



WASHINGTON RAIL NEWS

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www.AllAboardWashington.org

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

New, High-Performance Passenger Locomotives on the way

By Rick Harnish
Executive Director
Midwest High Speed Rail Assoc.

Illinois is leading a group of states in a multi-state order of new, high-performance locomotives as part of a larger program to improve and modernize Amtrak service in several Midwest states, Washington State and California.

If all goes right, these new locomotives will result in a tremendous leap in performance. They will be lighter, faster and burn less fuel than today's locomotives. They will cost less to operate and generate less pollution.

Currently-used passenger locomotives based on freight designs weigh in excess of 140 tons. A diesel engine drives a generator that powers a series of electric traction motors – one for each axle. The traction motor is designed for the highest possible torque and reliability and is therefore fixed to the wheel assembly with most of its weight sitting directly on the axle. This assembly is frequently called a nose-mounted traction motor.

As "unsprung" mass, the traction motor and wheel move together as a single unit. When wheels encounter

small irregularities in track, the vertical motion of this large mass acts like a jackhammer beating on the track. At speeds above 90 mph this action is magnified,

shortening track life and having a negative impact on turnouts, bridges, and other infrastructure. In Europe, locomotives with nose-mounted traction motors are limited to 100 mph.

On high-performance passenger locomotives, the traction motors are mounted on a suspension system that reduces the stresses on both the track and the drive train. As a result, all of the components can be made lighter and better designed for higher speeds. The vertical track forces are reduced by as much as 10,000 lbs.

By using passenger specific parts, the new design is projected to shave over 15 tons of locomotive weight. These lighter-weight locomotives will accelerate and decelerate faster, allowing for faster schedules. They will cause less damage to track, reducing (See **Locomotives**, page 5)



Sounder Service to Lakewood and South Tacoma starts Oct. 8

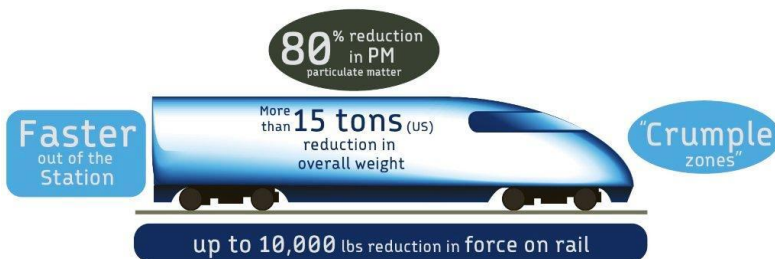
Sound Transit has announced the extension of Sounder commuter rail service from Tacoma to South Tacoma and Lakewood will start October 8. On September 24 ST hosted a ceremony at Lakewood Station and special run from there to Tacoma Dome Station at Freighthouse Square.

Among the speakers was retiring Congressman Norm Dicks (D-Belfair), who has been a strong supporter in Congress of the regional transit agency as it builds its light rail, commuter rail and express bus system in the three county area. Dicks praised the efforts of Sound Transit and local politicians to finally make this project happen. Designing the needed connection from Freighthouse Square to the former BNSF line to South Tacoma was a major engineering challenge.

All Aboard Washington was invited to participate in the event. We were represented by members Eric Zeigler, Zack Willhoite, Harvey Bowen, Jim Cusick and Jim Hamre.

Sound Transit hosted a public kickoff celebration with free rides on October 6.

Visit the ST website for complete scheduling details. Service will start with five daily roundtrips from Lakewood to Seattle via Tacoma.



The breakthrough will come by creating a passenger-specific design using components proven effective in high-performance locomotives worldwide.

Today, Amtrak and commuter rail agencies such as Sound Transit use locomotives that are based on heavy-haul freight locomotives.

They use components designed to withstand the rigors of hauling mile-long freight trains through punishing environments at relatively low speeds. They don't offer the light-footed, quick acceleration needed for high-performance passenger trains.

At speeds over 90 mph, locomotives based on current design practices cause excessive wear to the track. To run at 110 mph, they will be continuously pushed to maximum speed – not ideal for fuel efficiency, safety, or longevity.



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

Election 2012; We are Rail Stakeholders

As a tax-exempt organization, AAWA cannot endorse candidates for public office. But as individuals, AAWA members and rail advocates can and should actively support the candidates of choice. While a candidate's abilities and character, positions on many and varied issues and the overall political philosophy will influence each of our support and votes, I trust candidates' positions and/or records on transportation, particularly passenger rail, will merit our strong consideration before we mark our ballots.

