation with the House? What we need to do is plead with our House delegation to urge House conferees to save intercity passenger rail as a form of transportation. While passenger trains are not a top priority with many Americans nor

their elected officials, polls and past votes have shown that, in fact, the American people want more rail service, and not have only the fly/drive choice. The second step is the Administration. It is safe to say Amtrak is virtually a non-issue for the president. Within his cabinet, battles are rumored, with Transportation acknowledging Amtrak's needs and the Office of Management and Budget hoping Amtrak ceases existence. It is my judgment, however, that Bush would not wish to preside over the demise of American passenger rail service and would not veto Amtrak funding at or near the Senate number.

Assuming Amtrak receives sufficient funding to keep running, with needed equipment repairs and short-term capital expenditures for efficient operation, we must work to have passenger rail begin to assume a more important permanent role in the movement of people in our country. Senator Fritz Hollings (D-SC), with over two dozen co-sponsors, has reintroduced his long-term passenger funding bill. In the House, James Oberstar (D-MN) and Don Young (R-AK) also have strong interests in funding passenger rail investment. Rail funding may be part of the reauthorization of the omnibus T-21 transportation program. At such time, rail advocates nationwide, in expressing what has been the desire of the American people, must labor hard for a growing federal commitment to passenger trains.



Our original plan for the 2003 Washington State Legislature was simply to keep our state-sponsored trains running. We assumed, following the defeat of R-51, the multi-modal transportation package, that the Legislature was unlikely to offer new transportation taxes and fees in the wake of that defeat. But, after 2½ weeks, I am guardedly optimistic. I have met, assisted by Olympia WashARP Board member Jim Longley, with most of the legislative transportation leadership and many key members of the transportation committees. They seem willing to consider a new funding package and to vote for it, as WashARP wants, in the Legislature. My job has been to remind legislators of the excellent job our state Rail Office has done in delivering high quality passenger service (and short line freight assistance) in Washington. The partnership that has produced our Am-

trak Cascades trains is literally the model for the nation. I repeat to House and Senate members that which I hear so often from the public, "When are you going to get us more trains? I need a train from Able to Zed and need to go at (all waking hours)!" Indeed, many legislators I meet begin with, "Wish there were more trains. I'd like to not have to drive I-5." We emphasize the need for sources of flexible funding, something other than motor fuel taxes which are restricted by the state Constitution to highway and car ferry purposes.

What is encouraging about Olympia to date is the apparent willingness of both sides of the aisle to begin to tackle our transportation needs. Early work by House Democrats discusses the need for accountability, reforms, and audits; House Republicans, a plan for new taxes! Now that's progress! The DOT, including our friends in the Public Transportation and Rail Division, has a very specific set of plans to present to the Legislature which details what we can expect to get and not get with given levels of funding. Given the fact that, to date, the Rail Office has delivered more than promised with past funding, we rail advocates should have a strong case for the needed flexible sources.

While the state's passenger rail program is often "forgotten" when brought up in public discussions of transportation needs in our state, even by those government, media, business and community leaders friendly to passenger trains (we hear mostly highways and roads, sometimes transit and ferries), what is really unknown is the small but locally important and well-received freight rail program. The Grain Train, the Washington Fruit Express, and the modest but effective loans and grants to short lines serve almost precisely those parts of the state not troubled with traffic congestion but with the need for jobs and economic help.

These areas are usually represented in Olympia by Republicans and conservative Democrats who are rightly more concerned with the economic well-being of their constituents than the debate over HOV lanes in King County. We are educating legislators about these freight rail projects. While most are at least aware of the passenger rail program, many are simply not informed of this low-cost freight assistance program that helps some of the state's (See **Lloyd**, page 4)

## The View Down the Tracks =====

with Jim Cusick

HAPPY! HAPPY! JOY! JOY!  
HAPPY!  
JOY!

Well, I said I wasn't going to whine this year. What? Am I pouring it on too much?

Okay then... Just the facts ma'am.

### Sounder—the Lakewood Extension

When the Sounder service was initiated, each time one of the stations was completed, a grand opening was held. Being as involved as I am, I made it a point to attend as many of these celebrations as possible. Auburn was one of the first stations to open and I attended, naturally. That day I was dressed in a sport coat and tie, different from my usual "business casual" attire. The station opening was a festive occasion, and was followed by a train ride to Seattle. It was a positive and enjoyable day, ending with the ride back to Auburn.

