



WASHINGTON RAIL NEWS

THIRD QUARTER 2017

www.AllAboardWashington.org

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

RUN/AAWA Seattle conference focuses on rail today and in the future

By Richard Rudolph

The Pacific Northwest Passenger Rail Summit sponsored by the Rail Users' Network (RUN) and All Aboard Washington was held in Seattle on May 6. The focus was on recent success stories, projects that are currently moving forward as well as projects planned for the future. Featured speakers included members of the Washington Legislative Rail Caucus (LRC) and managers from the WSDOT Rail Division, Sound Transit, and Amtrak. All provided insights regarding current services, as well as efforts underway to expand passenger rail and rail transit in the Northwest. The restored Columbia City Theater in South Seattle was filled with participants from Alaska, British Columbia, Illinois, Indiana, Maine, Michigan, New York, New Jersey, New Mexico, Oklahoma, Oregon and Washington State.

The conference opened with remarks by RUN's Chair, Richard Rudolph, who reviewed the history of the organization. RUN is based on the British Passenger Focus model, the official passenger rail watchdog organization created by Parliament in 1947. RUN is committed to assisting transit advisory committees, rail advocacy groups and rail advocates to be more effective in carrying out their efforts to expand and improve passenger rail and rail transit services in North America. Lloyd Flem, Executive Director of All Aboard Washington, also welcomed conference



WSDOT's Ron Pate presents during the RUN conference. Lloyd Flem and Richard Rudolph look on. *Photo by Warren Yee*

participants. He noted how AAWA has "praised and pushed" over the years to help Washington State develop one of the most successful state-level intercity passenger rail programs in the nation.

The first featured speaker was Ron Pate, Director of WSDOT Rail, Freight, and Ports Division, who is responsible for management of the Amtrak *Cascades*, in cooperation with the State Legislature, Amtrak, BNSF and other public and private entities. He described how Washington State has used nearly \$800 million in federal grants to fund 20 different rail construction projects to upgrade passenger rail stations, enhance rail safety and relieve rail congestion. The infrastructure work, WSDOT purchase of eight Siemens locomotives and ODOT purchase of two Talgo trainsets will support two additional *Cascades* round-trips (total of six), with faster running times and increased on time reliability.

The second featured speaker, Sound Transit's Martin Young, Director of Sounder, talked about the current growth and bright future of rail transit in the Central Puget Sound Region. Sounder's south line extends 47 miles from Seattle to Lake-wood with 22 weekday trips. The north line extends 35 miles from Seattle to Everett with eight weekday trips. Annual ridership has dramatically increased over the past 15 years. In 2001, approximately 100,000 riders used the service. By 2016, annual ridership had grown to over four million. With the passage of the ST3 \$54-billion ballot measure last November, Sound Transit is ready to kick off one of the most ambitious rail infrastructure investment projects in the United States. It plans to create a 116-mile light rail system extending north to Everett; south to Tacoma; east to Redmond, Issaquah, and Kirkland; and west to Ballard and West (See **Conference**, page 3)

AAWA Pasco Rail Summit is September 16

All Aboard Washington's annual Eastern Washington meeting, originally set for July 15, is now scheduled for **Saturday September 16** at the TRAC Center in Pasco from noon until 4 p.m. The TRAC Center is located in northwest Pasco at 6600 Burden Blvd (I-182 exit 9), several miles from the Amtrak intermodal station and downtown Pasco.



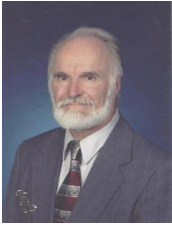
Pasco Intermodal Station where the Portland section of the Empire Builder stops. *Photo by Richard Osborne via Facebook*

This meeting will explore what will be required to restore daily passenger train service in the Yakima Valley on the Stamped Pass line, which originates in Auburn at the BNSF Seattle-Portland mainline and heads east over Stamped Pass, serving Cle Elum, Ellensburg, Yakima, Toppenish and Pasco. Eventually service would go on to Spokane. State and local elected officials, including Washington State Senate Transportation Committee Chair Curtis King (R-Yakima), and community and business leaders from the Yakima Valley are invited.