It is no secret that at the national level, incumbents and candidates for office of the Democratic Party have been more generally more supportive of public passenger rail investments than have Republicans. However, in our Washington, state rail investments have enjoyed broad bi-partisan support. Republicans as well as Democrats have favored these investments. In my nearly 27 years of "working" the Capitol in Olympia for rail, I can count as allies many from both sides of the aisle.

We have been fortunate in the chairs of the State House and Senate Transportation Committees (Democrats) and the Ranking Members (Republicans) have excellent working relationships now and in recent years. Those of you who attended recent AAWA meetings heard from our guest speakers, the House Transportation Committee Chair and the Ranking Member, independently praise their other-party colleague as forwarding

transportation in our state. The same cooperation and mutual respect has applied to the Senate Transportation leadership. This cooperation includes bipartisan support for our successful and nationally-respected rail programs – passenger and freight. Compared to many other states, we are fortunate to have good friends from both parties.

At this writing, I still do not have position statements on state rail investments from either candidate for governor. I hope to have Inslee's and McKenna's stance on rail and have it placed on AAWA's Facebook page and sent in an electronic newsletter within the next couple of weeks. In my view, both men are well qualified to be governor. But as a rail ad-

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vocate, I hope to have statements on where they stand and what they would propose to do as governor in reference to the role of the state in passenger rail and freight rail transportation. The governor also has an important role in that he or she now directly appoints the Secretary of Transportation.

Try to find out where candidates in your districts, particularly those for the Legislature and of course for Congress, stand on rail. Incumbents have records; challengers need to be questioned. Don't hesitate to make inquiries. I have some information on how incumbents have voted and will supply you with that if you request it of me. And if you have substantive insight, please share with me.



AAWA has been appointed to the Stakeholder Advisory Committee (SAC) for the Washington State Rail Plan. The first of three scheduled meetings was held in Shoreline on September 25. The Rail Plan is designed to serve as a "strategic blueprint for future public investment in rail transportation." The result will be an integrated plan for both passenger and freight rail that meets Federal and State requirements and will propose 5 and 20 year implementation strategies.

Among those represented on the SAC

were rail transportation providers, freight and passenger rail users and advocates, the State transportation Commission and several people from the WSDOT Rail Office. An outside consultant and two WSDOT-Rail staffers organized and ran (very well, in my view) the meeting. This was the first of three planned SAC meetings, the others being in February and May of 2013.

In addition, workshops for a broader audience are planned for October 30 in Spokane and October 31 in Seattle. For those of you with access to the Internet, information about the state rail plan can be found at: www.wsdot.wa.gov/Rail/staterailplan. (Not everyone is "wired." I'll copy and mail Rail Plan info to you communication traditionalists who so request.) Finally, WSDOT-Rail's Kerri Woehler, Planning and Strategic Assessment Manager, will gladly serve as the program for a future AAWA meeting.

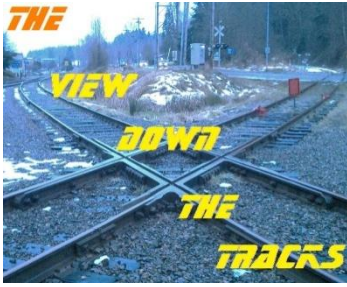
This Rail Plan will build upon past state plans and will closely integrate freight and passenger rail. Class One railroads (BNSF, UP), freight short lines, the Sounder, and Amtrak inter-city trains interconnect or share infrastructure and will properly be seen as parts of a physically-unified rail system.

An important point made was the need to prioritize what will be limited funds. Freight rail advocates emphasized the importance of both maintaining our valuable short lines and of freight rail to the economy of our state. I mentioned the need to consider the external, indirect benefits of the rail mode, both passenger and freight, and the external costs of air and highways, when choices are made to invest public funds in transportation. A good point was made that track capacity can be increased by good management, not just in adding costly new infrastructure. A probable greater future for public-private partnerships was mentioned.