What does this have to do with Lakewood? While I was getting in my car at the Auburn station, a gentleman getting into the car next to me said, "You guys are doing a great job. Thank you. I can't wait until it gets to Lakewood. I'll be riding it from there." I was confused. I know WashARP is an effective advocacy group, but I was surprised someone from the public would be saying something, let alone knowing I was a WashARP member. I stumbled my reply of "Thanks. Me too!" and then I realized what happened. Apparently, because of my attire, he thought I was a Sound Transit employee! I did pass on that positive feedback to the people at Sound Transit, which I know they appreciated.

Well, now with the announcement that the environmental impact statement for Sounder service from Tacoma to Lakewood has been approved by the Federal Transit Administration, it's one step closer to reality. If I happen to make it to the Lakewood station opening, I wonder if I'll run into him.

HAPPY!

### Central link—Train to Somewhere

I wonder if the mayor of Tukwila has that same Beatles song play in his head that I do whenever I hear the phrase "train to nowhere." ("He's a real...") When I participated in the first

scoping meetings that Sound Transit held (yes, I attended almost ALL of them, missing only the first Rainier Valley one), our discussion group voted for the Southcenter alignment. Even I agreed with most of the people at my table that Southcenter was a good destination. Some who lived on SR 99 disagreed because they would lose the convenience of the second station farther north that the SR 99 alignment provided. However, once the ridership and cost figures were compared, it became apparent that the Southcenter alignment would cost four times the SR 99 alignment, but did not have four times the ridership. As it is, the compromise that brought us the "freeway" alignment ends up costing approximately twice as much as the SR 99 alignment and has one less station to serve the residents of Tukwila.

Now that Sound Transit Executive Director Joni Earl and Port of Seattle Executive Director M. R. Dinsmore have signed the agreement in principle, they can shake the "train to nowhere" criticism of the Central Link project. My personal opinion? Tukwila has made a big mistake in fighting the original locally preferred alternative, the SR 99 alignment. They would have been better served using their energy to help make Phase I a reality, and work on getting Phase II to serve Southcenter which would go a long way to helping rail serve the Eastside.

In addition, although the official groundbreaking hasn't happened, work has already been started on the demolition at the maintenance base site, and work will soon start on the busway. That work begins with the moving of the high-tension power poles to make room for the Link tracks.

JOY!

### Tacoma Link—The Lucky Dogs

Although WashARP members are looking to take a tour of the Tacoma Link light rail line this spring, I was able to take the tour with another group just recently. I'm jealous. Having ridden the Portland Streetcar, the tour of the vehicle was familiar, but what I really enjoyed was touring the maintenance facility, walking under and over the vehicles, and talking technical with the staff. For those of us in the Seattle area, the Westlake display of a Tacoma Link car (through Feb. 21) will have provided the best opportunity to take in that "new train" smell before it starts running this

September.

Tacoma Link-Portland Streetcar? Does that mean that critics are right tagging Central Link with that term in their usual derogatory manner? No. Central Link will not use the same vehicles. Central link will use vehicles that will be able to carry many more passengers at a faster speed, and can be coupled into trains up to 4 cars long.

The Tacoma Link line is being built to the standards of Central Link. The curves and the construction under and around the tracks are built to handle the larger Central Link vehicles. Given that the south end of Central Link will someday reach Tacoma, the only thing to change would be the cars. Sound Transit could sell the Tacoma cars to Portland or even to Seattle for the proposed South Lake Union streetcar.

Right now, Sound Transit looks like it will be stuck with a unique crossing diamond from the Tacoma Link project. That's not as bad as it seems. Yes it's bad to be stuck with it, but the good part is, they won't have to worry about installing it. The reason? Burlington Northern Santa Fe has decided to abandon their spur where it crosses the Tacoma Link alignment. Well, at least that saves ST that hassle. Too bad BNSF didn't decide this sooner! What do brand new RR/RR crossings go for nowadays on E-bay? Anyone know?

Tacoma Link is already doing test runs, and is scheduled to start service in September of this year.

HAPPY!

JOY!

That's enough of the good news for today, because the next good news will be about things happening up in my neck of the woods, the north end. I'm counting on that, readers. Sounder to Everett, Central Link to Northgate, Eastside commuter rail.

