

Northwest Rail Advocates hear the positives at Portland membership meeting

Over 50 rail advocates gathered in a Portland Union Station conference room on March 4 to hear the positives about passenger rail in the Northwest and beyond. (The Trump Administration's proposed rail and transit budget is another matter; see article on page 4.) However, the 45 minute late arrival of Amtrak *Cascades* train 500 from Seattle compressed the events and eliminated the planned breakout sessions on passenger rail advocacy.

Jon Nuxoll, president of the Association of Oregon Rail and Transit Advocates, welcomed everyone and acted as our master of ceremonies.



Bob Stewart, NARP chairman emeritus, was up first. He talked about Amtrak's need to seek out ways to increase revenue,

particularly on the national network trains, instead of always looking for ways to cut costs. These cutting efforts usually do not produce the saving Amtrak projects and sometimes have a detrimental effect on revenues. Some suggestions:

- Don't cut off dinner reservations when there are still coach passengers that want to have dinner in the diner.
- Return to the previous practice allowing coach passengers to upgrade at a discount to unsold sleeper space. (Now Amtrak charges the highest possible accommodation fare to upgrade after boarding the train, something that few people will do.)
- Stop closing lounge car service well before arrival at the terminal station, sometimes as much as two hours before arrival.

Stewart invited everyone to attend and participate in NARP's [RailNation Chicago and 50th anniversary celebration](#) Nov. 2-5, 2017 in Chicago. NARP is working hard to grow its membership, especially among younger people. There are major efforts underway to get our nationwide passenger rail message before Congress.

He then talked about Amtrak President and CEO Wick Moorman, who started in his job last September. Stewart finds him kind and gracious, saying he offered his assistance to NARP many years ago when still head of Norfolk Southern RR. Moorman has indicated he may not stay at Amtrak more than a year or two. He wants to improve and turn around the company and hand it off to a new president he helps select. Moorman recognizes the importance of the national network trains and wants to implement ideas to help grow revenues.



Two photos by Charlie Hamilton

Jason Biggs, WSDOT Rail Operations Program Manager, provided an update on the Amtrak

Cascades operations, infrastructure improvements and the coming service expansion. He started by reviewing the statistics for the Northwest Corridor.

- 467 mile corridor – 300 miles in Washington; 134 miles in Oregon; 33 miles in British Columbia
- 18 stations from Vancouver, BC to Eugene, OR
- Daily roundtrips – four Seattle-Portland; two Seattle-Vancouver, BC; two Portland-Eugene

Service expansion coming in fall 2017 will include two additional Seattle-Portland roundtrips with faster running times and improved on time reliability.

Ridership in 2016 was up 10% over 2015, with a 15% increase in the summer months. This stems a several year decline in ridership, due to factors like lower gas prices and the infrastructure construction causing many train delays. Revenue was up 6% in 2016. Biggs noted that there is not a linear relationship between ridership and ticket

(See **Advocates**, page 4)

AAWA hosts Legislative Rail Caucus reception



Legislators, staff and AAWA members mingle at our reception. Photo by Warren Yee

All Aboard Washington hosted its third annual reception in the Capitol on Feb. 22 for the Legislative Rail Caucus (LRC) and other interested legislators. Over a dozen AAWA members were present to greet and chat with those present. Executive Director Lloyd Flem and Vice President (and former state representative) Luis Moscoso hosted the event while everyone munched of Subway sandwiches.

Senators Judy Warnick (R-Moses Lake) and Marilyn Chase (D-Edmonds), Senate co-chairs of the LRC, were present, as was Sen. Dean Takko (D-Longview). Unfortunately, the House was called to session to debate school funding and no House members were able to attend. Many legislative staffers filled in for their bosses.

Warnick stated her support for restored east-west service to central Washington and beyond. Finding the funding is the major issue. Chase noted the Amtrak *Cascades* is the best way to travel to Portland and that tourism is an important component of passenger train use. All three senators expressed the need for a strong freight rail network, especially for the shipment of our state's agricultural products.