In addition, representatives of BNSF, which owns the tracks; Amtrak, a likely provider of potential passenger train service; and WSDOT's Rail Division are invited to be present to provide important inputs on the possibility of bringing back passenger trains.

A special feature at the meeting will be a summary of the research done by Central Washington University Professor John Bowen and CWU graduate Noah Westbay on the regional demand for returning passenger trains to the Yakima Valley, the most populated area of the Pacific Northwest without rail service.

LOCATION: Franklin County TRAC Center, (See **Pasco**, page 6)



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

Trains: The Safe Transportation; Persistence Paid Off! National Network Trains OK?

Two years ago Chambers Bay, on Puget Sound and the BNSF mainline southwest of Tacoma, made national news as the site of the US Open, one of golf's biggest event. This year Chambers Bay made national news because of an incident on July 2 involving Amtrak *Cascades* 506 northbound from Portland. Though the locomotive ended up on its side, the three cars (of fifteen) that derailed remained upright, probably in part due to the Talgo unit-train technology.

There were a few bumps and bruises, but no major injuries. The cause of the incident will not be addressed here. The point is the extensive coverage on network TV and newspapers throughout North America. My concern is John Q Public's mistaken perception, "A train wreck! Passenger trains must be dangerous!" (Aside: does anyone else loathe the term "train wreck" as a euphemism for any event, situation or idea the speaker or writer doesn't like?)

John Q ignores or is oblivious to the unfortunate reality that as the day's sensational headlines, pictures, and stories about the Amtrak 506 event crowded the media, several people in our state were killed in highway crashes! Why no pictures, headlines, top stories on network news? Because deaths involving motor vehicles are sufficiently common, that unless a famous person is the victim, they are not "news."

I do not mean to be cavalier about the tragedy of highway fatalities for the victims and the family and friends. I certainly support efforts to limit such deaths and injuries. And today's vehicles are engineered safer (though less classy than the Detroit Iron of my 1950s era) and deaths have decreased. But the rarity of passenger "train wrecks" is such that, per million passenger miles – an apples-to-apples comparison – American passenger trains are seventeen times safer than private motor vehicles. While the likelihood of either is statistically very remote, a population of Americans traveling 10,000 miles each on Amtrak are but one-seventeenth as likely to be fatally injured as they

would be traveling 10,000 miles in the family vehicle.

And rail freight is safer, too. While there is again a push to further increase the length and weight of large trucks on our highways, and the headlines shout loudly when freight trains are involved in an incident, whether minor or serious, the much more common events involving large trucks are "news," at most, only on a local level. This is not to ignore the rare tragedies involving freight trains, but generally the more freight on the rails, the safer and more environmentally-sound we are.



Interest in restoring scheduled intercity passenger train service to the Yakima Valley has again spiked following a press release on

The rarity of passenger "train wrecks" is such that, per million passenger miles – an apples-to-apples comparison – American passenger trains are seventeen times safer than private motor vehicles.

the passenger demand study from Central Washington University, done by Geography Professor John Bowen and recent CWU grad Noah Westbay. The study, based on a comprehensive survey should yield an objective look at demand for bringing back passenger trains to the Stampede Pass route, which last had Amtrak service in 1981 before the northern branch of the *Empire Builder* was moved to the Stevens Pass route.

Professor Bowen has had many inquiries based upon the press release. He has done radio interviews concerning the CWU survey, the important AAWA meeting in Pasco September 16, and the idea of restoring passenger train service to the Yakima Valley. Bowen also had an interview with Roger Harnack, the editor/publisher of the Daily Sun News of Sunnyside, the second (to Yakima) largest city in the Valley.

