



Washington Rail News

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

October/November 2004

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

New Mt. Vernon intermodal station opens

The city of Mt. Vernon dedicated its new Skagit Station in downtown Mt. Vernon on Aug. 24. A crowd of 200 citizens and local, state and federal politicians gathered for the event. The station is a major transit center for Skagit Transit and Amtrak's *Cascades* service began using the new station on Sept. 13. The Chamber of Commerce will



Federal, state and local leaders cut the ribbon to dedicate Skagit Station, the new downtown Mt. Vernon Intermodal facility. *Photo by Zack Willhoite*

have its offices there and the city continues to negotiate with Greyhound and other potential tenants. Skagit Station is located at 105 E. Kincaid St., just west of that street's interchange with I-5.

The location of the station generated controversy throughout the planning and construction phases. Some, including Bud Norris, the current mayor, think Skagit Station will create too much downtown congestion and that there is not enough parking. Former Mayor Skye Richendrfer, who lost reelection to Norris, has been the project's main champion. He thanked federal political leaders such as Sens. Patty Murray (D-Shoreline) and Maria Cantwell (D-Edmonds), and Rep. Rick Larsen (D-Everett); and state leaders such as Sens. Mary Margaret Haugen (D-Camano Is.) and Harriet Spanel (D-Bellingham). Rickendrfer and Sen. Haugen both singled out former 2nd District Congressman Jack Metcalf (R) for special recognition for jump starting Skagit Station by

getting the first federal grant for the project.

Sen. Murray said, "Transportation investment stimulates the economy. It was a smart decision to build Skagit Station." As she has on many other occasion, the senator reminded people that transportation is her highest priority and that she is a strong supporter of Amtrak.

Sen. Haugen talked about the money in the 10-year transportation plan to fund additional rail improvements between Seattle and Blaine. She noted that her vision is to bring commuter train service to Skagit Station.

The Discovery Institute commissioned WashARPer J. Craig Thorpe to paint Skagit Station with the city's existing downtown and future proposed enhancements in the background.

The start of Amtrak service to Skagit Station went less than smoothly. Amtrak Vice President Gil Mallery announced at the dedication ceremony the Sept. 13 date for the start of *Cas-* (See **Skagit Station**, page 4)



WashARP Executive Director Lloyd Flem, right, leads a discussion of Washington's successful rail program at the state Rail and Public Transportation Conference. Featured panelists were Kirk Fredrickson, left, and Ken Uznanski of the WSDOT Rail Office. Ken, the Rail Office's Manager, and our popular Amtrak *Cascades* rail service were featured in the September issue of TRAINS magazine. See Lloyd's column for his thoughts on the August conference. *Photo by Loren Herrigstad*

Amtrak, most surface transportation funding in turmoil

The House of Representatives on Sept. 22 approved the fiscal 2005 Transportation/Treasury appropriations bill with no funding for Amtrak, transit, highways and most of the other transportation line items. This is a result of a dispute between authorizers and appropriators because these programs have not been reauthorized in the last one to three years.

In the Senate, the Appropriations Committee approved its 2005 transportation funding bill on Sept. 9. It contains \$1.22 bill. for Amtrak but requires repayment of the \$100 mill. loan from USDOT. This would mean a de facto \$100 mill. budget cut from 2004 for Amtrak. The full Senate has not yet taken up the transportation bill though the fiscal year started Oct. 1.

NARP reports that it's widely assumed a House-Senate conference committee will fix the non-funding problem. However, with time running out before adjournment for the election, Congress passed a continuing resolution on Sept. 30. It continues to fund programs at the 2004 level, including Amtrak at \$1.2 bill. (with loan deferral).