Jason Beloso, planning manager for the WSDOT Rail, Ports and Freight Division, provided the legislators and staff members an overview of the state's rail programs.

- Safety campaign targeted at the new Point Defiance Bypass project
- Freight and short lines
 - Upgrades to the WSDOT-owned Palouse River and Coulee City rail system
 - Update to the Washington Grain Train business Plan
- Overview of the Amtrak *Cascades* facts, operations, ridership and revenue
- Update on the rail infrastructure projects and looking ahead to the fall 2017 *Cascades* service expansion



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

Rail Interests Gather in Seattle; Good News and Glitches; Fun with Clichés

By the time many of you have received this newsletter, the Pacific Northwest Rail Summit in Seattle will have happened.

The Rail Users Network (RUN), a nationwide rail advocacy organization, approached us late in 2016, asking if AAWA would co-host RUN's proposed meeting in Seattle.

We accepted and planned the meeting for Saturday May 6 at Seattle's Columbia City Theater.

RUN tends to focus more than does NARP and AAWA on commuter trains and rail transit. While AAWA surely supports commuter and transit rail, our specific mission is intercity passenger rail. And in the Northwest, freight rail companies own the tracks on which all intercity and most all commuter trains operate. AAWA retains a close relationship with freight rail. And we also tend to support freight rail, including regional or short line firms, where no regularly scheduled passenger trains operate. AAWA is a broad rail advocacy organization.

An overall goal of the meeting was to share how AAWA and our Oregon counterparts, AORTA, work with a variety of interests to promote the rail mode, and in turn RUN showed us Northwesterners their approach to rail advocacy.

Following introductions, former State Rep. Luis Moscoso, co-founder of Washington's distinctive Legislative Rail Caucus, (LRC) introduced the current leadership of the LRC, including co-founder Rep. Matt Manweller. Rep. Moscoso, Democrat from the Puget Sound area, and Rep. Manweller, Republican from Ellensburg, exemplify the bi-partisan and whole-state nature of the LRC.

The morning session featured Ron Pate, WSDOT Rail Division manager; Martin Young, director of Sounder commuter trains; and Rob Eaton, director of Government Affairs, Amtrak Northwest.

A panel representing those who build, own and operate our trains completed the morning program. Panelists consisted of Andrew Johnsen, assistant vice president of Community Affairs, BNSF Railway; railway

union representatives Herb Krohn and Mike Elliott; and Josh Coran of Talgo, the manufacturer of our Amtrak Cascades trainsets.

The afternoon panels included representatives from British Columbia and Oregon, an advocate for the successful Sound Transit 3 campaign, AAWA's outreach to seniors and Professor John Bowen of Central Washington University, whose students are researching the potential for restoring passenger train service to the Yakima Valley. In addition, RUN members shared their strategies for short and long-term goals to improve and expand passenger rail/rail transit They hailed from the Southwest, Midwest, Mid-Atlantic and New England areas.

An overall goal of the meeting was to share how AAWA and our Oregon counterparts, AORTA, work with a variety of rail interests to promote the rail mode, and in turn RUN showed us Northwesterners their approach to rail advocacy.

At lunch, no speakers were planned so attendees and presenters from the wide range of rail interests noted above met and mixed, proving very worthwhile to all.

On Friday May 5, Rail Summit attendees had the option of experiencing rail transportation, from streetcars to Amtrak, in the Seattle/Tacoma area. A ferry ride was planned for, particularly, our out of state guests.

A clear evening in May on our Washington State Ferries, with light until near 9 PM, is a great experience for visitors.

Some good news as this is written (April 27) is the long-range weather forecast for May 5 and 6. Mostly sunny with only 10% chance of showers.

Following one of the wettest late-winter, early-spring seasons on record, one hopes our out of state guests can see some blue sky in Western Washington. But more important than the aesthetics, is absence of heavy rains in early May with the all-too-common mudslides that have caused BNSF to shut down Amtrak and Sounder service for 48 hours following each slide event, no matter how minor.