I also had a phone conversation with Harnack, being pleased with his obvious interest in restoring the trains. But being a realist, I had to tell Mr. Harnack that despite the obvious interest and apparent support for bringing back Yakima Valley passenger trains, the route to restoration will be long with some bumpy tracks! Those advocating Yakima Valley trains will need to be persistent, not easily discouraged. One advantage of having been involved with rail advocacy since the early 1980s, is having seen how persistence pays. A few examples:

Mr. Rich DeGarmo, retired Olympia phar-

macist and AAWA member, while living in Chico CA, was relentless in his pushing to move the *Coast Starlight* route from the western part of the Sacramento Valley farther east, so Chico could have rail service. Both Amtrak and Southern Pacific, the track's owner, said NO! But Rich kept the pressure on. Amtrak execs were unhappy with Rich, but became his friends after he prevailed. Not only Chico, but importantly Sacramento gained *Starlight* service; people from California's capital city no longer had to travel 13 miles to Davis just to ride that Amtrak train.

All Aboard Washington late in 1985 got hold of a 1984 study about restoring Amtrak service from Seattle to Vancouver, BC. That study and a letter from Amtrak to AAWA (then WashARP) early in 1986 were designed to discourage. The implied costs vs benefits ratios were very pessimistic. But WashARP persisted and prevailed, enlisting the very valuable assistance of influential Congressman Al Swift, who was able to cut through the negativity. We have now, of course, two round

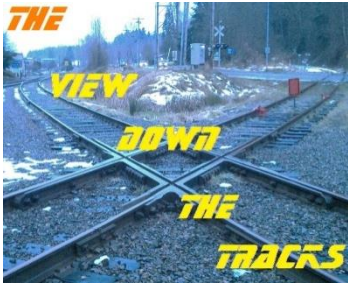
trips daily to that great BC metropolis. Our only regret is the absence of significant investment in the service by our Canadian partners, despite the real economic advantages of the money spent by the mostly affluent Washingtonians who take Amtrak to Vancouver.



Olympia-Lacey's Centennial Station on National Train Day in May 2013.

Photo by Jim Hamre

Thurston county residents encountered negativity from both Amtrak and BN when we proposed to move our Olympia Amtrak stop, a dangerously located three-sided shack off an isolated country road, to a better location and with a station befitting the Washington State capital city. The persistent people, businesses, and local governments forged ahead and built a classic depot. The painting of the station by artist J Craig Thorpe became the 1993 Amtrak calendar picture for the previously skeptical company! (See **Flem**, page 4)



WITH
JIM
CUSICK

Jim Cusick's column will return in the future.

Conference, from page 1

Seattle. Daily boardings are projected to increase to between 561,000 and 695,000 by 2040.

The third speaker, Robert Eaton, Director of Government Affairs, Amtrak Northwest, provided an update on Amtrak. The Trump Administration FY 18 budget is bad and they are working with local and state officials to outline the consequences of massive cuts to passenger rail service. The FAST act authorized funding levels make clear the value of long distance trains. Amtrak will soon re-launch its mobile app. Amtrak has broken ground on the third phase of its Seattle maintenance base rebuild, the locomotive shop.

The morning session also featured two panel presentations. The first included past and present members of the Washington State Legislative Rail Caucus. Luis Moscoso, AAWA vice president and a former state representative, introduced the state legislators that were present. He discussed the Legislative Rail Caucus that he helped found when in the Legislature. Rep. Matt Manweller (R-Ellensburg), Sen. Maralyn Chase (D-Edmonds) and Rep. Mia Gregerson (D-SeaTac) all spoke briefly.

The second panel was "Operating Our Passenger Trains." Lloyd Flem served as moderator. The panelists included Josh Coran, Director of Product Development and Compliance, Talgo; Mike Elliott, Washington State Legislative Affairs, Brotherhood of Locomotive Engineers and Trainmen (BLET); Andrew Johnsen, Asst. Vice President, Community Affairs, BNSF; and Herb Krohn, Washington State Legislative Director, Transportation Division of the Sheet Metal, Air, and Rail Transportation Union (SMART).

Coran led off with a brief history of Talgo in America. The first Talgo was built by American Car and Foundry in 1949. Five 96-seat coaches were put into service on the New York, New Haven and Hartford Railroad in 1957 and on the Boston and Maine Railroad the following year. The Talgo trains of the 1950s were less than successful for two rea-

sons: reliability and ride quality. At least two lessons were learned: maintenance is key, especially in a fixed-consist train, and these low slung trains proved they could safely round curves faster than conventional trains but not comfortably. The answer is to tilt the cars in curves. Coran pointed out the need for new rolling stock and passenger-only high-speed infrastructure but believes it will only be funded when many more voters are on board. The trials and tribulations of HSR projects in California and Texas prove we are not there yet. In the meantime, "making the best use of what we have is exactly what Talgo does."