While our state did very well in terms of rail funding from the Federal Administration's "Stimulus Package" (\$800 million), and, in my view, leads the country in having well-crafted plans for putting those monies to work to improve passenger and freight rail along our Northwest Corridor, this State Rail Plan essentially looks beyond that. It's significant to understand that Federal legislation requires the states (or increased passenger revenue) to pay for all train operating costs, which in part have been paid by the Feds, on the Amtrak Cascades trains beginning in (See **Flem**, page 4)



Gubernatorial candidates Rob McKenna (R) and Jay Inslee (D) debate at the WSU-Vancouver campus on Aug. 29. photo by Kai Hayashi/KATU.com



WITH
JIM
CUSICK

Green Transportation

Where can one go to see an example of truly "Green" transportation modes?

Start with *ELECTRICITY!*

Why? Well, internal combustion can be clean and certainly much cleaner than in the old days.

The problem is each engine, essentially a mobile power plant, lives under certain operating parameters which may not be as strict as a stationary power plant.

Combine that with the fact that there are so many of them, well it just increases the likelihood that the accumulated effects mean an overall greater pollution factor.

In other words, if they were really clean, we wouldn't have smog at all any more. We're lucky here in the PNW, because our weather scours it out, but have a few days with no wind or rain and you can see the effects of our auto dependency in this region.

Then there is also the inherent inefficiencies of automobiles hauling around an extra two tons of metal for every 1.2 persons transported that need to be considered.

We know railroads are much better at this, but a passenger train needs to be full in order to have the per-person pollution factor work out, especially for diesel locomotives.

The beauty of electrification is not only in its ability to tap sources that have better pollution control or minimal impacts, such as hydroelectric, solar or wind, but in a process known as "regenerative braking."

Regenerative braking is where the force applied to bring the vehicle to a stop uses the resistance in the electrical drive motors (repulsive magnetic forces) to create electricity and return it the power grid.

Is this some new-fangled discovery? Did this come about because of Toyota and their high tech Hybrid Prius?

HA! Not So!

With electrified railroads, the efficiencies are enormous, and when the power supply is hydroelectric, you then lay claim to being a truly green form of transportation.

Well, I was able to see an example of this where not only did they haul people around, but high tonnage freight.

[Prii](#) indeed. "I crush Prii ... like grapes!" (remember, I own that honkin' Imperium Condescendor)

[Alright! Tell us already!]

Oh no, not another "The Europeans are so perfect, they have these wonderful systems ... why can't we be like them?" stories!

HA! Not So!

Okay, maybe he's talking about back east, where them folks speak with them funny accents ... and are certainly not like us true freedom loving Americans out west!

HA! Not So Again!

So where did I go to see this example?

Deer Lodge!! Where else?

Where the He## is Deer Lodge?

Are you sure that isn't some Bavarian villa? Those Germans, leave it to them, they no doubt have trains to take them from the obviously dense development to castles in the mountains!

Not So, he says!

Maybe it's the Swiss! Yeah, that's it! They run those cute little electric toy trains way the heck up into the Alps!

Nope.

Deer Lodge of Big Sky Country, Folks!

[So we ask again "Where the He## is Deer Lodge and how on earth do Electric trains have anything to do with it?"]

In case you don't know, Big Sky Country is the nickname for the state of Montana.

Oh, there were electric trains in Montana, and people who have lived in Washington State long enough should remember the railroad that ran them, because the westernmost division of that railroad was electrified from Othello to Tacoma.

Deer Lodge has on display one of the EF4-GE locomotives, or more technically "motors," donated by the **Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P RR)**, better known as



Imagine that!

To top it off, they had the whole thing figured out. When demand for electricity was high, the railroad would park any of the trains heading uphill at the time. This kept them from paying a surcharge. When demand lessened, they could start them up again.

The beauty of electrification is that



Milwaukee Road EF-4 "Little Joe" electric locomotive E70 on display in Deer Lodge, Montana

those heavy tonnage freight trains, drawing so heavily on the power grid on the uphill side, could make use of the stored kinetic energy of the trains going downhill.

An electric motor becomes an armature in a generator when spun by the connection to the device the motor originally powered.

In the case of electric locomotives, the driving wheels spun the motors when the train was travelling downhill and generated power which was then fed back into the overhead wires and back into the power grid.

The railroad then became a power producer, and was paid (or paid back, as it were) for this power.

This is OLD TECHNOLOGY folks.

What? Bill Gates didn't invent this? Steve Jobs must have. [You said Toyota didn't.]

Ha! Not So!

Oh, they might be re-inventing this, since electric starters were first installed by [Cadillac](#) on [production models](#) in 1912. These starters also worked as [generators](#) once the engine was running, a concept that is now being revived in [hybrid vehicles](#), and we know hybrid and plug-in vehicles are modern 21st century inventions, right? Tesla Motors!