Cool season rains have been part of the Maritime Northwest "forever." But the many mudslides are not just a result of rain. It is felt excess runoff from more recent ill-designed development just above the BNSF mainline along the Northwest Corridor may be the more proximate cause.

In AAWA's opinion, while Amtrak cannot control the 48-hour policy, they can and should run trains where possible, and not

bus passengers except around the immediate spot where the 48-hour rule directly applies. The northbound bus replacing the entire Portland-Seattle early afternoon train on April 26 ended up, among other things, "getting lost" and arrived at King Street Station 1:40 late! Not acceptable, when trains could have served passengers for most of the trip to Seattle .

Now some good news: At a time when elimination of most Amtrak funding is being propose by the Trump Administration, just read the article (page 4) about Washington's Congressional delegation's response to visiting Northwest NARP members.



With that good news, you have my permission to skip the following somewhat frivolous dissertation on a couple of contemporary clichés.

Roadzanbridges: Investment in transportation infrastructure is seen as a positive idea by nearly all politically aware Americans, left- or right-wing, rural or urban, highly-educated or not, young or old.

But when an elected person is asked, say by a reporter or at a town meeting or at your friendly pub, barber or hairdresser, the answer is nearly always the same: "Yeah, we should build or improve roadzanbridges! "Roadzanbridges?" Yep. Pronounced as one word and almost never "bridgesanroadz." And even when the respondent thinks only of motor vehicle infrastructure, one doesn't hear "highways and tunnels" or "streets and interchanges," but inevitably "roadzanbridges."

On rare occasions, airports are mentioned, more rarely, transit, and even more rarely, railroads. (To President Trump's credit, he has uttered the R word several times, but that positive utterance has, to date, been offset by his proposed budget that would end most American intercity passenger train service.)

Full disclosure: I want reasonable investments which help ensure safe and efficient roadzanbridges, but also in other modes, and most certainly in passenger rail.



The "War on Cars." It's a mystery to me that to some folks any public investment in passenger rail, particularly urban or commuter rail, is somehow a "War on Cars."

Let's explore an analogy: Picture the highly successful Joe's Steak House restaurant somewhere between Bellingham and Eugene. Most all the folks around love Joe's (See Flem, page 4)



WITH
JIM
CUSICK

Zero Budget

Ah, the life of a passenger rail advocate. The battle never seems to end.

Same set of facts, same set of spin by the anti-passenger rail cabal.

Not that I'm a conspiracy theorist, but the privately financed Texas Central high-speed rail is even being challenged. Why? It all seems oddly compulsive.

And even President Trump's budget has effectively zeroed out Amtrak's national network trains.

However, rather than feel too picked on about that, it seems the president has effectively zeroed out everyone's budget, and although shameful and insulting, it is considered a starting point for negotiations. (And before you jump on me, one doesn't go into an auto sales establishment and tell them you want a car for free. One starts with a good faith offer.)

Is rebuilding our infrastructure really at the top of the list of priorities for the current administration?

Time, and the common sense of the US Congress, will tell whether the powers that be will put the money where their mouth is.

Zero Car Tabs?

And the drumbeat goes on.

In an amazingly parochial and myopic decision the state legislature, both Democrats and Republicans, have decided that the MVET calculation that Sound Transit's ST3 ballot measure (which passed by a 100,000 vote margin) is wrong. They are intending to 'fix it' and, if signed by Gov. Inslee, will usurp the will of the voters.

I wish this was a joke, or just bloviations from Tim Eyman, but it really is happening.

Are 100,000 "Yes" voters having buyer's remorse?

Have 100,000 "Yes" voters contacted their representatives about this? If it's mostly "No" voters, how does this work?

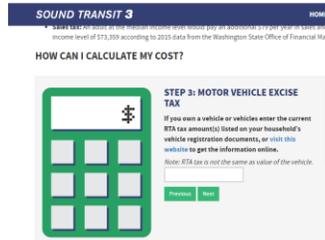
There was nothing secretive, nor disingenuous about how the car tab portion of the taxes was calculated. It was all available prior to the vote.