The bipartisan Senate letter to appropriators urging support for Amtrak's full \$1.8 bill. funding request was signed by 51 senators and was delivered on Aug 23. Signers include Sen. Maria Cantwell (D-Edmonds) and Montana Sens. Conrad Burns (R) and Max Baucus (D). Sen. Ron Wyden (D-OR) sent his own letter of support to be able to complain (incorrectly) that all capital funding is for the Northeast Corridor. As the letter was addressed to Sen. Patty Murray (D-Shoreline) she would not be a signer. (See **Funding**, page 5)



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

**Your WashARP Ombudsman
and All of Us Involved;
Yakima Rails in the Sun;
Thank You Aubrey Davis**

The Scandinavian countries have a respected tradition of having an official whose job is to personally represent their citizens who have specific issues with government bodies or other large institutions. The Ombudsman (who by no means need be a "man"; the Nordic lands lead the world in policies of gender equality) thus becomes a democratic voice for any and all. As your Executive Director, I have sought, now for nineteen years, to assist in building support for public and private investments in intercity passenger rail service and for other needed transportation infrastructure. We have realized some success in this role. WashARP, in concert with others, has helped foster among the best state-level rail programs in the country. But like building a model railroad, our work in advocating more and better passenger trains in our state and region will never be done. Unless of course, our Washington, sometimes called "the Switzerland of America," could have a rail system equal to the Switzerland in Europe. We have a ways yet to go!

But a second role is my serving as an Ombudsman for WashARP members and other train passengers and their families who need information and who wish to communicate praise and concerns to those providing and operating passenger trains. To do this effectively, I ask you WashARP members to communicate with me some of your many good experiences on Northwest passenger trains and, yes, where you perceive experiences could and should be made even better. Please write, phone, email, or fax to me your suggestions, praises, and concerns about current passenger rail travel, whether trolley, light rail, commuter rail, or Amtrak Cascades, Empire Builder, or Coast Starlight trains. I will pass your thoughts to those who administer, op-

erate, and maintain our state's passenger trains. And I'll share selections of your thoughts, without identifying their source, with all WashARP newsletter readers in our December and future issues. WashARP is for all who care about rail transportation, not just for the few of us who get to write stuff here every issue! Get in touch. See page 5 for my contact information.

Many of you will also soon be asked to get directly involved by writing to your US congressperson or, in the case of the now-open 5th (Eastern WA) and 8th (suburban King and Pierce counties) districts, one or both of the leading candidates. We will be sending letters to selected WashARPer asking you to write to the incumbents of all but the 5th and 8th urging them or thanking them for continued and increased federal commitment to rail investment. Our

(L)ike building a model railroad, our work in advocating more and better passenger trains in our state and region will never be done.

letters to you will suggest "themes"; the specifics of your correspondence would of course be your own. How about the challengers in these other seven districts? To date, I know of none of the seven incumbents who appear to be threatened. Congressmen Inslee, Larsen, Baird, Hastings, Dicks, McDermott, and Smith will doubtless serve our state again in DeeCee in 2005. If, however, you support their opponents, your letter asking their views on passenger rail may prove instructive. For the 5th and 8th candidates, you can find out where they stand on rail. Contact details will be included in our upcoming letters to you.

Somewhat a couple of you assumed our past suggestions to write "Congressman Goldwater" or "Senator Humphrey" meant WashARP or you were supposed to endorse them. Gracious no! WashARP does not and cannot endorse candidates. As individuals, we should and do. While of course you may favor the recipients of your correspondence, your essential message is to persuade them to support rail, or discover if they would. Following the opening of the 2005 Legislature, you'll again be asked to contact you state-level representatives. You help pay me to educate state and federal elected officials in behalf of rail. But my effectiveness is limited unless you, their voting

and active constituents, also wave the passenger rail flag.



WashARP was pleased to have participated in the late August 2004 Public Transportation and Rail Conference in Yakima. I was asked to lead and participate in a workshop panel describing the development, successes, and Washington's 20-year plans for rail, featuring Ken Uznanski and Kirk Fredrickson of the WSDOT Rail Office. Those attending had to be impressed by the accomplishments to date and future plans for state-supported rail in Washington. At the conference, WashARPer Paul Scott and Loren Herrigstad, and I hosted our WashARP information booth aside major commercial and institutional exhibitors. Very pleased to say three members of the state Transportation Commission, including Chairman Dale Stedman, stopped and had most cordial conversations at our booth. Following the conference, Loren and I toured rail infrastructure in Yakima and

nearby communities, and also met with business people and elected officials who want rail transportation to serve a larger role in the movement of both freight and passengers in the future. While we had to travel by highway vehicle—that's the issue; there are no intercity passenger trains now serving the Yakima Valley—we were able to note and enjoy our state's dramatic geographical variety as seen between Tumwater and Yakima. We join Yakima-area people in hoping such Wetside-Dryside variety might be viewed from the windows of regularly-scheduled passenger trains in the future.



