

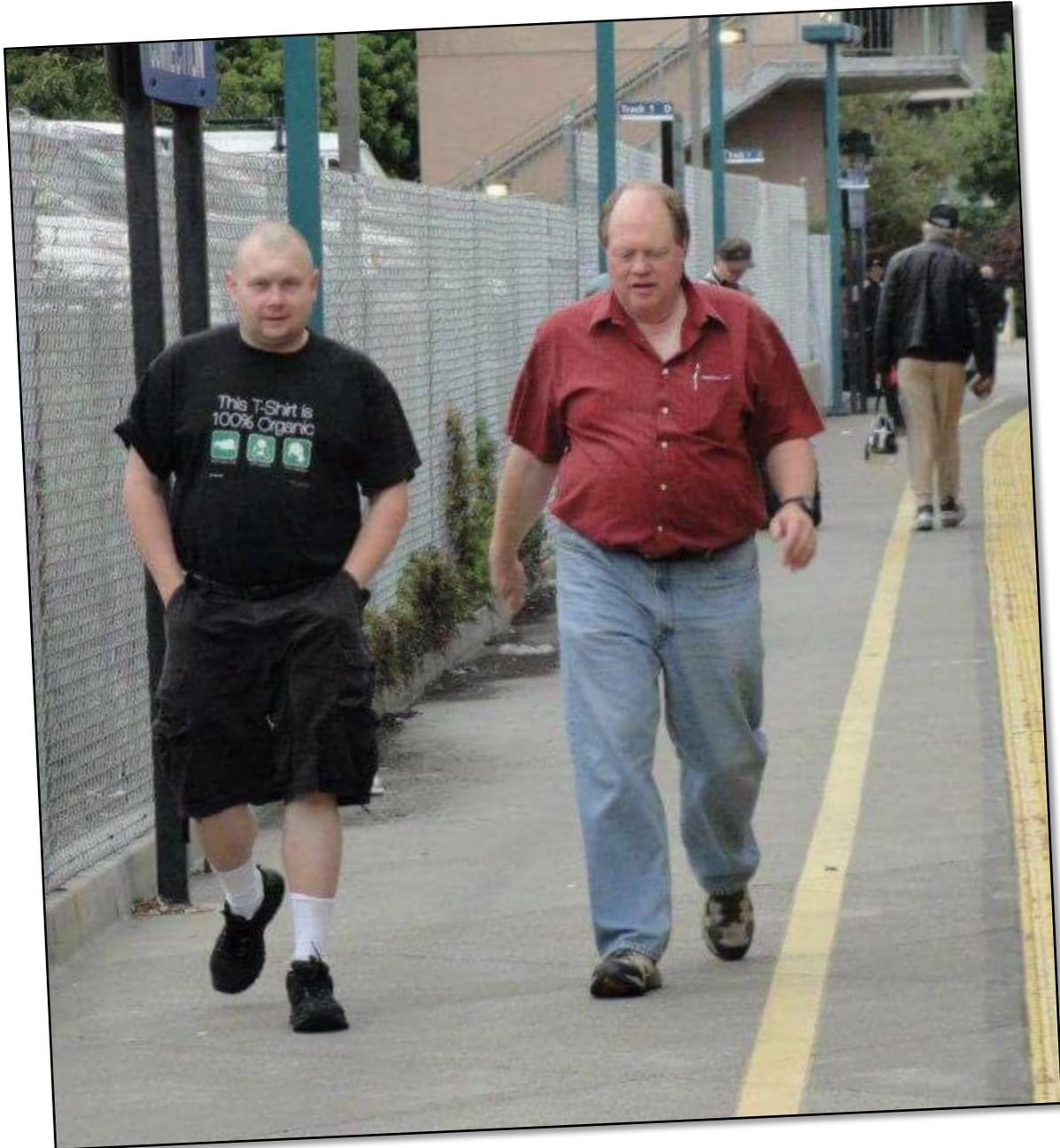


Washington Rail News

First quarter 2018

www.AllAboardWashington.org

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



Warren Yee photo

Zack Willhoite

March 19, 1982

Jim Hamre

March 30, 1956

— December 18, 2017

Cascades Train 501 ■ DuPont, Washington



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

Kindness at Capitol | Some Substantive Efforts

Given the extensive media coverage of the December 18 tragedy, it seemed nearly all associated with the State Capitol in Olympia were aware that all three fatalities were rail advocates and two were our friends associated with All Aboard Washington.