Even the Seattle Times had a 'no internet needed' way to calculate your increase: "Finding your proposed ST3 car tax is easy. Take your 2016 car-tab bill and locate the figure for the "RTA Tax," which was

approved in 1996. Multiply it by 2.67 to determine the effect of raising a \$30 tax rate by \$80. To refine that figure further, multiply it by 0.93, since your official car value would depreciate 7 percent by 2017."

The first two Sound Transit ballot measures used this formula and Sound Transit decided to keep the same calculation for ST3.

The MVET 'problem' is that the state had always used its own depreciation schedule based on the vehicle MSRP (Manufacturers Suggested Retail Price). For newer cars it's higher than the Blue Book value, lower for cars older than ten years.



To quote from the [Sound Transit online ST3 tax calculator](#): "Note: RTA tax is not the same as value of the vehicle."

value of the vehicle."

Why does the legislature feel the public didn't understand what they were deciding? With Democrats like this, who needs Republicans?

This gives me Zero faith in our elected representatives supposed position about being a 'green' state. Greenwashing, maybe.

But pandering to SOV drivers is a sad reflection that we are not the environmentalists that we claim to be.

Even from a 'through the windshield' perspective, the Republicans are not being honest with their Auto Oriented Constituents.

They claim to be 'improving' the situation, but how do they justify fighting even the I-405 Express Lane tolls?

For one, it is the closest to a true market based approach. You use a high performance facility, such as an Interstate, and you pay the premium price it demands.

And two, why aren't these gas tax increases put to a public vote and subsequent scrutiny, as Sound Transit's measures are?

This is a disgusting Double Standard.

Zero Congestion

While we're talking about ZERO, as in NOTHING, which is closely related to NO ACTION ... I decided to dig through my paperwork from my time on the I-405 Corridor Program's Citizen Committee.

Being so afraid to tell their constituents that the highway improvements will cost Big Bucks, the Legislature did nothing for 14 years after the Program's Final Environmental Impact Statement was complete in 2001.

It wasn't until 2015 that they passed a transportation package that included an 11¢ gas tax increase.

Even though the 'No Action' alternative in an Environmental Impact Statement is meant more as a baseline for a project's cost-benefit analysis, in this case No Action turned out to be The Alternative that was chosen.

Here's an excerpt from the documentation about the consequences for traffic congestion in the I-405 Corridor (includes the freeway and arterials): "In 2020, for No Action, average congestion levels for all facilities within the study area are around 5 hours per day, which is 33% worse than in 1999."

We should all be proud of our "No Taxes Infrastructure" program.

Zero Rainfall

That would be nice.

Mud slides, but I feel good.

Take a moment to look at the below graph for yearly rainfall totals by month.

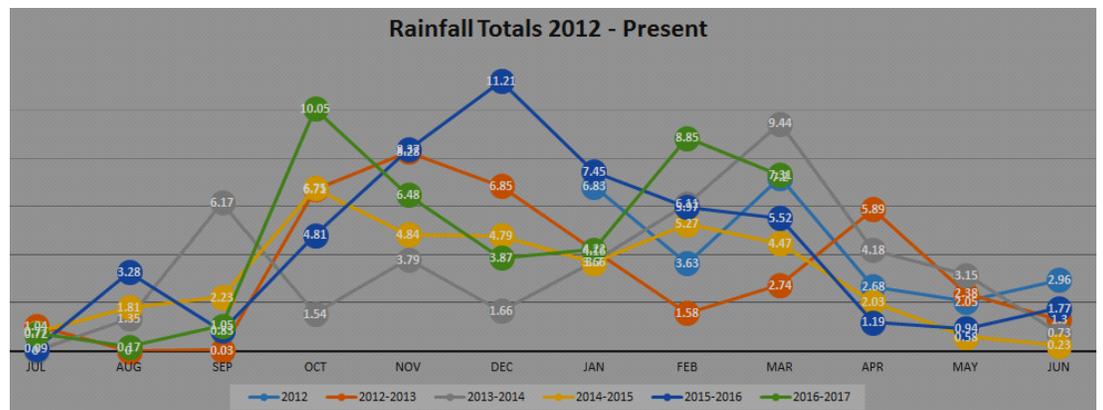
To highlight the wet (winter) season the graph starts in July of one year, and ends in June of the next year (except 2012 starts in January; that data isn't used in the comparison).

