



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."

All Aboard Washington pushes east-west passenger rail service at Ellensburg meeting

By Harvey Bowen

All Aboard Washington members and guests met Saturday, Sept. 21 in Ellensburg, with nearly 40 people in attendance. We went to Ellensburg to show AAWA's support for east-west passenger rail service and for the restoration of the Ellensburg Depot.

While the scheduled meeting time was noon to 4 p.m., the lack of a passenger rail service alternate to Ellensburg led to several delays due to at least one automobile breakdown near Snoqualmie Pass and some carpooling passengers whose driver fell ill. One attendee bused to Ellensburg from Seattle and was so disappointed by the service that he asked during the meeting for a carpool seat for his return. These problems highlight how dependence on any one mode of transportation is undesirable.

Our lunch meeting at The Pasta Company went very well despite the late arrivals. It began with a brief treasurer's report, and an exchange of greetings with Congressman Dave Riechart's (R-Auburn) representative, Angela Reaster. As the first lunchers completed their meal, [Friends of the Northern Pacific Depot](#) President Stephen Hayden gave a brief history of the restoration of the historic 1910 Northern Pacific Ellensburg Depot that we toured later in the day.

As Hayden was finishing, the last of the delayed auto travelers arrived, including President Loren Herrigstad and

Executive Director Lloyd Flem. Herrigstad made a presentation on options for AAWA working more closely with The Cascadia Center in the future (see adjacent article). He moved and George Barner seconded that the board vote to consider a plan at the October board meeting. After discussion, the motion was approved by voice vote without dissent. In addition, there were discussion and presentation of options for restoring passenger rail service to Ellensburg and other Eastern Washington communities (a plan fully supported by AAWA), and an update on the [Yakima Valley Trolley](#).

Following the meeting, participants moved to the Northern Pacific Depot for tours. The station is in the process of renovation by the non-profit Friends of the Northern Pacific Depot. The building is leased through 2032 from the BNSF Railway, corporate successor to the Northern Pacific Railway, and is more than halfway through renovation. The Depot's main areas are the waiting rooms, baggage room and express room. The main waiting room and its central ticket booths are the most fully restored areas, with smaller adjacent rooms in various states of restoration.

Many attendees favorably compared the project with larger, government funded projects such as King Street Station and the Centralia Amtrak station. The large baggage and express rooms at (See [Ellensburg](#), page 4)

Cascadia to join with AAWA

By Loren Herrigstad

For years, Bruce Agnew and his Cascadia Center for Regional Trade & Economic Development have been working in parallel with All Aboard Washington in support of efforts such as improving the Amtrak Cascades, saving the Eastside Line and reopening the Blaine station as a Cascades stop.



Now with Bruce and Cascadia ending their relationship with the Seattle-based Discovery Institute, an opportunity to join our parallel efforts and forces has arisen. Effective October 1st, Bruce Agnew and Cascadia will be leaving Discovery and would like to come on board our organization.

The benefits would be many. Cascadia is a well-respected and well-connected presence and advocacy brand in the Pacific Northwest, known for putting on sponsored regional transportation seminars and events that we at AAWA haven't really been able to do in quite the same way. With Bruce Agnew and Cascadia, we would have a presence in the Seattle area as focused and effective as Lloyd Flem is for us in Olympia, doubling our reach and impact. Bruce has said that his top initial priorities will be the Blaine Station effort and furthering the Eastside TRailway – two initiatives that Lloyd and I cannot easily lead or coordinate from Olympia.

Further, Bruce has pledged that he will not draw on AAWA's existing financial resources or assets, but bring in new funding that both his Cascadia project and AAWA in general will share. Cascadia has never had a board of directors, a membership base, nor a 501(c)(3) tax exempt designation – all of which AAWA has – which are some reasons Bruce is interested in joining forces with us.

As noted in the adjacent article, a quorum of your AAWA Board of Directors at our Ellensburg meeting authorized (See [Cascadia](#), page 6)



All Aboard Washington members and friends visited the under-restoration Ellensburg Northern Pacific Depot after our Sept. 21 meeting. AAWA supports restored daytime east-west service in Washington State.