Right?

**RIGHT!!!**

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### **Others, from page 1**

can make a decision to invest in that corridor.

Excerpt from NARP Executive Director Ross Capon's US House Transportation subcommittee testimony on Sept. 19:

Very modest investments in service have brought substantial returns in patronage.

In the Pacific Northwest, new Talgo trains helped boost ridership from 226,000 in 1993 to 658,000 in 2001. The overall growth from 1993 was based on marginal increases in frequency and speed.

**Ridership** from page 1

- On-time performance continues to lag. (BNSF operation of the *Builder*, however, is top notch.) While freight railroads are responsible for their share of bad on-time performance, Amtrak is responsible by not having well maintained trains ready to depart on-time and the express initiative also has a negative effect. Gunn has directed his managers to work on originating trains on-time, continue working with the freight railroads on the issues that cause en route delays, and gradually phase out express. (WashARP continues to urge Amtrak to handle high-value time-sensitive express, such as the Washington Fruit Express, that can be carried with minimal detrimental effect on train operations.)

The battle for fiscal year 2003 (which started Oct. 1) funding for Amtrak may be resolved as the newsletter is being mailed. Sen. Patty Murray (D-Shoreline) led the fight on the Senate floor to return the Amtrak appropriation to the \$1.2 bill. mark her subcommittee approved last summer. David Gunn met with Sen. Murray on Jan. 15. Gunn later said, "I updated Senator Murray on the progress being made to stabilize Amtrak's operations and finances and to bring tight new fiscal controls to bear on the company. I also repeated my concern that federal funding substantially less than \$1.2 billion in FY '03 will take us right back to the near-shutdown we experienced last summer...I appreciate Senator Murray's support for our efforts to run a better, more cost-efficient passenger railroad, as well as the support of others in the Senate." (See the executive director's report for more on the national scene.)

**Lloyd**, from page 2

most economically-needy places.

Is the freight program good? Ask the mayor and leading citizens of the little eastern Lewis county town of Morton. In late December, I witnessed the first carload of wood products leaving a Morton mill by rail in 22 years, thanks in part to assistance by the freight rail program. Are the modest public sector dollars involved worth it? Check with Morton.

While WashARP does not lobby explicitly for the Class One railroads (here, BNSF and UP), we certainly cooperate with them when we can. WashARP's interests, and those of the Class Ones and their unions are often in concert. (I have been known to grump at representatives of both rail management and labor, however, when it seems they'd rather fight ancient battles with each other rather than work for government policy changes that could benefit both of their constituencies and our country to boot!) A bit of positive news is a growing willingness of Class Ones, actually led by BNSF, to expand investment partnerships with the public sector for major capital projects. This has

**Amtrak Station Data**

Six-Year Washington State On & Off Totals (calendar year)

Station	1997	1998	1999	2000	2001	2002	'02-'01 % Change
Bellingham	8,689	9,967	22,345	54,129	46,521	44,602	-4.1%
Bingen-White Salmon	827	1,198	1,155	1,452	1,254	1,171	-6.6%
Centralia	18,127	20,337	19,286	18,769	18,174	16,825	-7.4%
Edmonds	14,382	17,119	20,138	25,213	24,492	26,209	+7.0%
Ephrata	1,378	2,158	2,552	2,989	2,294	2,225	-3.0%
Everett	18,945	24,487	27,653	31,863	30,196	29,639	-1.8%
Kelso-Longview	22,423	24,877	22,468	22,654	21,261	21,849	+2.8%
Mt. Vernon	5,150	7,194	9,589	16,421	15,874	16,123	+1.6%
Olympia-Lacey	32,362	38,531	39,241	41,543	39,846	42,095	+5.6%
Pasco	10,392	13,402	14,122	15,474	14,413	13,134	-8.9%
Seattle	467,471	533,598	575,924	632,078	625,419	602,436	-3.7%
Spokane	34,916	42,599	39,624	40,927	36,331	32,523	-10.5%
Tacoma	91,607	106,721	111,699	113,667	104,355	99,950	-4.2%
Tukwila					2,389	6,405	+168.1%
Vancouver	49,750	57,054	59,359	62,956	63,375	64,315	+1.5%
Wenatchee	6,498	18,609	15,228	13,950	13,652	12,388	-9.3%
Wishram	516	660	717	863	820	595	-27.4%
<b>TOTALS</b>	<b>783,433</b>	<b>918,511</b>	<b>981,100</b>	<b>1,094,948</b>	<b>1,060,666</b>	<b>1,032,484</b>	<b>-2.7%</b>