For those who are looking at the graph in black and white, it's helpful to look at the Month of December, where the spread of rainfall totals is greatest. The trendlines then can be followed from those points.

The first season of major consequence is the 2012-2013 trendline (where December the value is 6.85). The subsequent years' December figures are:

- 2013-2014 - 1.66
- 2014-2015 - 4.79
- 2015-2016 - 11.21
- 2016-2017 - 3.87

The interesting thing is, the 2015-2016 winter (See Cusick, page 5)



Advocates, from page 1

revenue. Farebox recovery rate for was 59% in 2016, about the same level as for the past three years. WSDOT projects an increasing farebox recovery as ridership grows with the coming service improvements.

Fourteen of 20 construction projects between the Canadian border and the Columbia River, funded by nearly \$800 million in federal grants, are now complete. The rest are nearly completion and include:

- King St Station track and signal improvements
- Point Defiance Bypass in Tacoma and Lakewood
- New Tacoma Amtrak Station
- Track expansion projects in Kelso and Kalama

Nearing delivery are the eight new high performance Siemens Charger locomotives. They are first being sent to the railroad testing center near Pueblo, CO for burn in and final testing. The first WSDOT locomotive arrives in Seattle in early May. The first Charger locomotive



An Illinois-owned Charger locomotive testing near the Steilacoom ferry dock on Feb. 25. Photo by Zack Willhoite

off the Sacramento assembly line, belonging to the state of Illinois, was tested in the Northwest Corridor in February. It made at least one roundtrip on all parts of the corridor, operating with a Talgo trainset.

The Point Defiance bypass, rebuilt from a 10 mph branch line south of the Sounder Lakewood Station to a 79 mph passenger line, also saw final testing of the new tracks and signaling systems in February. Early testing at gradually increasing speeds was conducted with two Amtrak locomotives sandwiching one Superliner coach. Final testing was conducted with a



The Seahawks Operation Lifesaver wrapped cab car leads a Pt Defiance bypass test train from Freighthouse Square on Feb. 25. Photo by Jim Hamre

standard Talgo trainset with a locomotive at one end and the Seahawks painted cab car at the other end.

WSDOT is conducting a major [safety campaign](#) ahead of the opening of the Point Defiance bypass. A community event will be held May 28 in Lakewood featuring Seattle Seahawks wide receiver Doug Baldwin. A contest

Discover Train Safety with Seahawks Doug Baldwin



Join Doug Baldwin for an afternoon of fun and learn how to stay safe around trains!

free!

Activities Include

Drawings & Prizes

- Baldwin autographed footballs
- Seahawks gear
- Train sets for the kids

- Free games and activities for kids and adults
- Lego play area and model train display
- Mini-train rides for the kids
- Learn about the new train route through Lakewood, JBLM, and DuPont
- Open to everyone — fun for the whole family

May 28, 2017

1:00 – 3:30pm
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McGavick Conference Center
4500 Steilacoom Blvd SW
Lakewood, WA

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StayBackFromTheTracks.com

Partners in Promoting Train Safety

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WSDOT

Sponsored by Clover Park Technical College

involving a rail safety quiz is underway to win a meet-and-greet with Baldwin. The agency is also distributing 15,000 posters and handouts in three languages, and conducting outreach with Operation Lifesaver at schools.

The Passenger Information Display System (PIDS) is finally supposed to be operational at King St Station and Tukwila by the end of June. Passengers will finally have real time train status information. In Tukwila, they should have advance notice of which track an incoming train will arrive on and thus eliminate the scramble to get to the correct track.

Looking to the future, WSDOT will be implementing the expanded and improved service and monitoring operations to see that Amtrak and BNSF are delivering what they are contractually obligated to provide. Once the expanded service has been operating smoothly, WSDOT is willing to begin conversations with BNSF on what will be needed to increase operating speeds up to 90 mph in rural areas.