Left Photo by Warren Yee; Right Photo by Bob Lawrence



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

YOU Can Provide Input to State Rail Policy; Other Important Stuff, Including Many Thanks

As this is written (late September) two opportunities exist for input by rail advocates: The State Rail Plan and the Senate Transportation Committee "Listenings."

I serve on the Stakeholder Advisory Committee (SAC) for the development of a new State Rail Plan. All major rail interests serve on the committee, from providers of rail service to major customer groups, to public entities involved with rail.

Much of the plan, which looks both 5 and 25 years into the future, is laudable. I particularly endorse the incremental approach to development of our rail passenger service. Ironically, when the state and some legislators first became seriously interested in supporting passenger rail a quarter century ago (our efforts were important in bringing about this interest), there was excitement about a leap to ultra-fast trains, with Maglev having particular favor. We politely suggested the steady building of a passenger rail program with incremental speed increases was what countries with developed high speed rail had done. But following a rather costly junket to Europe, the state then "discovered" incremental growth of conventional rail was indeed the way to go! And that is what is now in the plan.

What I did push in a recent SAC meeting was a stronger commitment to actual preservation of rail infrastructure. While assisting short lines with state loans and grants to keep freight moving on improvement-needy shortlines is something rail advocates support, the plan's initial drafts had essentially nothing about the preservation of rail infrastructure from abandonment and (permanent) conversion to non-rail uses. My statements on preservation of tracks were backed up by others on the SAC; I quickly prepared a short paper for the consultants assisting with the plan. In a few days a revised draft was issued which alluded to the issue, though not as clearly and strongly as I would have hoped.

While the preservation of rail infra-

structure has broad policy value, AAWA is of course most concerned now with the destruction of the Woodinville Sub (Eastside Line), most particularly when the Line has the potential to alleviate at least some of the transportation problems influential Eastsiders agonize over!

Just because BNSF Railway's corporate strategy is now to focus on long haul unit trains, and thus has little or no use for such as the Eastside Line, that does not mean it has no rail value, as some have suggested. As most freight trucks and passenger vehicles now travel Interstate 5, shall we turn Old 99 into a trail or have it revert to adjacent property owners?! Absurd? So is the destruction of the Eastside Line!

Time still exists for input beyond just what we on the SAC bring. The general public's comment period is still open. Send to: Kerri Woehler, Rail Planning, PO Box 47407, Olympia 98504; 360-705-6902; Kerri.Woehler@wsdot.wa.gov. You rail advocates may have Rail Plan concerns in addition to that mentioned here. This is your chance. Go for it.

Another place for input is at the public "Listening Tour" now underway at many locations around the State, put on by the Senate Transportation Committee. While the Rail Plan may need a few tweaks, it is surely pro-rail and broadly fosters policies rail advocates favor. The results of the first two "Listenings" are more disturbing and require, in my view, some immediate and assertive action of the part of rail advocates, providers, users, and rail labor.

Fellow AAWA member (and former long-time WA Secretary of State) Ralph Munro and I attended the Bellevue "Listening" on Sept. 17. I chose to carefully observe – not speak. What we heard early were a handful of folks from the Eastside Transportation Association, whose answer to transportation is more freeways, more general purpose (single-occupant vehicle) lanes. That single-dimension 1950s-60s strategy had few supporters beyond the few ETA devo-

tees. Most of the testimony, from public officials and the Eastside's generally high-tech business community, was for a balance of highways and transit and a willingness to pay for it. Bellevue had very few speaking who want major road and highway improvements, with no new funding or tolls.

Disturbing was the absence of even any uttering of the words "rail, railroads, trains" from WSDOT leadership, which led off the event, or the dozens of Eastsiders who wrung their hands over the congestion on I-405. Those involved with commodities complained about highway congestion. None of them seemed aware railroads, not trucks, carry the bulk of freight tonnage to and from our economically-vital ports. No person seemed to have a clue that the Eastside Rail Line has (had?) the potential to help address Eastside traffic issues at a fraction of the cost of enlarging or duplicating I-405. (I-605, anyone?)