Aubrey Davis, immediate past chairman of the Transportation Commission, has recently retired from this latest phase of a long and very productive series of careers in service to the Puget Sound Region and Washington state. As a commissioner and in much of his previous work, Mr. Davis has been a strong, consistent and effective advocate for multimodal transportation. Aubrey's always well-founded and reasoned cases for transit and rail have been very influential in Puget Sound's and the state's growing embrace of more-than-just-roads transportation investments. Mr. Davis is a member of (See **Flem**, page 4)

The View Down the Tracks

with Jim Cusick

Mercer Island's exclusive driveway to Seattle

I probably watch too much TVW and local government channels and from watching all those Transportation Commission meetings, I'm starting to form opinions, can you believe that? Yeah, I know that the 1976 Memorandum of Agreement, in which Seattle's demand for only eight lanes on the I-90 floating bridge was offset by compensating Mercer Island for the reduced access on and off the island by giving Mercer Island's SOV traffic the right to use the two center lanes. I know compensating landowners for having to give up real estate for the common good sounds fair. After all, the Mercer Island lid was expensive, resulting in each mile of each lane costing almost \$200 million. That was quite a sacrifice of local funds... wasn't it? Ah, that's right, since it was part of the Interstate Highway System, 90% of the cost of the Mercer Island lid was covered by the Federal Government (i.e. everyone's taxes).

Very interesting, since SR-520 is a state highway, it's not eligible for that same level of federal funding as I-90 was. While the property owners adjacent to SR-520 will have to settle for much less, I'm sure that, for the common good, they will understand. Just as most anyone who has had to deal with the building of the Interstate Highway System has had to be. For the greater good, they gave.

So I'm intrigued by the petition against the R-8A option of the floating bridge redesign. What are Mercer Islanders giving up? One could argue that they are giving up real estate. The real estate equal to a studio apartment. Why? A standard sedan takes up approximately 100 square feet, and if it follows 4 car lengths behind the other vehicle, it's taking up about 500 square feet, or about the space of a studio apartment.

Now, why should I be picking on Mercer Islanders. No, it's not just because Jim Horn is on the opposite side of the "transportation mode" debate on

the I-405 Program, and, no, I'm not sore just because the I-405 Executive Committee essentially ignored the rail option and even passed up the opportunity to purchase BNSF's Woodinville subdivision. No, it's not that I haven't gotten my Eastside Commuter Rail (yet). I honestly want to help Senator Horn's career. How? By showing his statesmanship by embracing rail as part of our defense.

Our defense?

Yes, our defense against:

The Giant Sucking Sound to the South

We all remember how Ross Perot characterized the NAFTA agreement during the 1992 presidential debates, saying how jobs were all going to go to Mexico. Current outsourcing and overseas factories issues aside, the place that the Puget Sound can benefit regardless is in the movement of goods through the ports.

A major problem is that even though it takes an extra day for ships to get to LA from Asia, the improvements made to the Alameda Corridor to speed

Stampede Pass is the perfect opportunity to have the benefits of rail improvements for both freight and passenger service be realized.

rail freight east through LA to Chicago make the Southern Transcon rail route the preferred route for shipping goods from the Far East to the east coast of the US.

That giant sucking sound to the south is the Alameda Corridor drawing the freight traffic away from our ports, along with the economic vitality of our region.

Bob Drewel, executive director of the Puget Sound Regional Council (PSRC), understands that economic vitality is important and tied intimately to our transportation system. Since he was a driving force behind the North end Sounder service, things are looking up for rail on the east side.

As far east as Ellensburg, though? Well, we are aware of the work that WashARP director Louis Musso has been doing in trying to create the Kittitas County rail district, for the benefit of commuters over there, but there is an even bigger reason why creating more rail infrastructure is important.