The preclearance agreement between the United States and Canada, allowing U.S. customs to perform its duties at Pacific Central Station instead of at the border, is advancing. It passed Congress and was signed by Pres. Obama late last year. Prime Minister Justin Trudeau is advancing the agreement through Parliament in Ottawa. Once implemented, the southbound running time from Vancouver will be able to be reduced.

The new *Cascades* schedules with the two added roundtrips are in draft form and are being circulated for approval by the five parties involved – WSDOT, Amtrak, Sound Transit, BNSF and Union Pacific. WSDOT hopes to finalize the schedule in the next couple months. There will definitely be an earlier train departing both Seattle and Portland, allow for a mid-morning arrival in the opposite city. The other added train will allow a later afternoon/evening departure from each city.

A link to Biggs' presentation can be found on the AAWA [webpage](#).

Also speaking at the meeting was Hal Gard, ODOT Rail/Public Transit Administrator. The sit-

uation in Oregon is not as positive as in Washington. The *Cascades* service south of Portland is always fighting for survival. The two daily roundtrips are funded from general revenues; they do not have a funding source within the transportation budget as we have in Washington. ODOT continues to analyze options that will maximize ticket revenues. They plan to make schedule changes in conjunction with the expanded Seattle-Portland service.

Flem, from page 2

tasty, protein-rich, yet cholesterol-laden steaks and roasts. However, a small but dedicated group of customers, most liking Joe's steaks, feel maybe once in a while Joe might offer an also tasty, yet a bit more heart-healthy choice, salmon. Joe agrees and offers salmon, not as a replacement for steaks, roasts, etc., but as an item on the menu once a week.

While cooked bovine remains the overwhelmingly dominant choice of Joe's customers, an increasing number of patrons vote with their wallets for the salmon as well. Somehow this really bothers a few of Joe's regulars, who passionately declare the offering of salmon is a "War on Beef," an odious form of "digestive engineering," an un-American effort to force people to change their eating habits, forgetting that salmon was the staple main course in the Northwest long before gumment began to help and continues to aid the beef industry.

Full disclosure: I eat beef regularly and praise the beef industry. but am certainly pleased salmon has made a comeback at Joes and around our Northwest.

Passenger Rail positives from Washington Congressional delegation

Despite the Trump Administration's rhetoric on a trillion dollar infrastructure plan, its "skinny budget" for 2018 slashes Amtrak and transit funding. This would eliminate the national network trains, ending all passenger train service in 25 states. NARP is leading the [nationwide campaign](#) to stop this proposal. Go to [narprail.org](#) to help.

Washington State was well represented at NARP's April 25 Day on the Hill in the federal capital: Charlie Hamilton, Hendrik de Kock, Harvey Bowen, Claire Bowen, Jim Hamre, Jim McIntosh and Kathleen McIntosh visited our two senators and most of our representatives.

Among the Democrats in our delegation there is universal support for intercity passenger rail service and rail transit in the Puget Sound region.

Among Republicans, there are two standouts: Rep. Dan Newhouse (Sunnyside) and Rep. Dave Reichert (Auburn). Newhouse's staff told us he fully supports the long distance trains and wants more service between eastern and western Washington. By calls and letters, and at town hall meetings he is urged to preserve passenger trains. Reichert's staff said he supports the FAST Act and has voted against anti-Amtrak amendments.

Rep. Jamie Herrera Beutler (R-Camas) has milder support for Amtrak, but her staffer was very interested the disruptions from mudslides.

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All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 8:00 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

Cusick, from page 3

had one of the highest rainfall totals of all, although only occurring in December, but not the highest amount of mudslides.

It appears that an early heavy rainfall will saturate the ground, and since water takes a long time to drain from the ground, any subsequent rainfall has no place to go, hence why the mudslide threat stays high.

The 2012-2013 season had that pattern, and so has the 2016-2017 season. (The intervening ones were either comparatively dry or dry enough after a large rainfall total.) However, there is one difference: the number of mudslides cancelling the North Sounder service.