And while roads, transit and ferries, even bike and peds, were amply mentioned, Washington's popular and successful intercity rail program, with our nationally respected and mostly federally funded (thanks to the ARRA "stimulus" rail grants) Amtrak *Cascades* trains, had nary a word heard until Ralph Munro spoke, noting the absence of rail being mentioned from anyone present! Mr. Munro then thanked the senators present for their past good bi-partisan support for our *Cascades* trains. In watching the senators, it seemed their expressions and body language said, "Golly Ralph, you are right, Washington has a good rail program and it's worthy of support!" Most of large crowd applauded Ralph's support for rail.

Few Washingtonians oppose our rail program. Most favor it. They simply "forget" about passenger trains, and don't seem to know how valuable freight trains are. (I believe freight rail companies have hidden their lights under a bushel for a half century to their detriment. I applaud CSX and NS for finally producing their great TV ads. They show the benefits rail to a broad viewing public.)

The "Listening" in Everett on Sept. 18 was apparently more of the same. Based upon several reports, trains were essentially "forgotten" again, although I understand Snohomish Mayor Karen Guzak did advocate for the northern, still-operational portion of the Eastside Line, something AAWA strongly supports. I trust the three Central Washington Listenings on Sept. 23, 24, and 26 had rail discussed.

(See **Flem**, page 5)

Remaining State Senate Transportation Listening Sessions

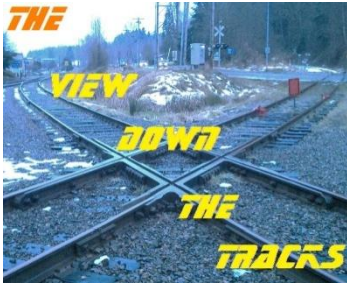
Oct. 7 – Vancouver. Vancouver Community Library, Columbia Room, 901 C St

Oct. 9 – Tacoma. Evergreen Tacoma Campus, Lyceum Hall, 1210 6th Ave

Oct. 14 – Seattle. Seattle First Presbyterian Church, 1013 8th Ave

Oct. 15 – Bellingham. Port of Bellingham Cruise Terminal, 355 Harris Ave

Each meeting will be **6 p.m. until 9 p.m.**



WITH
JIM
CUSICK

The experts have spoken, now that you 'bring it up'

On Monday Aug. 5, the [Seattle Times reported that the Surface Transportation Board turned down Doug Engle's request](#) to keep the track in place on the Kirkland section of the Woodinville subdivision.

The [comments section](#) included various opinions, including one person who decries the Port of Seattle's decision to sell this corridor off piecemeal, allowing Kirkland to be a partner in its breakup. Sounds like an ally in the fight, right? Not quite. Read on, and you'll understand why.

Normally, while trying to be a rail proponent, I generally make comments on these Internet forums in an informative way, especially when it comes to the Eastside Rail Corridor.

This time, I didn't even phrase my comments with the flavor of a rail supporter, but chose to relay the information that the I-405 Corridor Program had based their decisions on, and include other studies done by other entities. I didn't bemoan the choice of BRT in the corridor.

A portion of one of my initial posts:

To help with those who are still reading the document links I provided earlier, especially the I-405 Corridor Program Final Environmental Impact Statement, or who, like most people, don't have that much time in their lives, I can give a synopsis.

If you browse the I-405 FEIS, you'll see I was a member of the advisory Citizens Committee, so you should definitely check the full document to verify my statements. I encourage everyone to at least browse these documents. [followed by my synopsis]

This led to an interesting exchange between someone posting by the name of 'Bring It Up'¹ (heretofore referred to as 'BIU'), of which I have chosen, for the sake of saving space, some select statements.

BIU (in response to another poster who was putting the commuter rail argument forward): "You are oblivious, blinded by some kind of weird devotion to rail as a savior image."