Elliott is a 16-year veteran locomotive engineer for BNSF. He currently serves as chairman of the Washington State Legislative Board for BLET, representing about 750 union workers at BNSF, Union Pacific and Amtrak. His talk focused on the important issue of worker safety. SMART represents thousands of Washington State railroad workers who transport products that we all use every day, Krohn said. SMART members are very concerned about safety and productivity; members are dedicated to the environment, while considering the economic stability of the workforce and the surrounding communities.

The final panelist, Andrew Johnsen, talked about how BNSF is preserving and maintaining its Northwest infrastructure. He provided an overview of the rail industry and BNSF, rail trends and performance, and future opportunities and challenges. He also talked about the value proposition of freight rail. Freight railroads reduce greenhouse gas emissions by 75% and reduce highway gridlock – 40% of all freight is carried by railroads, and shippers pay less shipping via rail than other forms of surface transportation.

At BNSF there is a culture of safety – the vision is to operate free of accidents and injuries. Johnsen also pointed out the direct connection between rail and the economy. In 2016, BNSF's total volumes were off by 5%, due mostly to a decline in coal and industrial product shipments.

Despite this, BNSF plans to make \$3.4 billion in capital investments this year. Johnsen described what is needed to keep people and freight moving: a healthy economy that includes international trade; a fair and predictable permitting process; preserving the passenger/freight rail partnership; investments that optimize the multimodal system; a collaborative, fair shake among government jurisdictions; and land use protections to avoid incompatible development and land use conflicts.

The afternoon session featured three different panels on rail advocacy. The first focused on the status of passenger rail advocacy in the Northwest. AAWA President Harvey Bowen moderated. Bruce Agnew discussed his years of working with the Pacific Northwest Economic Region (PNWER) as their transportation chair, and has been instrumental in cross-border issues and in working with Canadians, encouraging them on their investment in the Northwest Rail Corridor.

Professor John Bowen, Geography Department at Central Washington University, talked about the role of university research in expanding intercity rail passenger service. Students enrolled in one of his university classes have recently conducted an online and face-to-face survey to determine whether there is interest in restoring scheduled passenger rail service on the Stamped Pass Corridor from Pasco to Seattle. Altogether, 464 people participated in the survey, ranging in age from 18 to 76. The two age groups between 31-45 and 46-60 predicted that they would travel at least 15 times a year to Seattle if passenger service were restored on the route.

The third panelist, Grant Meyer, a White Rock, BC city councilor, described efforts underway to change the rail alignment from the U.S. border to Mud Bay. The cities of Surrey and White Rock have been working with Transport Canada, railway companies, port authorities and stakeholders to relocate BNSF tracks from the waterfront to a new inland route. The city councils believe it would be a win-win for all.

The railroad would benefit, as it would reduce travel times and operating costs, improve service reliability, and reduce concerns regarding the transportation of dangerous goods and increased service frequencies. There would also be greater public acceptance of higher service frequencies and transportation of dangerous goods away from populated areas. Next steps include working with federal and provincial authorities to obtain funds to pay for technical studies to develop and evaluate potential realignment options, impacts and costs.

RUN Chairman Richard Rudolph moderated the second panel, which provided RUN participants an opportunity to share their ideas and experiences regarding rail advocacy in their respective bailiwicks. JW Madison, the president of Rails, Inc. based in New Mexico, provided a brief history of the organization, emphasizing their status as outsiders." They helped to bring about the Rail Runner commuter rail service from Belen to Albuquerque to Santa Fe, their biggest →

victory.

David Peter Alan, an attorney and a RUN Board member, shared his experiences in a talk titled “A Professional Advocate Views Advocacy for Riders.”