The 1914 Detroit Electric produced by the Anderson Electric Car Company. The device to the right is the charging station. Price when new \$2,500-\$3,000 (on display at the LeMay-America's Car Museum, Tacoma)

Think again!

So, if the Milwaukee Road was so green and efficient, why don't we have (See **Cusick**, page 4)

Flem, from page 2

October 2013. An estimated \$3-5 million will be required. Passenger rail advocates will need to work with the Legislature and the next governor on this needed additional funding.

There was considerable agreement among all present on "vision, goals and objectives." The goals of closer coordination of freight and passenger rail, and connectivity of rail with other modes was stressed. The need for daytime east-west passenger rail service was offered, complementing the overall concern that the entire state, not just the Northwest Corridor, should be involved. When discussing the virtues of rail, the BNSF rep and I felt the rail mode's positive environmental characteristics should be emphasized, not simply that rail was environmentally "less bad" than other modes.

Safety of the rail mode needs to be emphasized. A final comment: those present thought the state should "promote" and not simply "support" rail. As one who has labored as a rail advocate in Olympia for nearly 27 years, it really seems the State of Washington has now grown beyond the old Department of Highways!

Your input is welcome on what the future should bring in terms of rail in Washington and the Northwest. One caution: Funds are and will be limited. Do consider that as we dream about more and better rail in years to come.



A positive trend is the well-done and repeated pro-rail ads now seen on commercial TV. A majority are from CSX, but Norfolk Southern and Union Pacific have also had ads aired. While these ads cite the virtues of the sponsoring Class One freight railroad, their themes, mostly fuel-savings and other environmental advantages, would apply to all railroads, including short line freight and all forms of passenger rail.

What the ads accomplish is to bring to mind that railroads are important in the 21st century and that they are a clean and efficient means of moving goods, and by implication, people. For decades, it seemed to me that railroads hid their bright lights under the proverbial bushel basket. As late as ten years ago, I encountered supposedly well-informed individuals who thought all railroads were on the way to total extinction. CSX and others are finally countering that misperception to a wide audience.

Cusick, from page 3

this now? Why did we get rid of such a valuable system. There must have been compelling reasons.

The compelling reason for the Milwaukee Road was that rehabilitating the electrical infrastructure cost too much, although it was proven by in-house and outside con-

sultants that the operating costs were much, much lower than diesel.

The payback took too long. The stockholders wouldn't hear if it! They invested instead in diesel-electric locomotives, then went out of business.

Remember, we are a nation of consumers, demanding immediate gratification, and if something doesn't pay us back in a few months, then we consider it worthless.

Forget the long term consequences.

That's why we continue to pour more money into our road system, even though it's hard to justify as a long term solution ... even for solving congestion, for that matter.

Montana Destinations

So, you're driving through Montana, and maybe you thought this Little Joe locomotive was the most interesting thing in the world, worthy of slowing down for from (at minimum) 75 mph.

Well, it was also time to gas up the chariot, and gas prices way the heck out there were about \$.50 lower than in the Puget Sound region, by the way.

What else can you see?

Bozeman! [A visit to The Bozone?]

Why yes!

What has Bozeman got?

Jack Horner!

No, not the little kid in the corner with the pie, the other one.

Even if you're not a kid with a undying fascination for dinosaurs, you've no doubt seen one of the Jurassic Park movies, and certainly you've stayed to watch all the credits.

Of course you did.

And if you did, you'd see his name (along with Robert Bakker on the first movie) as the paleontologist consultant.

There were a number of times artistic license was used in the Jurassic Park movies for the scare factor, but all in all, Jack Horner had a great influence on the level of realism. (Remember the scene in the kitchen, when the Velociraptor breathes his hot breath, fogging up the glass?)

The paleontological inaccuracies are minor. For instance, the film's [Dilophosaurus](#) didn't have a frill like the [Australian frill-necked lizard](#), and didn't spit poisonous venom. But it was fun, if only to watch Wayne Knight's character get his just desserts. (This was a deliberate deviation from accuracy for stylistic purposes, and to differentiate it from the velociraptors.) Velociraptors, by the way, were really only as big as German Shepherds, and had feathers.

Forget the kids, the dinosaur exhibit at the Museum of the Rockies (a division of Montana State University) is at the cutting edge of dinosaur research. If you follow any of Jack Horner's work, you'd know the dinosaurs are still with us. It was the non-avian dinosaurs that perished 65 million years ago.