After a post by myself, where I point people to the I-405 Program analysis, and the various PSRC, WSDOT, and

Sound Transit studies concerning BRT and commuter rail in the I-405 corridor (not making a statement of support one way or the other, just relaying the information), I included this statement: In each of them, note that through Kirkland, from the So. Kirkland Park and Ride to Totem Lake, Light Rail and BRT make use of the BNSF Right of Way.

BIU: Jim Cusick – why are you posting about these irrelevant studies done in 2002?

... none of those "roads and transit" options could be feasible now. [more detailed discussion of the rail corridor, ending with]... Those studies have exactly zero relevance.

You just are posting meaningless drivel, Jim.... Real people don't believe light rail magically transforms places into congestion-free and unpolluted utopias."

JC (me, in response to the first sentence above): Firstly, to make sure readers have an understanding of the history of the decision making process.

This will help when any statements are made currently about past decisions that are driving current decisions.

By the way, I didn't see "Bring It Up" in the public comments section of the I-405 Corridor Program FEIS.

Had you made any comments? The public was invited to all the meetings.

BIU: Jim Cusick – you posted links to six or seven outdated studies, and none of those has any bearing whatsoever on the decision of Kirkland to tear up the rails, on the decision of the Port to buy the strip of railbanked land in 2009 (and then declare parts of it surplus and transfer them to other local governments), or the decision the court of appeals judges will be making about whether the Port's acquisition of that land was justified by the statutes it now is pointing at.

In other words, the decisions that now are relevant have nothing to do with prior studies of transportation issues on the eastside. It's unfortunate people like you were selected to analyze transportation issues in the past – we'd be better off if informed individuals with moderate reasoning capacities had been selected by the government managers. Instead, we've got you fixating on completely irrelevant issues."

Isn't the Internet a wonderful place?!

So, why should I rant about this, especially about the comments of people who choose to remain nameless?

Because, if you think your opinion is one people should value, then have the fortitude – and in some cases the social graces – to stand up for what you say and put your name on it.

Everyone is an expert in the blogosphere.

Thousand Word Pictures

If you have a good picture, the old cliché essentially says you needn't bother explaining it, it speaks for itself.

I present to you a picture of one of the

arguments the trails only proponents of the Kirkland Cross Corridor advocacy group brought forward:



On their website, they had linked to a video of someone making the argument that rail in the Eastside Rail Corridor is infeasible because of track work needed, and in particular areas that have drainage issues much like the picture I took above.

Obviously it would be foolhardy to run any freight trains on something like this, or even passenger trains (although the Spirit of Washington Dinner Train seemed to do just fine), or heaven forbid – coal trains! (No doubt that would set fire to some people's shorts.)

Much has been postulated on the various blogs about the viability of the Eastside Rail Line by people who have seen such pictures and deemed themselves experts.

One only needs [possibly] to be 'gettingreal'² to understand the truth that such pictures provide and only idiots^{1a} ignore it.

There have been a number of discussions on various transit blogs that center around how, given that Central Link should be promoting Transit Oriented Development (TOD), Sound Transit should be siting the stations in the proper places.

I'm inclined to agree that a station such as Tukwila International Boulevard is the antithesis of TOD. In this case, SR 518 takes up two quadrants, a parking lot takes up one more, leaving only one quadrant for any TOD.

The argument for rail stations has been that they promote non-auto dependent development. However, it seems some of the discussions take on a religious tone and that any parking next to a rail station is the devil's work.

If a 'd.p.'³ has made it a mission to disprove the correlation between the transportation system and the way an area develops, then obviously this lovely little development of single family homes is an auto-dependent enclave.^A

(See **Cusick**, page 4)

Cusick, from page 3



Which is a short drive to this baseball field, another perk of low-density residential living.^B



Beyond right-center field, and beyond the roadway amidst the trees, is a river:



Of course, high-density living obviously means brooks and streams are hidden in culverts and other man made diversions, and to be honest, there is a creek that actually runs under this ball field, in a culvert, to that river beyond.

Since having creeks and rivers such as this^C is part of rural living, it certainly doesn't allow for development that would provide living space for a population base that would support a high-capacity transit system.