Even though trains can now make it through LA more easily, congestion farther east is putting a strain on the

Southern Transcon rail routes, such that the Panama Railway across the Isthmus of Panama is looking like a very viable option to the shippers of goods to the east coast.

What about the Pacific Northwest?

Here's where Stampede Pass is the perfect opportunity to have the benefits of rail improvements for both freight and passenger service be realized. Not only commuters to the east side of the Cascades, but freight movement on the Northern Transcon route. This is where a Republican senator on the west side of the mountains can see eye-to-eye with his fellow Republicans on the east side of the Cascades.

Trust in Rail.

That's the message of all the I-405 analysis. Rail is the long term and, yes, less expensive solution.

Tukwila permits Link.

Finally.

This is great news for Central Link. The Tukwila city council voted to approve the final permits for the Central Link portion that runs through that fine city. Well, with a few conditions, one being the more expensive sound wall instead of more insulation for the adjacent homes on Macadam Road South, plus some additional parking requirements. I'm behind the approach Joni Earl has taken on some of these critical issues that have dogged Sound Transit.

In the spirit of moving forward, I'll agree with Dwight Pelz and his request to modify the station names from the mundane cross streets to the more descriptive neighborhood names. Let them call the International Boulevard and South 154th Street station "Tukwila." Realize though, that in the original and less costly initial design, there would have been "Tukwila North" and "Tukwila South" stations. I think this fight has cost Tukwila more political capital than it was worth.

More seats to Freighthouse Square

Recent Sounder ridership has been so strong that they've increased the number of seats for 6:45 AM northbound train and the 4:45 PM southbound train on the Seattle-Tacoma run. A seventh car was added. (By the way, the original plans figured that would be a normal train length.) A Sounder ridership record was set in late August when two consecutive weekday (See Cusick, page 4)

Cusick, from page 3

boarding totals exceeded 3,900 each day. Plus, as of August 30th, all those passengers can take the train from Freighthouse Square again, now that the Antonio Gaudy influenced design of the tracks from the BNSF mainline to Freighthouse Square has been repaired.

RailPlus

Well, it's nice to know that immediately after my last article, Sound Transit and Amtrak went right out and created the RailPlus program where holders of PugetPass, FlexPass and UPass cards can use them to expand their Seattle-Everett commute options. By presenting them, commuters have the Amtrak *Cascades* at their disposal. Okay, so maybe my article wasn't responsible, but it's nice to see progress in this area. The pass must equal the value of the trip if you took Sound-er; upgrades, transfers, single trip and day pass tickets will not be accepted, however.

A big issue will be Amtrak's on-time performance. However, since the trains are the *Cascades*, they usually run close to on time. One can count on the northbound trains from King Street Station (510 & 516) to run on time. Of the southbound trains, the Bellingham train (513) is usually on time, but I have seen it delayed up to a half hour on occasion. The late night southbound train from Vancouver BC (517) is the one most susceptible to bigger delays depending on what happens at the border. A reverse commute from Seattle to Everett (*Cascades* 510) and back (*Cascades* 517) would be the most "iffy" to plan a day around. The Bellingham trains would give the reverse (Seattle to Everett) commuters the "leave early" option and Everett-Seattle commuters the "arrive late" option.

This agreement will probably benefit the regular North end Sounder commuter (working in Seattle) the most, since it now gives them 2 trains to get home on at night, and I know of a few people who already don't take the train because the time spread isn't big enough. Now they will have between

the 7:39 AM southbound Sounder arrival and 5:30 PM northbound *Cascades* 516 departure.

What Sound Transit needs to do now is get the environmental work and permitting done for the north end so BNSF will allow that second Sounder train to start running.