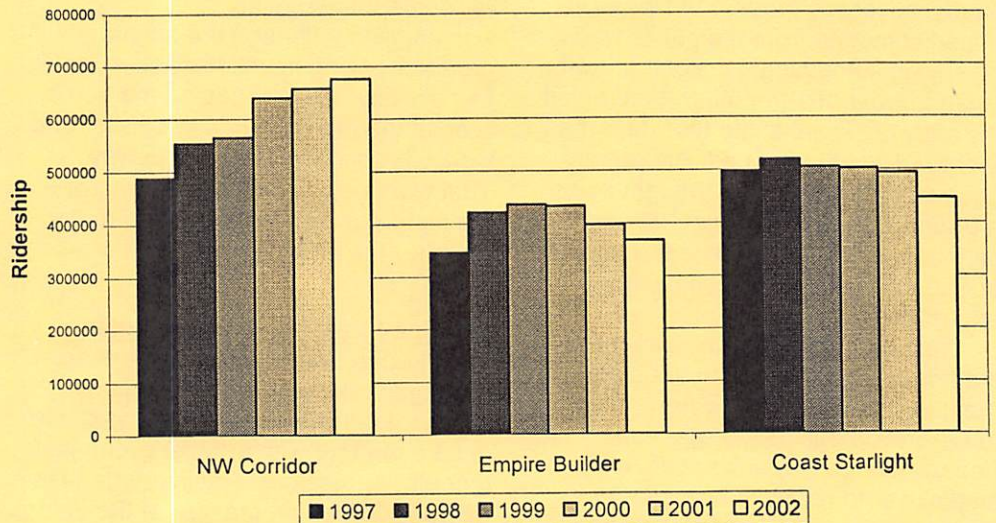
Information provided by Carolyn Simmonds, WSDOT Rail Office

Totals for 1998, 1999, 2000, 2001 and 2002 include Thruway bus ridership numbers.  
Wenatchee ridership for 1998 and 1999 includes excursions to Leavenworth.  
Tukwila station opened June 2001.

**Trains Serving Washington State**

**Six Year Ridership Totals**

(Calendar Year for NW Corridor; federal fiscal year for Builder and Starlight)



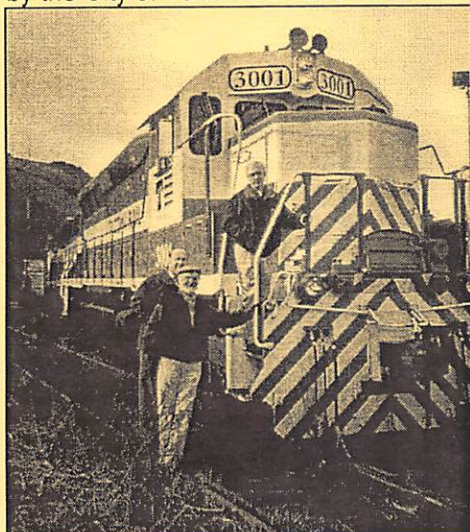
proven to be successful for the railroads and the public in the cases of the Alameda Freight Corridor (Long Beach-LA) and our Northwest Rail Corridor. The public sector has provided infrastructure for all other modes: highways, waterways, airports. To refuse to consider a public-private partnership for rail, based upon an ideological commitment to some 19th century free en-

terprise myth (or special-interest hostility to rail by a competing government subsidized mode) as rail continues to lose market share in terms of value of goods carried, becomes absurd. For the well-being of the rail industry and for the economic and environmental health of our country, let us hope these investment partnerships can grow (See, Lloyd, page 5)

## Freight rail service restored to Morton

By Ray Allred

Dec. 20th marked the first rail shipment to leave Morton, southeast of Tacoma, since the demise of the Milwaukee Road's Pacific Extension in March 1980. The line reopening ceremony was held at the Tubafor Mill in Morton where Tubafor workers loaded the first freight car with cedar fencing destined for Home Depot in Houston, TX. Floods in 1997 had wrecked the 53-mile Fredrickson to Morton line, which is owned by the City of Tacoma's Tacoma Rail



From left, WashARPer Ray Allred (WSDOT's freight rail specialist), Lloyd Flem and Jim Slakey (WSDOT's director of Public Transportation and Rail) pose on the inaugural Tacoma Rail train on Dec. 20. Photo by Jeff Schultz

short line. Funding for the rebuild was provided by a combination of a WSDOT freight rail assistance grant of \$1 mill. and contributions from the City of Tacoma, the federal government and Western Washington Forest Industry Museum.