And it's obvious that this parking garage^D is a testament to the total commitment to an auto-centric lifestyle:



No need for High Capacity Transit, and certainly not the dreams of someone with a rail fetish such as myself. (Proven while I was on the I-405 Citizens Committee promoting the study of, and – after this alternative was dismissed from the programs – continuing on with presenting the commuter rail option for public approval.)

To support High Capacity Transit obviously you need Transit Oriented Development.^E



Ignore for a moment the cars in the foreground. That is a business/office complex behind them, and to the left, out of the picture, are condominiums. But why build this complex? Would now be the time to build a High Capacity Transit system?

Astute observers will notice that there are clues in the upper right corners of these pictures as to where they were taken, and why you shouldn't believe everything that is put in front of you.

Don't believe me? Go look for yourself! In the footnotes, I've posted the coordinates. Google Maps is your friend.

I declare myself Most Honorable Transportation Expert

With that in mind, I will now prognosticate about the future! Aren't you lucky!

What will happen is that to achieve any movement on the state's transportation issues, there will be a public vote on the various transportation projects.

Here is my score card, arranged in the order that these reverendums/initiatives will be presented to the people, and my predicted outcomes:

Roads and Transit

Includes I-405 widening, I-509, the Deep Bore Tunnel for SR 99, and whatever portions of the next Sound Transit initiative that comes forward.

Fail – for the same reasons it did last time. Roads people will hate the transit spending and transit people will hate the roads spending.

Sound Transit 3 without rail on the Eastside

This option would most likely be one with BRT (~\$1.5 Billion) as the high-capacity option on the Eastside.

Fail – Don't forget, the in-depth survey the I-405 staff conducted found that as many people that thought the freeway should be widened, also thought that a rail system should be included.

Sound Transit 3 with light rail on the Eastside

Fail – Maybe, and it will be most likely because of the cost (~\$4.5 Billion).

Sound transit 3 with commuter rail on the Eastside

Pass!! – Commuter rail actually costs out cheaper by the mile (with the same ridership numbers) than the Freeway BRT option that came out of the I-405 study. (~\$1.3 Billion for the complete 41 mile

corridor)

The last time, I recommended that Sound Transit should go it alone with ST2 after the first Roads and Transit ballot measure failed. They listened to me, and as I predicted, it passed!!

All this would go a lot quicker if they just listen to me every time.

Footnotes:

1, 2, 3 – names posters use when commenting on the various online forums and blogs (BringItUp; gettingreal2; d.p.)

1a – a comment made by the poster 'gettingreal2' after a discussion about the SR-520 corridor, where I encouraged them to go to the WSDOT open houses. This person was so confident of their own opinions, that when asked why they didn't attend they replied "WSDOT staff are idiots!"

GPS coordinates for each of the above pictures (excluding the track picture)

Except for the ballfield, Google allows for 'street level view', so take a tour of the area:

A) 40.979331,-73.811329 – Single family housing development

B) 40.980696,-73.811774 – Ball field

C) 40.989768,-73.809875 – Waterfall (perspective is from the adjacent roadway) view – E/NE

D & E) 40.988726,-73.808464 – Parking garage and TOD view – South for parking garage

Note that the picture of the track drainage issues is not of the Eastside Rail Line. Hint: it already sees coal trains.

Ellensburg, from page 1

either end of the station are the least restored, however all rooms are now sealed to prevent wildlife and weather from entering and the roofs have all been replaced. These were important tasks as many parts of the building had several feet of accumulated bird droppings that had to be removed and had substantial water damage.

Our Ellensburg meeting location was chosen both to highlight the good works being done by rail-related groups in the Yakima Valley and to continue engaging local groups and individuals in AAWA's efforts to return regularly scheduled passenger trains to Central and Eastern Washington communities including Cle Elum, Ellensburg and Yakima. This route historically hosted NP's *North Coast Limited* and then Amtrak's *Empire Builder* until 1981.