Phil Streby, of the Indiana Passenger Rail Alliance, opened with a story about his attempt to secure last-minute funding for the *Three Rivers* by calling state representatives from Illinois to Pennsylvania. When challenged by an Illinois rep who stated there wasn't enough population density outside of Chicago to sustain long distance trains, Streby responded by describing the 900-mile-long by 100-mile-wide corridor between Chicago and New York, and asked the legislator to explain why he thought so few people lived there. He changed his tune very quickly when confronted by that picture. Streby believes advocates need to counter false notions wherever we come across them. We need to be technically proficient regarding passenger rail and quickly respond with factual information.

Andrew Albert, RUN vice-chair and chair, New York City Transit Riders Council, moderated the third panel on “Best Practices.” The panel consisted of Karen Keller, former president of All Aboard Washington; Dan McFarling, secretary, AORTA; and Abigail Doerr, advocacy director, Transportation Choices Coalition. The panel discussed how their advocacy helped bring more train service to Washington State, how organizing diverse groups led to the passage of ST3, and how AORTA is fighting for better rail service in Oregon. While each panelist brought a different perspective to the struggle, there was one common denominator – advocacy can make the difference between the status quo and better rail service for everyone.

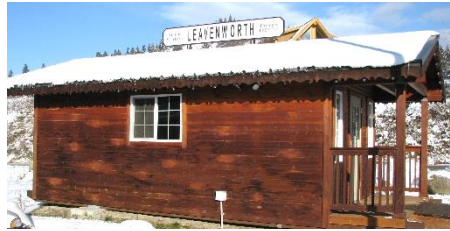
By joining together, sharing information, best practice, and resources through networking, advocates have a better chance of occupying a vocal and meaningful seat at the decision making table that ultimately determines the quality of passenger rail and rail transit service.

(This is a condensed version of Rudolph's article for the RUN newsletter, with additional content from Jim Hamre.)

Flem, from page 2

Olympia-Lacey is now one of the strongest stops on the Amtrak *Cascades*. And importantly, Centennial Station, the product of a “community barn raisin,” not lots of taxpayer bucks, so impressed conservative state legislators, they gave good support to a then rather new State Rail Program.

Similar story with the *Empire Builder* sta-



The City of Leavenworth added this simple – but Bavarian – building at their stop to provide shelter for passengers for about \$30,000. Photo by Jim Hamre

tion at Leavenworth. Former Mayor Rob Eaton and townspeople persisted and the Bavarian Village is now a valuable Amtrak stop. (And Mr. Eaton now has an important position at Amtrak!)

Bulldog determination does not mean people can achieve new depots, new or restored train service, or new station stops without costs. BNSF is seen as the best of North America's Class One railroads in working with passenger rail interests. (We in the northwest are grateful CSX is centered in the southeast corner of the country!) But BNSF is not going to “give away” capacity on their properties. Passenger train interests must be prepared to make significant investments in BNSF infrastructure, and also must meet the standards of WSDOT Rail Division in our state, and of Amtrak, the likely contract provider of passenger rail services.

The September 16 meeting in Pasco is extremely important in forwarding the campaign to restore Yakima Valley passenger trains service. I am the last to discourage interest in restoring those trains. But we must be realistic about the time, effort, and dollars it will likely take to have the trains running again from Seattle to Pasco. We were told “No!” on other occasions, but patience and persistence paid off. They can again. Be sure to register for our September 16 Pasco meeting. See the article on page one for all the details.



A political irony: The proposed Transportation Budget by the Trump Administration would have ended the National Network Amtrak trains, in large part rail service to the very congressional districts that supported and elected Donald Trump! But an outpouring of support for retaining the National Network trains, which included lots of constituent communication to US Senators and Representatives, who are mostly Republicans from districts that would lose their only intercity passenger trains, has most certainly saved trains such as the *Empire Builder* and the *Coast Starlight*.

The rail advocate community, led by

NARP, has been important in fostering support to retain long-distance trains, but significant support has come from communities that would be adversely impacted by the trains' eliminations. Just one example here in Washington is Leavenworth. A relatively new stop (see topic above!) on the *Empire Builder*, Leavenworth is a success and is seen as important to the community's tourism based economy.