From the Rail Division, which shared with us genuine grief in the loss of Jim Hamre and Zack Willhoite, to the nearly thirty legislators I have visited to date, often accompanied by AAWA Board member Mark Foutch or AAWA Vice President Luis Moscoso — all have offered condolences. Many

others, including legislative assistants, committee staffers and others with rail or even other-than-rail interests, were sympathetic concerning the the loss of our friends.

Three added notable examples of kindness included the introduction to the January 30 Senate Transportation Committee hearing on SB 6363 by STC Chair Steve Hobbs. Senator Hobbs' opening remarks were statements of condolences to me on the loss of Jim and Zack. SB 6363 extended indefinitely the time the Milwaukee Road right-of-way, now in part the John Wayne Trail, could be returned to rail AND trail. I offered support for the bill.

Other examples were resolutions on the floor of both House and Senate recognizing the superb efforts of representatives of many public agencies, hospitals, JBLM and some people driving I-5 at the time of the derailment. Almost certainly lives were saved as a direct result of the quick and selfless actions. In addition, those whose lives were lost were remembered, with specific honoring of families, including Taylor Tomblin, who was present in the galleries.

The Senate resolution was particularly moving, with several senators thanking the responders and offering sympathies to the bereaved. Particularly notable was the fine speech by Senator Hans Zeiger of Puyallup, who knew Jim and Zack, who had been his constituents. Senator Zeiger's staff served as hosts to Taylor during the hectic and busy time we were at the Capitol.

While the impacts of December 18 has taken much of our physical and emotional energy, AAWA has continued to move some issues forward. All agree that is exactly what Jim and Zack would want.

John Neller of Auburn, newly-elected to the AAWA Board, has continued his extensive research on intermodal connectivity, with particular attention to existing connections and to the absence of connections, when minor schedule changes of transit could serve ferry and particular rail passengers more effectively.

Meetings with legislators nearly always opened with our statement that AAWA, despite our loss and the major setbacks to our State Rail Program, we are moving ahead with our strong support of the Rail Program and working toward more intercity passenger rail service in the future.

We cannot replicate their friendships, but they would insist that we at All Aboard Washington continue to push the mission of improved passenger rail and transit they believed in and to which they dedicated so much of their time and energies.

The latter issue specifically concerns efforts to restore regular intercity rail service to the ex-Northern Pacific Stampede Pass line to and through the Yakima valley. In this regard AAWA Board members Louis Musso and Mark Foutch have led the work. Louis wrote what became HB 2622, submitted by Rep. Matt Manweller of Ellensburg and Rep Liz Pike of Camas. Basically, the bill would allow counties or sub-county areas not currently utilizing a small portion of the state sales tax for public facilities to fund rail improvements, if county authorities authorize a Rail District. Currently only Kittitas County has done so. We felt Kittitas and portions of Yakima, Benton, and Franklin counties could utilize it. But any county or eligible portion anywhere in the state could put the funds to work for freight and well as passenger improvements.

The House Finance Committee was given the bill. Despite good support from most members of the HFC, the HFC Chair chose not to submit HB 2622 to hearing. This situation is common. Often it takes several years, several legislative sessions to pass even the most simple bills which have broad

and deep support. We'll try again next year with broader and deeper support.

Pending at this writing is a proviso submitted by Rep Matt Manweller that would fund a comprehensive study of benefits and costs of restoring passenger trains to the Yakima valley. The Central Washington University study showed considerable interest among citizens of the Yakima Valley and beyond, but the investment of state monies usually requires a deeper and state-funded analysis.



Memories of Jim

It was 35 years ago when I, who had been a member of NARP since the early 1970's, attended my first meeting of the Washington Association of Railroad Passengers (now AAWA) at the Seattle home of a founder of WashARP, the late Hans Mueller. Most in attendance were middle-aged or seniors, but I noticed two young men, Steve Spear and

Jim Hamre. Steve is still active in AAWA and Jim's commitment and spirit of passenger rail advocacy lives on in many of us.