Sound Transit Phase II

Sound Transit is starting the process for their next phase. Now is the time to use a modified version of "The Phrase." In case you don't remember, "The Phrase" is "Why don't you take the train?" This version is "Why don't you let Sound Transit know you want a train to come to your neighborhood?" It's simple. At any opportunity, when your friends ask why they don't have any of those trains, make it a point to say "Why don't you come to Sound

Transit's next open house and tell them!" Make it part of a fun date. The meetings aren't that long. They're

usually very interesting, and afterwards you can all go out drinking and dancing. Just don't drive. This, of course, is when you can also say "Why don't we take the train!" Well, for now, you'll have to use a designated driver, but the important point is getting your friends and family to add their request for rail service to the mix.



Sound Transit

Flem, from page 2

WashARP. We are honored to have him with us. At a recent gathering celebrating his years at the commission, Aubrey was presented, by Bellevue's nationally-known artist and WashARP-er J. Craig Thorpe, assisted by Chairman Chuck Mott, a framed copy of Thorpe's "*Cascades Pastoral*," which features two Amtrak *Cascades* Talgo trains meeting on the BNSF main south of Chehalis. The presentation was one of the gathering's highlights. Even with this "retirement," we are delighted Mr. Davis will continue working toward the betterment of our state. Talent and dedication need not diminish with the decades. Good judgment can grow. Aubrey, thanks for the wonderful example to us chronologically less-experienced than you!



Station and on-board crews of the *Cascades* and physical facilities for those with temporary or permanent physical limitations are quite possibly the best of any scheduled passenger rail service in the world. While much of Europe and East Asia have superb passenger rail service, elderly and physically-limited passengers are treated better on the *Cascades* than anywhere else. I now have first person experience with this. Kudos to our trains and to the good rail employees working them.

Skagit Station, from page 1

Cascades service to the station; he seemed to be among the few at Amtrak that knew the date. Amtrak did post a notice at the old College Way station, but issued no advance press release so the media could publicize the change of location. Amtrak also failed to update information in its computer system and on its web site. Reservation agents were still telling customers the stop was on College Way. WashARP brought this to regional Amtrak officials' attention and the Skagit Valley Herald published an article (probably based on passenger complaints to the newspaper) on Sept. 16. Amtrak finally issued a press release and updated its computer system and web site on Sept. 17, five days after the move.

This public information failure came just weeks after Amtrak waited six days to notify the media and the public that *Coast Starlight* service between the Northwest and California had been suspended with no alternate transportation provided because of a UP tunnel fire in the Oregon Cascades. The first articles appearing in Oregon newspapers several days after the fire started were based mostly on often inaccurate Internet rumors (such as the tunnel had collapsed and would be closed for months) because of the lack of official information from UP and Amtrak. Contrast this to the east coast where Amtrak has kept the public fully informed with dozens of press releases on continuing service changes caused by the four successive hurricanes to hit Florida and other parts of the southeast. Information is power and the traveling public has a right to expect that major service disruptions and changes are publicized in a timely manner. We expect Amtrak in the West to reassess and improve on how it provides needed passenger information.

Train of thought

By David L. Gunn

(Reprinted from the July 2004 Amtrak employee magazine *Amtrak Ink*)

(In June), I took part in some of the many celebrations associated with the 75th anniversary of the *Empire Builder*. People from all over attended events along the route and rode the train to celebrate the anniversary.

But it was much more than a birthday party. For some, it was a commemoration of the history that the railroad has in their families and communities, for others it was recognition of the value the train brings to the community.

The events underscored the importance of making passenger rail available to these communities. In Seattle, the eastbound *Empire Builder* anniversary was launched by Sen. Patty Murray, Rep. Jim McDermott and about 300 to 400 others. While I wasn't there, I understand that the passionate speeches from Sen. Murray and Rep. McDermott and other Amtrak supporters were energizing.

Before I boarded the train on June 11 in Chicago, I had an opportunity to meet some Chicago employees and passengers who filled Lounge G to kick off the festivities.

Starting in Chicago, there were events packed with a lot of people at nearly every stop along the route. Most of the events were sponsored by Amtrak in partnership with communities and local advocacy organizations. But some of the celebrations were planned by the communities themselves, with no formal planning or coordination with Amtrak.

The train consist included the historic dome car used on the *Empire Builder* when it was part of the Great Northern Railway in the 1950s. It's a very special car and the last one we own. On board, train enthusiast and artist Craig Thorpe signed commemorative posters of his rendering of the *Empire Builder* for invited guests, advocates, public officials and passengers.