On June 20, I gave a brief presentation to the Washington State Transportation Commission, which was meeting in Leavenworth, plus to local people who were attending the meeting. I urged they support retaining the *Empire Builder*. A Leavenworth Chamber representative assured me they had contacted Rep Dave Reichert (R-Auburn) asking for his vote to retain the *Builder*. Other communities along the *Builder* route, and places served by other National Network trains are doing likewise.

At this writing there appears to be no real chance those trains will be lost. In fact, the Republican-dominated House essentially ignored Trump on that issue. and increased their proposed funding for Amtrak. The Senate appropriation transportation subcommittee followed suit on July 25. Our National Network trains are OK again, but remaining alert to the efforts of the small but sometimes loud voices who wish to do away with all passenger trains is something we'll always need to do. Remember to check the NARP [website](#) and their weekly [hotline](#) for the latest on national funding issues.

New locomotive shop for Seattle

Railway Age reports that Amtrak will build a \$28-million locomotive service facility in Seattle.

Amtrak says the project is its third major investment in the Seattle facility that provides services for the long-distance *Empire Builder* and *Coast Starlight*; Amtrak *Cascades* state-supported service, and Sound Transit Sounder commuter trains.

The project will include demolition of existing buildings, utilities, tracks and other structures, as well as construction of a new 31,000-square-foot locomotive shop. Existing yard tracks will be reconfigured to provide access to the new facility, which will be equipped with a 55-ton crane and a new 125-ton drop table, the latter funded by the Washington State Department of Transportation.

The project is under construction. It's scheduled for completion in June 2019.

| All Aboard Washington Officers | Important Addresses and Phone Numbers |
|--|---|
| <p>Harvey Bowen - President 206 322-2729.. harveyb@allaboardwashington.org Jim Hamre, Puyallup - Vice President 253 848-2473.. jimh@allaboardwashington.org Luis Moscoso, Bothell - Vice President..... luism@allaboardwashington.org Rocky Shay, Federal Way - Secretary 253 925-2085.. harmons@allaboardwashington.org John Carlin, Edmonds - Treasurer..... 425 778-4529.. jcarlin@allaboardwashington.org Zack Willhoite, Puyallup - IT Director - Website..... zackw@allaboardwashington.org - Membership Inquiries membership@allaboardwashington.org</p> <p>Lloyd Flem, Olympia.. Executive Director .. 360 943-8333 LloydFlem@allaboardwashington.org 620 Boundary St SE, Olympia 98501</p> <p>Jim Hamre, Puyallup - Newsletter Editor ... 253 848-2473.. jimh@allaboardwashington.org Warren Yee, Seattle - E-newsletter 206 300-6918.. warreny@allaboardwashington.org</p> <p>All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 8:00 p.m. daily.</p> | <p>U. S. House of Representatives: Washington, DC 20515 U. S. Senate: Washington, DC 20510 Capitol Switchboard (all members): 202 224-3121</p> <p>State Legislature: State Capitol, Olympia 98504 Hotline for leaving messages: 800 562-6000</p> <p>Amtrak Reservations/Information: 800 872-7245</p> <p>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</p> |

Below is the text of the letter WSDOT's Ron Pate and ODOT's Hal Gard sent to Amtrak following the derailment of Amtrak Cascades

train 506 on July 2. While the final report will probably not be issued for months we know that the train did not stop when approaching

the open derail at the Chambers Bay draw bridge. The derail is in place to stop a train from running off an open bridge.

July 6, 2017

Kurt Laird
 Deputy General Manager Pacific NW Division
 National Railroad Passenger Corporation
 187 South Holgate St Ste: B
 Seattle, WA 98134-1454

Mr. Laird,

The Washington State Department of Transportation (WSDOT) and Oregon Department of Transportation (ODOT) want to thank you for your response efforts from the derailment of Train 506(02) on July 2nd 2017. Safety is our collective and top priority. We are thankful the outcome of the event only resulted in minor injuries.

Amtrak provided an email statement to WSDOT and ODOT on the cause of derailment. In review of the statement, WSDOT and ODOT have concerns that will need to be addressed.