Jim's knowledge of passenger rail — whether it be technical understanding, "railfan" details or significant policy issues — was complete and nearly always accurate. Jim often kept on me to push issues that were both reasoned and reasonable, whether at a local, state, or

national level. That push proved important in my getting our message across.

Jim was a Mariners fan and took me to several Mariners games. We always traveled by train, Amtrak or Sounder. And in keeping with a baseball analogy, Jim's and my styles of rail advocacy differed. Jim liked pitching a hard fastball to elected decision makers and the passenger rail industry, I preferred the slow curve. I think our pitching styles were complementary.

Jim and I were close enough friends that I asked him to be a groomsman at Darleen's and my wedding, held, yes, at Olympia-Lacey's Centennial Rail Station, a few weeks before the then-new-station opened, almost exactly 25 years ago.

For many years Jim and his mother Carolyn Hamre hosted our Annual Picnic at their suburban Puyallup home. And even in moving the Picnic to Thurston county locations in recent years, Jim served as the skilled chef for the main course. Yet another way Jim will be hard to replace. (see *Memories*, next page)

Memories, from page 2

Jim was a accomplished and respected civil engineer, his career being at the Washington State Department of Transportation. Now good prose writing is not always the top accomplishment of engineers. Yet the WashARP/AAWA Newsletter, edited and substantially written by Jim for decades, has been an example of concise, accurate writing. Jim never changed the content of my Newsletter columns, but did properly break up some of my compound, complex sentences!

Jim and I had one profound difference — he was a proud WSU Cougar, I a UW Husky. We have given a WSU Crimson azalea to Tom and Kristi Hamre, to plant in honor of their brother's loyalty to his alma mater.



Memories of Zack

About 15 years ago or so, Jim brought a young man in to the WashARP fold. We predominantly older WashARP members welcomed Zack Willhoite, who was no more than in his early 20s.

Zack brought a very high level of skills in the rapidly growing and changing fields of modern electronic communication technology. Jim and others were good, but Zack was a true professional, being a respected IT man for Pierce Transit.

Zack's knowledge and skills proved invaluable to me. My understanding of the Brave New World of the internet is so elementary, that on many occasions I had to phone or email Zack at his work or his home for his expert advice. Usually within a minute he patiently and successfully directed me out of the hole I found myself in with my computer. I can grow good carrots, which I happily had at our Annual Picnic for Zack, but he helped keep me afloat in the scary sea of new technology.

It was so nice when Zack brought his wife Taylor to some of our events. In recent months I have gotten to know Taylor and was pleased to know Zack was sharing his life with this fine lady, although for too short a time.

This past December 8 at Tacoma's Freighthouse Square, adjacent to the new Tacoma Amtrak station, Zack attended and contributed importantly to a meeting of AAWA's intermodal connectivity task force. Following our early-evening meeting, Zack walked with me the city-block distance for me to meet the Intercity Transit bus back to the Capital City. The bus was somewhat delayed. A good thing, as Zack and I enjoyed

among the best conversations about varied transportation issues we'd ever had.

Zack put in lots of volunteer time for AAWA as both our chief IT man and Director of Membership. We at AAWA will need to struggle hard to begin to fill the holes left in the operation of our organization by Jim and Zack's sudden departure. We cannot replicate their friendships, but they would insist we at All Aboard Washington continue to push the mission of improved passenger rail and transit they believed in and to which they dedicated so much of their time and energies. Let us so endeavor.

A Memoir of Jim Hamre and Zack Willhoite

By Warren Yee

As a close friend of both Jim Hamre and Zack Willhoite, the three of us did many railfan trips and advocated for more passenger rail and transit. Having long been members of All Aboard Washington and Rail Passengers Association (aka NARP), both of them had important roles in both organizations.

As you may know, Jim and Zack were in the inaugural run of the Amtrak Cascades new Point Defiance Bypass route on Monday December 18, which derailed near DuPont, Washington, injuring many and taking the lives of three, including Jim and Zack. I didn't join Jim and Zack on the train due to work obligations. Jim and I rode the scenic water-side Point Defiance route Friday December 15, the last time I would see Jim. Both Jim and Zack rode the LINK light rail train I operated on Saturday December 9. It was the last time I saw Zack.