At the platforms and stations we were greeted by governors, lieutenant governors, members of Congress, mayors, state legislators, local businesses and member of

the community who showed their support for Amtrak and its long-distance trains. Some like Wisconsin Gov. Jim Doyle and Montana Lt. Gov. Karl Ohs, rode with us on the train. There were proclamations, special exhibits, lectures from historians and many activities taking place. One of the proclamations was read by the mayor of La Crosse, who in the spirit of the event, wore a suit and a top hat.

In Williston, we were met by a crowd of people - it seemed though half the town was there - that we weren't expecting. They created their own event.

The National Park Service had a big event at East Glacier, with Blackfeet Tribe members and many others. In the spirit of nostalgia, the park service also had a line of its old passenger shuttle buses lined up at the station.

Whitefish was the biggest event along the route. Even though we arrived an hour and a half late at 10:30 p.m. (a freight train broke a knuckle), it seemed as though most people were still there. In fact, the engineer blew the horn to make certain people cleared the platform.

I met many interesting people on the *Empire Builder*. I met newlyweds - a former Conrail division engineer and model train store clerk - on their honeymoon. I invited a kids' church group that was headed from Minot to Seattle to work at a homeless shelter to visit the dome car.

It's inspiring to see the support we have across the country. While fanfare and cake may bring people together, it's the railroad that binds them. For many, it's the best alternative to get to their destination. For some, it's the only alternative. It's true for the *Empire Builder*, just as it's true for our other long distance trains.

many of eight criteria have been met.

- Identify threats to the nation's rail freight network and thus Amtrak's national network.

The importance of the plan was made clear at Pres. David Gunn's press conference as he was flanked by rail officials from several states, including Washington, and from major freight railroads.

There are eight Tier 1 corridors that meet all eight criteria, including the Eugene-Seattle segment of the Pacific Northwest Corridor. The Seattle-Vancouver, BC segment is ranked as Tier II, meeting seven of eight criteria.

The plan also includes maps of the Amtrak system that show segments of the freight railroad network that pose threats to continued operation of Amtrak trains. There are two threats identified by Amtrak:

- Mainline segments with congestion due to under-investment in capacity to meet freight demand.
- Non-mainline segments at risk due to infrastructure condition, potential downgrading of infrastructure and/or potential abandonment.

The *Coast Starlight* has two major segments that are threatened. Between Portland and Sacramento freight train congestion causes Amtrak delays averaging 1.5 hours per 1000 miles. The San Jose-San Luis Obispo segment is threatened because the lack of freight traffic could lead to further downgrading and potential abandonment. The *Empire Builder's* only threatened segment is Minot to Grand Forks. It also has little freight traffic and BNSF came close to starting abandonment proceedings several years ago when the rising level of Devils Lake threatened to inundate the tracks. The state of North Dakota helped fund a project to keep the lake at bay.

Amtrak's five year plan can be viewed at www.amtrak.com/pdf/strategic05.pdf.

Funding, from page 1

In late June, Amtrak released its updated 2005-2009 strategic plan. It has three elements:

- Continue bringing the railroad to a state of good repair.
- Identify state passenger rail corridors ready for development and classifying each as Tier I or Tier II based on how

In July, Amtrak *Cascades* ridership was 56,000, up 1.0% over July 2003. Corridor ridership, at 63,372, was down 1.6%. For August, the *Cascades* carried 60,626 passengers, down 3.8% while total corridor ridership was down 6.0% to 68,618.