During the 2012-2013 season Sounder North had about 150 trips cancelled. Roughly speaking they had between 15 and 20 events.

It's a little hard to define exactly because a second event within the 48 hour window of the previous one resets the clock.

That is, two events, if distinctive enough, could be four days of stoppage (32 trains), or only three days (24 trains) (4 inbound, 4 outbound each day).

But that detail isn't the issue. What you should be concentrating on is the 2016-2017 season.

There have been five distinct events, sometimes only affecting one day, so the train count is actually somewhere around 40 trains affected.

The rainfall pattern is close to the same, but the 2016-2017 totals are more. How much more? Well, here are a few of the highways affected: [I-5 near Woodland Washington](#), the [Maple Valley Highway in Renton](#), [I-90 at Issaquah](#), and even [SR-530 was closed due to a slow moving mudslide](#).

All stopping traffic, some even sliding while cars are driving by, causing accidents, but thankfully no serious injuries, nor any fatalities.

Yet with a small investment of \$16 million, an amount easily spent on a major highway intersection upgrade with traffic lights, the railroad was able to reduce to 25% the original liability in the Seattle-Everett corridor.

And they still haven't finished all the mudslide mitigation projects.

The ones that have been completed are stable, the ones that have been sliding are/were considered minor 'hot spots' and some are still on the list to be worked on.

Sixteen Million Dollar\$. That's CHICKEN FEED

in the Transportation Dollars world.

Passenger Rail ... Some of the best value for the money.

Hans Mueller, founding member of AAWA, passes away

By Jim Hamre



Hans Mueller, a founding member of the Washington Association of Railroad Passengers (what we now know as All Aboard Washington) passed away on April 7 at the age of 98. Hans was a dear and beloved member of our organization. He served on the board of directors for many years and was both treasurer and membership director in the 1980s and 90s. He is a recipient of our Tom Martin Award for his long time dedication to AAWA and advocacy for passenger rail service and balanced transportation.

When I joined WashARP in the early 80s Hans was the membership director. His database in those days was 3 by 5 index cards. His son Rick got him a computer about 1990 and we went electronic to manage the membership.

One of my many memories was when Hans and I traveled to the spring NARP meeting in Washington, DC, using VIA Rail Canada. We rode the legendary *Canadian* from Vancouver to Toronto and used VIA corridor service to travel to Montreal and Quebec City before heading south to DC. Here are additional thoughts about Hans.

Chuck Mott, president of All Aboard Arizona, and longtime member and former president and chairman of WashARP/AAWA:

Mary Jo and I were deeply saddened to learn of Hans Mueller's passing away.

Hans was a faithful supporter of our organization during the entire time I served as your president and chairman, 1983-2008. He was the person who was responsible for me joining WashARP, back in November 1981.

Hans was also the person who urged me to run for president of WashARP in 1982. You folks who are long timers will remember Hans's devoted stewardship in his tireless role, and often thankless task, of handling membership and financial records for our organization for so many years. Hans didn't often say a lot in our board meetings; when he did, his advice was always carefully thought out, practical and doable. He was never

hesitant to pull me aside to offer private advice. It was characteristic "Hans Mueller" and I was always appreciative of him for doing this. Moreover, and very importantly, he was a steadfast, strong supporter of me as the leader of All Aboard Washington.

I will always remember Hans for the important contributions he made to our organization in so many countless ways and his eternal and patient optimism for the future of passenger rail, both in Washington State and nationwide, as a longtime director of NARP. Most importantly, Hans was always a loyal, supportive and trusted colleague and friend.

We send our prayers and condolences to his loving wife Mary, his family and to all his many, many friends who loved and cherished his friendship.

I shall miss him greatly!

Steve Spear, long time AAWA member and former secretary and newsletter editor:

Hans should be remembered for taking WashARP in the early 1980s from a small fledgling group that produced a newsletter a few times a year to getting us organized to save and improve rail passenger service during the Reagan era. Hans, Rocky Shay, Roger Mumm, Ethan Robbins and myself met several times to reorganize and revitalize the group. We began producing the newsletter bimonthly, inviting NARP members and others to join. Hans was good at recognizing the right people in the expanded group for leadership and asking them to serve specific roles.