I didn't know of the derailment early the day of December 18, as I had the TV tuned to BBC America. Then I checked Facebook (FB) and saw the devastation, both on FB posts and later on regional TV news. Since I heard nothing from Jim or Zack, I was hoping they were just injured and in the hospital. Around 10 PM. I got the news I did not want to hear. Both had died from injuries in the derailment. I was in shock, in grief and speechless.



I met Jim Hamre through the Washington Association of Rail Passengers, now All

Aboard Washington. He will always be "Roadganger" to me, since his main occupation was being a civil engineer and IT specialist for WSDOT's Highway division. He was also a WSU Cougar graduate. Since I am a UW Husky grad, we naturally had a cross-state rivalry.



I was the person who introduced Jim and Zack. It was at a Metro Employees Historic Vehicle Association annual picnic. Following the picnic, Jim and Zack rode bus 594 back to their Puyallup homes. They developed a close friendship from that point on. They eventually took two trips to Europe for rail tours with fellow rail advocate and friend Carl Fowler.

An excellent IT techie, keeping computers running efficiently, Zack had internships at WSDOT and State Labor & Industries before getting his dream job as an IT man for Pierce Transit.

Zack had branded himself "BUSDUDE" years ago for his love of buses. He owned a transit bus, retired Pierce Transit Orion #427. When he got the bus from Eli Auctions, I had to drive it to a storage lot, as Zack didn't have a Commercial Drivers License at that time. He could identify bus makes and models on sight.



Jim, Zack, and I did many trips together — some by rail, some by car, seeing some of North America's greatest natural sights. When traveling together by car, we had to stop at McDonald's for lunch for Zack's French fries. Then it was pizza for dinner. Zack always had pepperoni, Jim and I a combo-supreme!

Our last road trip was in August of 2017 to see the Solar Eclipse at Madras, Oregon.

Our last train trip together was a large circular Amtrak trip, riding the Coast Starlight, Pacific Surfliner, Southwest Chief, Empire Builder, and Amtrak Cascades.

Jim and Zack will

be missed in the rail advocacy arena, and Zack also among bus fans and in the SCA/NORWESTCON communities. Both left family members behind, Zack's lovely wife Taylor Tomblin, his mother Dixie, Jim's loving mother Carolyn, and his siblings and their families. They left us too soon, but I guess God had other plans. I greatly miss them for our friendships and the great times we had together.



Warren Yee photo

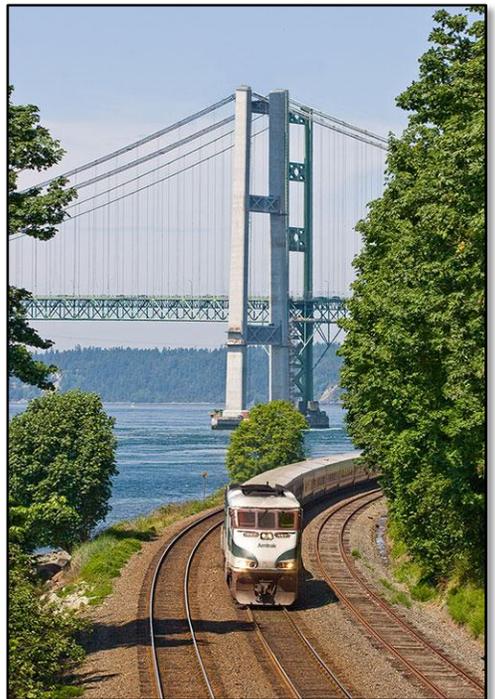
Amtrak Service

Back to the old route, and the old schedules

Square, and the unaffected portion of the Bypass line as far as Lakewood.

In its public statement on the derailment, WSDOT announced that Sound Transit will be fully repairing the Bypass line, paid for by Amtrak. However, even when the line is fully repaired, WSDOT has decided not to resume Amtrak service over the Bypass line until Positive Train Control (PTC) is implemented along both the Cascades corridor, and by Amtrak nationwide as required by Federal law. While Amtrak has pledged to meet that Federal deadline of December 31st across America, there is a possibility that PTC could be implemented along the Cascades Corridor, and the Bypass line returned to Amtrak service sometime earlier in the fall. WSDOT reports that it has received formal assurances from Amtrak that the rail operator will do everything it can to advance the PTC implementation date and a return to service on the Bypass line.