With the reopening of the Morton

branch, the communities and shippers of Graham, Eatonville, Elbe and Morton will now have direct access to low cost rail freight transportation for shipping local products to market. Commodities that are anticipated to move over the Morton branch include logs, fencing, lumber, woodchips and aggregate. Lowering the cost of shipping local products to market should help the economy in these economically depressed rural areas of Lewis and Pierce counties and also reduce wear and tear on our roads.

*(Editor: while our emphasis is always passenger rail, WashARP is a strong supporter of our state's freight rail infrastructure, as it's vital to our passenger rail service and our economic vitality.)*

## Lewis and Clark Bicentennial trains to Astoria, OR!

Oregon DOT is making plans to operate passenger train service between Portland and Astoria in conjunction with the Lewis and Clark Corps of Discovery Bicentennial celebration. Astoria is near Fort Clatsop, where the expedition wintered in 1805-06 before returning east. ODOT is in the process of purchasing three self-propelled Budd rail diesel cars (built in 1956) from BC Rail, which shut down its passenger train service last October.

Although the Oregon Legislature appropriated money for the car purchase, it provided no funding to operate the train service. While ODOT scrambles to find partners to help fund the service, it's also pressing to complete a long list of needed startup tasks before May 1—the preliminary opening date. If ridership averages about 150 to 175 people a day, the service should be close to operational self-sufficiency, according to Ed Immel of ODOT's Rail Office,

The planned four-hour trip will depart Portland at 7:30 a.m. and Astoria at 4:30 p.m. Trips will run May through August in 2003-2005. Adult fares are expected to be about \$33 a person. The service will use Portland Union Station and Amtrak's

ticketing and reservation system so people will be able to purchase through tickets from anywhere on the Amtrak network. The service will be marketed nationwide.

Immel says the route passes through eagle sanctuaries and the Julia Butler Hansen Nation Wildlife Refuge, and will offer views of six significant Lewis and Clark sites along the route.

## Lloyd, from page 4

and thrive. I have, again, guarded optimism.



The word battle for urban passenger rail continues. Commonly, the professional anti-rail folks say rail won't solve traffic congestion, is too costly, and we in the West love our Freedom as exemplified by sprawl and driving our SUVs alone, unlike effete Easterners who are willing to submit to the indignities of sharing a vehicle, whether rubber-tired or steel-wheeled, with one or more other human beings. In differing ways, two cities epitomizing The West are Dallas and Salt Lake City. Both revel in their cowboy pioneering past, both have lots of SUVs, and could never be accused of an East Coast ethos. Oh, and despite nay sayers and strident anti-rail campaigns, both cities did start urban rail systems. The result? Problems! Yeah, they are so successful the citizens are demanding and getting extensions. Greater Dallas authorities are upset because within days of a line expanding to exurban Plano TX, the Dallas DART trains are filled long before reaching the close-in Dallas burbs that are also paying for the service. Developers want to establish high-end housing, retail, etc. next to DART stations. Worry! This would make the situation even "worse" as most of those folks would expect to ride the trains!

I certainly do not defend every urban rail proposal, do wince at the costs associated with some, and am upset by bad management decisions and poor public communication that have plagued some urban rail efforts. But, there is a successful renaissance of urban rail going on throughout the industrialized world, including in the American West. Ride 'Em, Cowboy!

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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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WashARP: www.trainweb.org/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

# WashARP News

**March 8:** WashARP meeting at noon in Bellingham at Bob's Burgers and Brew, 1304 12<sup>th</sup> St in the Fairhaven area (1/3 mile east of Amtrak station). We will be ordering off the menu with individual settlement. Invited speakers include Sen. Harriet Spanel (D-40) and Marty Minkoff, director of Sounder. Use Amtrak trains 510 and 517 from and to Seattle, or return on the 4:45 p.m. Greyhound. For more information contact: Bob Lawrence, Jim Hamre or Hans Mueller (see p. 5).