If you do visit the museum, be sure to ask to see the 'Dino-chicken.' However, just so you don't sound like a real dweeb, make sure you read Jack Horner's books where he discusses it.

[So, what are you telling us? Take a long drive into Montana?]

No!

Although, I'm actually old enough to know someone who was old enough to have taken a train through those towns.

In fact, one of the stops on the line was Livingston, MT, and there one could take a bus to the North Entrance of Yellowstone National Park.

And why can't we do that again?

Because we are Sooo Clever.

We discarded train travel because we considered the Interstate Highway System superior.

Automobiles symbolize our freedom.

We don't just seem to balance one with some of the other, nooooo, we need to completely toss the other option out.

We are now beholden to the oil interests.

We're so clever. [Yeah, I know I'm repeating myself.]

As part of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), a number of studies have been done to determining the viability of reinstating old Amtrak routes.

Amongst them was the segment of the *Sunset Limited* lost to Hurricane Katrina (from New Orleans to Orlando), the *Pioneer* (from Seattle/Portland via Ogden, UT to Denver), or the route that passed through these stations in Montana, the *North Coast Hiawatha*.

The proposed schedule shows the most scenic part of this route would be during the daylight hours.

The route also passes through the most of the bigger cities of Montana and North Dakota.

PRIIA even shows that this route would be most cost effective, balancing the lowest costs for restart with the highest gain in ridership.

It even shows that the farebox recovery would be at 58%, which rivals the current Amtrak long distance routes!

Think of it, with a stop in Livingston, MT, we could rebuild the spur to Gardiner, which is at the North Entrance to the park. The service could even be patterned after the Grand Canyon Railway, with heritage diesel equipment, a steam locomotive, or even stringing the overhead to put that Little Joe in Deer Lodge back into service.

We could even use Geothermal Energy to power it!

What a wonderful idea, if I say so myself.

Now we just have to figure out a stagecoach service in the park, like in the old days.

I think this country should show **how clever we are and Bring Back the North Coast Hiawatha!**

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 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Issaquah Valley Trolley set to roll

By J. Craig Thorpe



After a decade of planning, the Issaquah Valley Trolley (IVT) will start limited weekend operations on Sunday October 14 at the historic Issaquah train depot (150 1st Ave NE, Issaquah; take I-90 to Front Street exit; go south to Sunset Way; left on Sunset; 1st left into the parking lot). At 1:00 p.m. there will be a short dedication ceremony followed by public rides with the last car leaving the depot at 3:00 pm. This is part of a full weekend of celebration. On Saturday October 13 Issaquah History Museums – the parent organization to IVT – will have its 40th anniversary event at the historic depot. This is open to the public, with festivities beginning at 11:00 a.m.

In 2001 and 2002 IVT leased a car from Yakima and offered weekend runs on the former NP line through Issaquah. After that trolley was returned to Yakima, IVT began a search for its own equipment. Car 519, a narrow gauge 4-wheel Brill car from Lisbon, Portugal, was eventually located in Aspen, CO and shipped to Issaquah in 2003. Over the past eight years, financial and administrative efforts led to the upgrading of ¾ of the one mile of track and the rebuilding of the car to standard gauge by the GOMATOS trolley company of Ida Grove, Iowa.

The 519 returned at the end of August. The event on October 14 will be a

"soft" opening, with a more formal celebration in the spring when the full summer season begins. Over the winter IVT plans to build a new motor generator car to power the trolley.

IVT is looking for volunteer conductors, operators, depot representatives, maintenance crew members and host of other positions. For further information please contact Craig Thorpe at 425-643-4250 or Jean Cedar at 425-392-1821

Locomotives, from page 1
 maintenance expenses.

Lower weight means better fuel efficiency. This will become essential when the U.S. moves to Tier IV emissions standards on January 1, 2015.

A new, higher-speed locomotive can take advantage of well-proven, high-revving diesel engines already in production for construction equipment and other off-road uses. These engines can fulfill the EPA Tier IV emission standard by existing technology, reducing hazardous particle matter by 80% compared with the previous EPA Tier III regulation.

As a bonus, these new locomotives will be designed to cruise at 125 mph giving them the flexibility to operate on new high-speed track in California and on the Northeast Corridor.

The new designs will use crash energy management, similar to crumple zones on cars, and other new safety features to better protect the engineer and passengers.