For now though, Amtrak Cascades and Coast Starlight passengers can once more appreciate the views along Puget Sound that have been a significant, if not key selling point of passenger trains in the Northwest for a century.



WSDOT | Honan photo

Amtrak CASCADÉS® - Southbound
 serving VANCOUVER, BC - SEATTLE - TACOMA - PORTLAND - SALEM - EUGENE/SPRINGFIELD and intermediate stations
 Amtrak.com 1-800-USA-RAIL
 Effective January 2, 2018

Train Name	Thruway	Amtrak Cascades	Amtrak Cascades	Thruway	Amtrak Cascades	Thruway	Coast Starlight	Amtrak Cascades	Amtrak Cascades	Thruway	Amtrak Cascades	Thruway	Amtrak Cascades
Train Number	511	501	513	517	505	507	519						
Normal Days of Operation	Daily	Mo-Fri	Daily	Mo-Fri	SaSu	SaSu	Daily	Daily	Daily	Daily	Daily	Daily	Daily
On Board Service	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Mile	0	12	28	62	88	100	124	134	157	171	187	204	222
Symbol	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP

*Tacoma, WA station is located at 1001 Puyallup Ave.

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- ☑ **Amtrak Cascades Business class.**
- ☑ **Sleeping cars:**
 - ☑ Superior sleeping accommodations on Trains 11 and 14, the Coast Starlight.
 - ☑ Amtrak Metropolitan Lounge available in Portland for sleeping car passengers.
- ☑ **Dining cars:** Full meal service on Trains 11 and 14.
- ☑ **Lounge/Bistro cars:** Sandwiches, snacks and beverages on all trains.
- ☑ Checked baggage at select stations.

☑ **Wi-Fi available**

☑ **Must have paid ticket to board.**

☑ **Will not operate 1/1.**

☑ **Will also operate 1/1.**

☑ **Unboxed Bicycles:** Amtrak Cascades trains are equipped with a limited number of bicycle racks for carrying unboxed bicycles. Reservations are required; passengers must lift the bicycle to shoulder height to put it into and pick it up from the baggage car. Bicycles in a bicycle box may also be checked on the Amtrak Cascades and the Coast Starlight between stations that offer checked baggage service; nominal fees also apply. Certain connecting Thruway buses also carry bicycles. Consult agent or visit Amtrak.com/bikes for more information.

☑ **NOTE—Proper documentation is required to cross U.S./Canadian border when traveling on the Amtrak Cascades. Visit Amtrak.com/CrossingTheBorder.**

This service is financed primarily through funds made available by the Washington State and Oregon State Departments of Transportation.

Amtrak is a registered service mark of the National Railroad Passenger Corporation, National Railroad Passenger Corporation, One Massachusetts Ave. N.W., Washington, DC 20001. NRPCC Form W32-Internet only-12/18. Schedules subject to change without notice.

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Train Name	Amtrak Cascades	Thruway	Amtrak Cascades	Thruway	Amtrak Cascades	Thruway	Thruway	Amtrak Cascades	Amtrak Cascades	Amtrak Cascades	Coast Starlight	Thruway	Thruway	Amtrak Cascades	Thruway
Train Number	516	500	502	504	506	518	14	508							
Normal Days of Operation	Daily	Daily	Mo-Fri	SaSu	SaSu	Daily	Daily	Mo-Fri	Mo-Fri	SaSu	Daily	Daily	Daily	Daily	Daily
On Board Service	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
Mile	0	30	44	68	88	108	124	134	157	171	187	204	222	240	254
Symbol	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP	DP

*Tacoma, WA station is located at 1001 Puyallup Ave.

Service on Amtrak Cascades®

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- ☑ **Lounge/Bistro cars:** Sandwiches, snacks and beverages on all trains.
- ☑ Checked baggage at select stations.