**March 20:** Commuter Rail Section meeting at 6:30 p.m. at Andy's Diner, 2963 4<sup>th</sup> Ave S, Seattle.

**April 12:** No WashARP meeting.

**April 26:** Joint meeting in Shelby, MT. See enclosed registration flyer for more information.

**NOTE:** Amtrak's 2-for-1 (code H255) and 25% off for singles (code 259) promotions must be booked by Feb. 15.

New WashARP officers for 2003-04 were elected the Jan. 11 meeting:

- Chairman: Charles Mott
- President: Anthony Trifiletti
- Executive Director: Lloyd Flem
- Secretary: Harmon Shay
- Treasurer: John Carlin
- VP Western Washington: James Hamre
- VP Eastern Washington: James Neal

- VP Transit & Commuter Rail: James Cusick
- VP Marketing & Membership: James Longley
- VP Government Affairs & Public Relations: Patrick Halstead
- VP Finance & Strategic Planning: open (Anyone interested in this position should contact Tony Trifiletti.)

Due to a changing job situation, Bob Lawrence had to step down as Treasurer and VP Marketing & Membership. WashARP thanks Bob for doing double duty for the last two years.

WashARP welcomed the following new members in December and January: L. Brandon Swalley, Lakewood; Lar Malleis, Seattle; Casey MacGill, Seattle; Sheila Brown, Olympia; Robert Sanders, Freeland; Rev. Canon Charles & Ann Wood, Spokane; Mort Gould, Aberdeen; Carl Jackson, Auburn; Steven Fossum, Vancouver; and Ross Weinstein, Seattle.

WashARP members contributing to this newsletter include: Warren Yee, Zack Willhoite, Tony Trifiletti, Bob Lawrence, John Carlin, Lloyd Flem, Jim Cusick, Ray Allred, Jim Green, Jim Longley, Hans Mueller and Jeff Schultz.

## A chance to volunteer as an onboard guide (and ride the train!)

An open house for potential volunteer National Park Service on-board guides will be held Sunday Mar. 2 at the Klondike Gold Rush National Historic Park, 117 S Main St. (Pioneer Square), Seattle. This program involves having volunteers provide en route commentary on selected segments of Northwest Amtrak trains. Call Park Service Ranger Sean O'Meara at 206-553-7220 for more information and to reserve space. Full training will be later in March. Guides can

work on either or both of these trains:

- *Coast Starlight:* Seattle to Portland and return (train fare, meals and parking included).
- *Empire Builder:* Seattle to Havre, MT and return (train fare, meals, crew dorm sleeper and parking included).

## 2002 WashARP financial report

<u>Income</u>	
Renewals	\$13,158.14
New members	1,615.87
Appeal and donations	11,887.33
Memorials and grants	1,000.00
Luncheon receipts	1,025.00
Miscellaneous	1,461.12
Interest	1,189.15
<b>Total</b>	<b>\$31,336.61</b>

<u>Expenses</u>	
Executive Director (salary and expenses)	\$22,640.90
Newsletter postage	681.63
Newsletter printing	2,877.15
Miscellaneous postage	862.66
Miscellaneous printing	134.79
Meeting expenses	159.25
Luncheon expenses	1,144.67
Membership promotion	2,699.17
Supplies	205.26
Miscellaneous expenses	260.69
<b>Total</b>	<b>\$31,666.17</b>

WashARP membership stood at 514 at the end of 2002, and increase of only one from Dec. 2001. Help your organization grow. Recruit new members or present a friend or relative with a gift membership.

As you can see, a substantial part of WashARP's income is from your extra contributions and donations. WashARP sincerely appreciates all of our members support and your (tax-deductible) donations.

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

Return Service Requested

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ORGANIZATION  
U. S. POSTAGE PAID  
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F/M	<b>MEMBERSHIP APPLICATION</b>
	<b>RENEWAL FORM</b>
	<b>ADDRESS CHANGE</b>
_____	Basic Membership .....\$25.00 per year
_____	Student/Fixed Income .....\$17.00 per year
_____	Family Membership .....\$35.00 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 \_\_\_\_\_