The meeting also provided AAWA the opportunity to publicize restoration of this rail service with political leaders and media. The Ellensburg Daily Record had good article about the station restoration and the efforts to return passenger rail service to the Yakima Valley. Opportunities for expressing your views on expanded and improved passenger rail service in our state are outlined in Lloyd Flem's column.

The Assoc. of Oregon Rail and Transit Advocates will have its Annual Meeting on Nov. 16 in Portland at the Ambridge Events Center. Cost is \$25. Registration and more information are at www.aortarail.org/index.php/events/

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 Warren Yee, Seattle - E-newsletter206 723-0259 ..warreny@allaboardwashington.org

All are evening numbers, except Lloyd's, which is available 8:00 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

All Aboard Washington: AllAboardWashington.org
 NARP: www.narprail.org
 NARP Hotline: www.narprail.org/news/hotline
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

Flem, from page 2

AAWA urges your attendance and participation at the listening tour as it continues around the state. Show up early, sign up, and use your two minutes to remind all present that rail is and should remain an important part of state transportation and is desired by you and your neighbors. Write, phone, or email me if you want help planning your two minutes (contact info, p. 5)!



Comments on Seattle DOT's EIS for the Seattle Waterfront are now closed. I wrote a strong note supporting reinstatement of the George Benson Waterfront Streetcar. I gave several affirmative reasons for bringing back the streetcars, and used the word "outrage" about the capricious stopping of the service shortly after Mr. Benson's death. Let's hope SDOT and others of the current Seattle Establishment listen to the many who want the Benson Streetcars returned to the Waterfront.



With the passage of the Passenger Rail Investment and Improvement Act (PRIIA), states sponsoring trains on routes of less than 750 miles must begin paying more of the costs of train operations on Oct. 1; Amtrak less. Enter our Amtrak Cascades. Negotiations are still underway as to exactly how much our state will be responsible for. While rail advocates should urge the Legislature to pick up whatever tab the State is left with, we need to ride our Cascades trains as often as is reasonable. In that way, we are paying for more of the operating costs as passengers and we as taxpayers, less.



I've previously lamented about the loss of three fine pro-rail legislators in the 2012 General Election. But thanks to founder Rep. Luis Moscoso (D Bothell) and a solid bipartisan group of legislators from both sides of the Cascades, a Legislative Rail Caucus is up and running. We now have a good number of legislators who will not "forget" about the rail mode when transportation concerns are addressed. The Rail Caucus, which will deal with freight as well

as passenger issues, is very good news.

One issue we will certainly address in working with the Rail Caucus is urging the Legislature to make the preservation of rail infrastructure easier and make the destruction of it more difficult. WSDOT Rail is sympathetic to AAWA's concern about the destruction of the Eastside Line, but felt they have no current means to stop it. Public entities in King County and a different part of WSDOT were guilty of sins, mostly omission, some commission, when it comes to the probable (but not inevitable!) permanent loss of the Eastside Line for rail purposes. A simple glance at a map of the Central Puget Sound, plus an elementary knowledge of the physical and human geography of the area, shouts out how, I'll say it, **UNWISE** it is to throw away the Eastside Line, particularly when Eastside residents are crying out for the need to "do something" about present and future transportation congestion! (As an old geography prof, I lament the continued loss of simple map reading skills of more and more of the populace.)

The Let er Boom celebration on Sept. 14 and 15 in Snohomish and Woodinville delighted attendees on the 14th with history of rail and its vital importance to those cities. But it wasn't just the past lauded. I felt my presentation, a serious growl about the loss of the Eastside Line south of Woodinville, would get mixed reviews, assuming some advocates of ripping up the tracks would be in attendance. Nope. My speech was preceded by several others who were equally passionate in their opposition to the destruction, including Prof. Al Runte and noted rail artist J. Craig Thorpe. Attendees appeared to be unanimous in their opposition to track destruction and their support for improvement and use of the entire Eastside Line. Rep. Moscoso was an active participant at Let er Boom.