☑ **Wi-Fi available**

☑ **Time is available at Eugene to ticket University of Oregon passengers.**

☑ **Must have paid ticket to board.**

☑ **Will not operate 1/1.**

☑ **Will also operate 1/1.**

☑ **Unboxed Bicycles:** Amtrak Cascades trains are equipped with a limited number of bicycle racks for carrying unboxed bicycles. Reservations are required; passengers must lift the bicycle to shoulder height to put it into and pick it up from the baggage car. Bicycles in a bicycle box may also be checked on the Amtrak Cascades and the Coast Starlight between stations that offer checked baggage service; nominal fees also apply. Certain connecting Thruway buses also carry bicycles. Consult agent or visit Amtrak.com/bikes for more information.

SHADING KEY

- Daytime train
- Overnight train
- Thruway and connecting services

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Amtrak is a registered service mark of the National Railroad Passenger Corporation, One Massachusetts Ave. N.W., Washington, DC 20001. NRPCC Form W32-Internet only-12/18. Schedules subject to change without notice.

Within twelve hours of the derailment of Cascades Train 501 on December 18th, WSDOT Rail and Amtrak had rerouted all Amtrak trains running between Seattle and Portland back onto their old route — the Point Defiance line. They've been running there ever since.

Along with the old route, the old schedules soon returned as well, going into formal effect on January 2nd. Travel times

have been returned to the 3 hour, 30 minute schedules they were prior to the December 18th change to the Bypass line, and the old Tacoma Amtrak Station at 1001 Puyallup Avenue is back in use as well. Also gone for now are the two additional round trips between Seattle and Portland in the early morning and late evening.

Southern commuter trains continue to use their station at Tacoma's Freighthouse

DID YOU KNOW?

Most of the Point Defiance Bypass line actually predates the Point Defiance line by 41 years. The Bypass line was originally built by the Northern Pacific Railroad as part of the Prairie Line, completed to Tacoma in 1873. The Point Defiance line wasn't completed until 1914.

All Aboard Washington Officers

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 All are evening numbers, except Lloyd's, which is available 8:00 AM to 8:00 PM daily.

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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
 RPA (NARP): www.narprail.org
 RPA Hotline: www.narprail.org/news/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

A Tribute to Jim Hamre and Zack Willhoite

by Carl Fowler
former WashARP board member

Jim Hamre, age 61, and Zack Willhoite, age 35, were each other's best friends, and mine as well.

Jim came from a railroad family. His parents worked for the Milwaukee Road, as did Jim during school vacations. Professionally, he was a Washington State Department of Transportation highway engineer/IT specialist, retiring in 2011 on an early buy-out to devote time to his many interests.

Zack was beyond a computer whiz. He could plan bus schedules, fix computers, and analyze complex problems. Taking the internet handle "Busdude," he nonetheless knew so much about not only busses, but also light rail, trams, streetcars and of course passenger trains. He had such fun driving his preserved historic Pierce Transit bus, and did Zack ever love pepperoni pizza, the Rocky Horror Picture Show and Star Wars!

Both were perfect symbols of what advocacy for balance in transportation should be, exemplifying citizen advocates as professionals. Jim was a highway engineer who deeply supported multi-modalism. Zack took the same perspective from his work in the bus side of public transport.

I made a career running tours by train all over the world through Rail Travel Center. Co-managing countless tours with me from the 1980s to my retirement in 2015, Jim

served meals, carried bags, helped to set up photo lines, as well as talking trains, history and culture with fellow riders. Once he assisted in finding two confused elderly passengers who got lost on a Vancouver Skytrain, spending hours searching station after station until they were located. Also helping me, Zack amazingly did the same thing with a Swiss tour, finding a couple who had gotten on a train going the wrong way.

For RPA (NARP), Jim criss-crossed the country to Board and Council meetings typically four times or more each year. He gave over 35 years of similar effort to the



Jim Hamre and Carl Fowler railbiking on the Adirondack Scenic RR near Saranac Lake, NY • Summer, 2016.

Carl Fowler photo

Washington Association of Railroad Passengers/All Aboard Washington. For family and community, Jim could not do enough. He helped run a Thrift Store for the poor in Puyallup through his church, and cared for his mother, family and friends.

Zack had gotten married only a year ago, and like Jim, helped care for his own mom. He had a rapier wit, but was never mean.