WashARP Officers

Chuck Mott, Mukilteo..Chairman	425 710-9665 ...	chuckmott@earthlink.net
Tony Trifiletti, Shoreline..President	206 440-9451 ...	tonytrif@msn.com
James Neal, Ephrata..VP-East.....	509 754-3114 ...	rjneal@bentonrea.com
Rocky Shay, Federal Way..Secretary	253 925-2085 ...	WasharpSecretary@cs.com
John Carlin, Edmonds..Treasurer	425 778-4529 ...	john.carlin@alum.mit.edu
Jim Cusick, Bothell..VP-Commuter Rail.....	425 481-2322 ...	jc.cusick@gte.net
Jim Hamre, Puyallup..Newsletter Editor	253 848-2473 ...	jimhamre@mindspring.com
Warren Yee, Seattle..E-newsletter	206 723-0259 ...	wye@earthlink.net
Brandon Swalley, Lakewood..Communications Dir.....	253 906-0932 ...	anonfree@yahoo.com
Lloyd Flem, Chehalis..Executive Director.....	360 943-8333 ...	washarp@olywa.net
Office FAX.....	360 943-0136	
Address.....	2508 Columbia St SW, Olympia 98501	

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

Important Addresses and Phone Numbers

U. S. House of Representatives:
Washington, DC 20515
U. S. Senate: Washington, DC 20510
Capitol Switchboard (all members): 202 224-3121
State Legislature: State Capitol, Olympia 98504
Hotline for leaving messages: 800 562-6000
Amtrak Reservations/Information: 800 872-7245
WashARP: www.washarp.org
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

November 13: WashARP meeting at **12:45 p.m.** at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (just north of Spokane St. and on Metro routes 39, 136, 137 and 174).

November 18: Commuter Rail Group meeting at **6:30 p.m.** at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (transit information above).

December 4 (first Saturday): WashARP meeting at **12:45 p.m.** at **Andy's Diner**, 2963 4th Ave. S., **Seattle** (transit information above).

WashARP welcomed the following new members in August and September: John & Nancy Garing, Kingston; Robert Mitchell, Seattle; Ronald Dirksen, Bellingham; Henry Hansen, Tumwater; G. A. Kumor, Seattle; David Swanson, Tacoma; Saul Wilson, Baltimore, MD; David Powell, Oak Harbor; Darlene Austin, Olympia; Joel & Lynn Thomas, Easton; Mary Ahnger, Dallesport; Maradel Gale, Bainbridge Island; and Richard Blount, Seattle.

WashARP members contributing to this newsletter include Loren Herrigstad, Jim Neal, Lloyd Flem, Tony Trifiletti, Lloyd Flem, Jim Cusick, Warren Yee, Art Poole and Zack Willhoite.

If you are a state employee you can contribute to WashARP through the Combined Fund Drive through the end of Oct. Our ID number is 953000.

Washington Association of
Rail Passengers
P. O. Box 70381
Seattle, WA 98127

Return Service Requested

NOTICE OF ELECTION: 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 within the period commencing October 2, 2004, and terminating November 1, 2004. The Declaration of Candidacy shall be in writing and shall be signed by the candidate 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 or otherwise to Rocky Shay, Secretary, 820 SW 356th Street, Federal Way, WA 98023, telephone number (253) 925-2085. If not more than fifteen candidates have duly filed for Director by 8 p.m. November 1, 2004, 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 of Directors shall occur at a meeting of members commencing at 12:45 p.m. at Andy's Diner, 2963 4th Avenue South Seattle, Washington, on November 13, 2004. 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. All of 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, 2005. For more information contact James Hamre, Vice-President West at (253) 848-2473 or Jim Neal, Vice-President East at (509) 754-3114.

Zack Willhoite and Jim Hamre showed WashARP's support for our nearby rail allies by attending the Montana/WyomingARP meeting in Livingston, MT on Sept. 25. NARP western Vice President (and WashARPer) Art Poole also attended. In his remarks, Art said it's good to have long-term goals such as restored service across southern Montana, but that you need to be realistic as to implementation. He said you can

consider connecting bus service as a first step. Art also urged the group to push for funding for small projects that improve service along the *Empire Builder's* route, such as platform and lighting improvements and a state intercity rail and bus timetable. He offered suggestions on how a small group could grow, communicate better and become more involved locally in order to push passenger rail ideas.

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

MEMBERSHIP APPLICATION
 RENEWAL FORM
 ADDRESS CHANGE

____ 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.

~~Floyd H. Flem~~
~~2508 Columbia St SW~~
~~Olympia WA 98501-2848~~