Several manufacturers are ready to build these new locomotives in the US with US-made components.

The Washington State Dept. of Transportation plans to purchase eight of these new high performance locomotives to use with the Talgo trainsets operating the Amtrak Cascades. The new locomotives will replace the existing ones now in use. They will be compatible with the tilting technology of the Talgos that allows the trainsets to travel faster through curves while maintaining passenger comfort.

Though passenger trains in the Northwest Corridor are currently limited to 79 mph, the goal of WSDOT and Amtrak is to eventually increase passenger train speeds to 90 mph or more.

(All Aboard Washington contributed to this report.)

Amtrak ridership is surging this year

with 11 consecutive monthly ridership records. In each month of the current fiscal year, Amtrak has posted the highest ridership total ever for that particular month with the final month of September also expected to be a new record. In addition, July was the single best ridership month in the history of Amtrak.

"All across America the demand to travel by Amtrak is strong, growing, and undeniable," said President and CEO Joe Boardman. "Amtrak continues to deliver on its mission to fulfill a vital transportation need and does so with improved management and financial health."

Through 11 months of FY 2012 (October 2011-August 2012), total Amtrak ridership is up 3.4 percent as compared to the same period last year. With the end of the current fiscal year on September 30, Amtrak expected a new annual ridership record, surpassing the current record of 30.2 million passengers established in FY 2011.

From FY 2002 to FY 2011, Amtrak ridership increased 44 percent and set new annual records in 8 of those 9 years. This long-term growth is occurring across the Amtrak national network and on all Amtrak business lines, including the Northeast Corridor, state-supported and other short-distance routes, and long-distance routes.

All Aboard Washington's annual silent auction, railroadiana sale and holiday bazaar will be at our November 3 meeting in Centralia. If you have items to donate for the auction and sale, please contact Lloyd Flem or Jim Hamre. Contact information above.

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All Aboard News

October 13: All Aboard Washington business meeting from **noon-4 p.m. at Basil's Kitchen**, Embassy Suites Hotel, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Amtrak Station. We request an RSVP to Harvey Bowen, if you can (contact info p. 5). Put "October 13 RSVP" in Subject or Body of your email.

November 3 (not 10): All Aboard Washington annual membership meeting from **1-4 p.m.** in the Community Room at the **Centralia Amtrak Station**. We suggest lunch on your own before the meeting at McMenamin's landmark century-old Olympic Club directly across Railroad Ave. from the station. Program will feature Sen. Dan Swecker (R-Rochester). Also, we'll be having **AAWA's annual Silent Auction and Holiday Bazaar** at this meeting. An election for board of directors will be held, if necessary.

December 8: All Aboard Washington holiday gathering from **noon-4 p.m.** at **Centennial Station**, 6600 Yelm Hwy,

Lacey. We will have an analysis of the election and a legislative and Congressional outlook for 2013 for passenger rail.

Use the *Cascades* or the *Coast Starlight* to and from both meetings.

NOTICE OF ELECTION OF DIRECTORS OF ALL ABOARD WASHINGTON

ALL ABOARD WASHINGTON will elect five new members to its board. Each member of All Aboard Washington who is current in his or her dues and of sound mind and legal age is entitled to run for the office of Director and file a Declaration of Candidacy by October 27, 2012. The Declaration of Candidacy shall be in writing and shall include the full name and mailing address of the candidate and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th St., Federal Way, WA 98023. (For Shay's telephone and email information, see page 5.) If no more than five candidates have duly filed for Director by 8 PM, October 27, 2011, all candidates who have filed Declarations of Candidacy will be deemed elected and the election will be canceled.

If an election is required, such election shall occur at the General Membership

Meeting commencing at 1 p.m. at the Centralia Amtrak Station, 210 Railroad Ave., on November 3, 2011.

Each active member of All Aboard Washington (whose dues are current) is entitled to be present and vote for candidates for Director. The new Board members shall take office on January 1, 2013.



All Aboard Washington welcomed the following new members in August and September: Grace Grant, Chehalis; and Rita Szantay, Seattle. AAWA needs to grow our membership to continue to be effective in working at the local, state and federal level for improved intercity passenger rail service. Please urge friends and family to consider joining, or buy them a gift membership for the holidays.

All Aboard Washington members contributing to this newsletter include Zack Willhoite, Harvey Bowen, Lloyd Flem, Jim Cusick, Mark Meyer and Eric Zeigler.