Kudos to Kathy Cox and Bruce Agnew, who organized the two-day event; the dedicated folks from Eastside Freight, the shortline carrying goods between Snohomish and Woodinville; and also the people of Ballard Terminal RR. Special thanks to



Executive Director Lloyd Flem makes his presentation at Let er Boom, while President Loren Herrigstad operates the PowerPoint presentation.

Photo by Warren Yee

Snohomish's energetic Mayor Karen Guzak for hosting the Sept. 14 event! And to Karen and Woodinville's Les Rubstello for their vital support and participation. Thanks to several AAWA members (Including new member, a fellow 1957 grad of Chehalis HS and 1961 grad of UW, Bert Lambert) for assisting at AAWA info tables on Sept. 15 at both Snohomish and Woodinville.

The interest and support of the folks involved with Let er Boom plus the great support for rail we found surrounding our Sept. 21 meeting in Ellensburg was heartening. Cle Elum AAWA Board member Louis Musso is to be thanked for his great efforts, along with others in Central Washington, to raise the profile of the rail mode in that part of the state.



Hope to see many of you at our meeting in Tukwila on Oct. 12. Featured speaker will be Mr. Dan O'Neal, Chair of the Washington State Transportation Commission. Also make plans for our Annual Membership Meeting at the Centralia Amtrak Station on Nov. 2. (Travel to CTL by Cascades Talgos!) We again have the Green Room at the adjacent Olympic Club reserved for our pre-meeting lunch. Part of our program will be leading Lewis County folks enthusiastic about increasing the role of rail in their area. In addition will have updates on Blaine, The Eastside Line, Kittitas County, and the work of the Rail Caucus. We just may have something very special at this particular meeting for rail advocates! Stay tuned!

All Aboard Washington
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All Aboard News

October 12: All Aboard Washington business meeting **noon-4 p.m.** at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W. Valley Hwy, **Tukwila**, adjacent to the Amtrak Station. Our featured speaker will be Dan O'Neal, Chair of the state Transportation Commission. Please RSVP to Harvey Bowen, if you can (contact info p. 5). Put "October 12 RSVP" in Subject or Body of your email.

November 2 (not 9): 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 McMenam's landmark century-old Olympic Club directly across Railroad Ave. from the station. An election for board of directors will be held, if necessary.

December 14: All Aboard Washington holiday gathering from **noon-4 p.m.** at **Centennial Station**, 6600 Yelm Hwy, **Lacey**. WSDOT Rail Director Ron Pate plans to attend. WSDOT Secretary Lynn Peterson is invited. We will have an update on the state rail issues and infrastructure improvements under construction.

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

NOTICE OF ELECTION OF DIRECTORS OF ALL ABOARD WASHINGTON

ALL ABOARD WASHINGTON will elect six 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 26, 2013. 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 p. 5.) If no more than six candidates have duly filed for Director by 8 PM, October 26, 2013, 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 2, 2013. 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, 2014.

All Aboard recently welcomed the following new members: Bruce McIntosh, Seattle; Robert Blake, Bellingham; Rob Brewer, Seattle; Michael Robinson, Westhoff, TX; and Sara Doerrhiem, Olympia.

All Aboard members contributing to this newsletter include: Stephanie Weber, Harvey Bowen, Loren Herrigstad, Zack Willhoite, Bob Lawrence, Karen Keller, Warren Yee, Dan McFarling, Jim Cusick and Lloyd Flem.



Cascadia, from page 1

Lloyd Flem and me to negotiate with Bruce Agnew. We will conclude a Memorandum of Understanding, spelling out the full relationship between AAWA and Cascadia that will need approval by the AAWA board.

Organizations, like businesses, have to change and grow; otherwise they tend to decline. If we want to see more passenger trains, preserved and improved rail lines, more vibrant communities and an improved, and more sustainable way of life in our state and region, an opportunity like this should not be missed when it arises.

If you have any questions or thoughts, I invite you to join us at our October Business Meeting on Saturday the 12th (see left column) or email me: lorenh@allaboardwashington.org.

With the possibility of Cascadia becoming part of AAWA, look for more exciting things in 2014.