WSDOT and ODOT request Amtrak provide the following:

1. A **Corrective Action Plan** detailing protocols, procedures, and actions by Amtrak to prevent future occurrences of this nature. Provide by July 31, 2017.
2. A **Cost Report** that isolates all current and estimated costs associated with the derailment of 506(02). The Cost Report will include details on the insurance claims process and procedures. Provide by July 24, 2017.
3. A **Communication Plan** detailing communication with customers during unusual or emergency events and when providing buses. While the derail of 506(02) was an emergency and unplanned situation, past communications from customers continually indicate confusion and delay during emergency events and when bus service is required. Provide by July 31, 2017.
4. An **Equipment Availability Plan**. While the trainset involved the derailment is owned by ODOT, Amtrak is responsible for the trainset being out of service. The Equipment Availability Plan will detail equipment procedures to maintain service during the period the Mt. Jefferson is out of service and Amtrak coordination with Talgo. Provide by July 24, 2017.

WSDOT's and ODOT's expectation is that Amtrak, as responsible for the cause of the derailment, will be accountable for costs associated with this event. In addition, costs will not be included in current or future service forecasts nor will these costs be allocated to other state services.

While regional communication from Amtrak (Kurt Laird and Gay Banks Olson) was prompt, WSDOT and ODOT want to express our disappointment in the lack of any official communication from any of the senior leadership at Amtrak to WSDOT and ODOT regarding this unfortunate event.

WSDOT and ODOT thank you for your attention in this matter. We look forward to receiving and discussing the requested information.

Sincerely,

Ron Pate, PLS
 Director
 WSDOT Rail, Freight, and Ports Division

Hal Gard
 Administrator
 ODOT Rail and Public Transit Division

All Aboard Washington
P. O. Box 70381
Seattle, WA 98127

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All Aboard News

August 12: All Aboard Washington picnic meeting from 11:30 a.m.-4 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. WSDOT's Roger Millar and Jason Biggs are invited.

September 16: All Aboard Washington's annual Eastern Washington meeting in Pasco. See article on page 1 for complete details and registration information.

October 14: All Aboard Washington board meeting from **11:30-4:00 p.m.** (long meeting format) at **Basil's Kitchen**, Embassy Suites Hotel, 15920 W Valley Hwy, **Tukwila**, adjacent to the Sounder/Amtrak Station.

November: There will not be an All Aboard Washington event as we are encouraging everyone to participate in NARP's 50th anniversary

celebration in Chicago. The event, Rail Nation Chicago, is scheduled for November 2-5. Full details can be found at www.narprail.org/events/rail-nation-chicago/.

December: All Aboard Washington's official membership meeting, again this year at Panorama in Lacey. Full details will be in the next newsletter. The date has not yet been set (we're aiming for Dec 2 or 9) as we await the announcement from WSDOT on when the Cascades service expansion will happen. It's scheduled for "late 2017."

All Aboard Washington recently welcomed the following new member: **Heidi McKinney**, Vancouver, WA.

All Aboard Washington members contributing to this newsletter include Warren Yee, Zack Willhoite, Louis Musso and Lloyd Flem.

Remember to follow All Aboard Washington on Facebook and Twitter to keep up-to-date on all the happens and events with passenger rail and rail transit.

Pasco, from page 1

6600 Burden Blvd (I-182 exit 9), Pasco. Directions at www.traconline.com/contact.php.

TIME: Doors open at 11 a.m. Lunch buffet

begins at 11:30 a.m. Program begins at noon and runs until 4 p.m.

COST: \$25.00 per person which includes a picnic buffet lunch and complimentary six month All Aboard Washington membership for non-member registrants.

REGISTRATION: available on the AAWA website - allaboardwashington.org/pasco-meeting/. Register online or print out the form and mail it to AAWA at PO Box 70381 Seattle 98127. Or you can mail a check with your name and address without the form, being sure to clearly identify that it is for the Pasco meeting. Advance registration is strongly recommended to ensure we have space and lunch for everyone.



Amtrak has finally installed its Passenger Information Display System at King St Station.

Passengers now have real time train status!