As we all knew they would be, Jim and Zack were on Amtrak Train 501 on the first run over the new route on Monday morning, December 18th. While they were two of the three fatalities on that train, the improved rail services in Washington and Oregon wouldn't have been built without their decades of faithful advocacy. Happily, they witnessed the success of those efforts. More passenger trains run today between Seattle-Tacoma and Portland than ever.

The Cascades Corridor is their monument.

AAWA Moving Forward

by Harvey Bowen, *President*

We have lost the ongoing friendship and invaluable services of Jim and Zack. Each were among our most active volunteers. Zack was our Membership Director, Webmaster, IT person, and with the help of his family, handled all our outgoing membership renewals. Jim was the editor of this newsletter, also managing printing and bulk mailings, including our twice-yearly appeals.

I'm sure they would want us to continue to get the jobs done as we move ahead with our mission of more and better rail service in Washington State. The challenge is less than it might have been though, as Jim, Zack and I were already in negotiations with the Rail Passengers Association (formerly NARP) to work in partnership on some mutual areas of interest.

The details are not yet fixed, but key points of this partnership are planned to include:

- AAWA will remain independent, with its own incorporation, 501(c)3 tax-exempt status and bank accounts.
- Rail Passengers Association (RPA) will eventually manage joint membership mailings on behalf of AAWA. Mailings for RPA members who are also AAWA members will be merged to save paper and costs.
- AAWA will recommend but not require that our members also join RPA. RPA will make a similar recommendation that their Washington State members join AAWA.
- RPA will perform some administrative functions for us, as mutually agreed.

RPA has also offered their assistance free of charge to help us with challenges of this unfortunate transition of the responsibilities Jim and Zack performed so well for AAWA.

(see AAWA Moving Forward, next page)

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All Aboard News

Note: As with so much else, the hole left by the loss of Jim Hamre and Zack Willhoite has affected our planning for this year's schedule of events. Presented below is a preliminary schedule for our quarterly board meetings and our annual picnic through August, as well as mention of the RPA (NARP) Spring Summit in Washington, DC. Stay tuned to our social media and the next edition of this newsletter, or contact Lloyd Flem (info on page 5) for event updates and details.

April 15-18: Rail Passengers Association (formerly NARP) Spring Advocacy Summit & Day on the Hill in Alexandria, Virginia and Washington, DC. See narprail.org for details.

May 12, 2018: All Aboard Washington Board of Directors Meeting starting at **11:30 a.m.** (short or long meeting format to be determined — check social media) at **Basil's Kitchen**, Embassy Suites, 15920 W Valley Hwy, Tukwila, adjacent to the Sounder/Amtrak Station.

July 14, 2018: All Aboard Washington Board of Directors Meeting starting at **11:30 a.m.**

(short or long meeting format to be determined — check social media) at **Basil's Kitchen**, Embassy Suites, 15920 W Valley Hwy, Tukwila, adjacent to the Sounder/Amtrak Station.

August 11: All Aboard Washington Annual Picnic, roughly 11:30 AM – 3 PM and likely at **Rainier Vista Community Park, 5475 45th Ave SE** (corner of 45th SE and Ruddell Road), **Lacey** again. As usual, we'll provide the burgers, hot dogs, condiments and beverages. You are invited to bring a potluck item. Use the *Cascades* or *Coast Starlight*. Car shuttles will be provided from the Olympia-Lacey Amtrak Station. Contact Lloyd Flem (info on page 5) if you want transportation from the station to the park.

AAWA Moving Forward, from page 5

At our January meeting, Jim Langston and Kathy Davis were returned to the board, and Henrick de Kock and John Neller were added. A Communications Committee was created among Harvey Bowen, Charlie Hamilton, and Warren Yee, and non board members Jim Cusick, Patrick Carnahan, and Loren

Herrigstad. This committee will take on much of the Webmaster, IT, Database and Communications duties Zack and Jim formerly did (six guys are needed to replace Zack and Jim!) Past president Loren Herrigstad will take on duties as interim newsletter editor, with help from Patrick Carnahan and regular columnist Jim Cusick.



Centennial Station's 25th Anniversary
Saturday, May 5, 2018

Want to be involved in planning, or have suggestions or ideas? Call Audrey Skaugseth at (360) 459-0364 or (360) 870-4700.