Lloyd Flem, AAWA Executive Director:

In 1982 I did seminars around our state on developing farmers markets. I traveled by train as much as possible, but had difficulty convincing travel agents that I wanted to go by train, not fly.

A NARP newsletter in 1982 listed state-level rail advocacy groups. I wrote to a Seattle address asking if my NARP membership meant I was also a membership of WashARP. (I wasn't.)

I also mentioned the apparent lack of attention to the rail mode by even travel professionals. Two days later the friendly phone voice of Hans invited me to a meeting in Seattle, saying I needed to join WashARP. I attended and joined at that meeting.

In the 35 years since 1982 Hans was a rock of stability and responsible passenger rail advocacy. (See **Hans**, page 6)

All Aboard Washington
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All Aboard News

June 10: All Aboard Washington will be getting together in **Skykomish** from 10 a.m.-2 p.m. This will be a fun event for everyone instead of a meeting. The town of Skykomish on US 2 east of Everett, and 45 minutes from Monroe. We will be riding the [Great Northern Cascade Railway](#), a 1/8 scale ride-on train. GN&C has over 2700 feet of track, with more on the way. The railroad sits directly adjacent to the BNSF Stevens Pass mainline. Meet in Skykomish at 10 a.m. for rides and exploring the town, with lunch on your own. After lunch those who wish to hike the [Iron Goat Trail](#) to near the site of the Wellington disaster can do so and others can slip away to do whatever they wish.

July 15: All Aboard Washington will be meeting in **Pasco** at the [Franklin County TRAC Center, 6600 Burden Blvd](#) (just north of I-182 Exit 9). Doors open at 11 a.m. Lunch buffet begins at 11:30 a.m. Program noon to 2:30. Cost is \$25.00 per person and includes a picnic buffet lunch. **Register by July 7** at the AAWA [website](#) or by sending a check to AAWA (address above) indicating it is for the Pasco meeting. **PROGRAM:** Decision makers from BNSF, Amtrak, WSDOT, and state and local officials

will address the question "What needs to be done to bring back passenger rail service to the Stampede Pass corridor from Seattle to Pasco?" Advance registration strongly advised.

August 12: All Aboard Washington picnic meeting from 11:30 a.m.-3 p.m. at **Rainier Vista Community Park, 5475 45th Ave SE** (corner of 45th SE and Ruddell Road), **Lacey**. We'll provide the burgers, hot dogs, condiments and beverages. You are invited to bring a potluck item. It's a time for fun and good discussion. Use the *Cascades* or *Coast Starlight* to and from the meeting. Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Contact Lloyd Flem (info on page 5) if you need transportation from the station to the park.

All Aboard Washington recently welcomed the following new members: **Alan McConchie**, Bellingham; **Ricky Courtney**, Kent; **Calvin Tonini**, Redmond; and **Mark Brunson**, Seattle.

All Aboard Washington members contributing to this newsletter include Zack Willhoite, Karen Keller, Louis Musso, Lloyd Flem, Warren Yee, Charlie Hamilton, Chuck Mott, Steve Spear and Jim Cusick.

Help All Aboard Washington save on our newsletter printing and postage costs by switching to email notification of publication of each newsletter. If

you want to switch from postal mail to email, send an email to our membership director, Zack, at membership@allaboardwashington.org. Also, if you ever have questions about your AAWA membership, send your inquiry to this same email address.



Hans, from page 5

Always a positive and constructive person whose knowledge and prudent thinking helped guide the successes we have achieved.

Darleen and I were pleased that Hans and Mary Mueller attended our wedding in 1993 at Centennial Station.

I see Hans' passing as not a sad event so much as cause for celebration of a long, productive life. We are honored to have been friends and colleagues of Hans Mueller.

Lloyd will speak at Hans' memorial on behalf of All Aboard Washington on May 13.

Hans' [obituary](#) is in the Seattle Times.