



WASHINGTON RAIL NEWS

AUGUST/SEPTEMBER 2007

www.AllAboardWashington.org

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

All Aboard Washington: Let's start Eastside passenger rail now, not in 20 or 30 years

All Aboard Washington announced in a press release on July 17 its intent to acquire and operate freight, commuter and tourist rail transportation on the Eastside rail line between Tukwila and Snohomish (BNSF's Woodinville Subdivision). Our organization recently formed a cooperative agreement with leading rail industry experts, which led us to extend an offer to BNSF on Friday July 13, 2007.

"We are extremely pleased to be able to bring a coalition of business,

ment of about \$30 mill. the line could be upgraded to accommodate 30 mph service (comparable with I-405 much of the day!), simple platforms with shelters for stations, and self-propelled train cars (DMUs, from Colorado Railcar, for example; www.coloradorailcar.com).

All Aboard Washington, the Cascadia Center (www.discovery.org/cascadia) and Talisma Corporation (www.talisma.com), a Bellevue-based software company, sponsored a tour of

NARP's "Grow Rail Campaign": a forty year vision for passenger rail

The National Assoc. of Railroad Passengers released its "Grow Rail Campaign" on June 25, coinciding with the 40th anniversary of its founding in 1967. The campaign supports NARP's vision of passenger rail service expansion and growth over the next 40 years.

It's time, says NARP, to shift discussion from "What passenger train gets cut next?" to "Which routes do we add and how quickly can we add them?" The former question is the method Amtrak management used to ax the Seattle-Denver-Chicago *Pioneer* in 1997.

Of equal importance, in conjunction with the expansion of passenger rail service, is the requirement that U.S. rail capacity must grow to permit both fast, efficient and reliable passenger and freight service.

NARP Pres. George Chilson said in a press release, "In the near future, road and air congestion, worldwide competition for oil, and growing environmental concerns will make \$4 a gallon gas seem cheap, today's traffic jams modest, and affordable flights a distant memory. Some may say 'we can't afford to do this.' NARP says 'we can't afford *not* to.'"

The vision proposes a comprehensive "Grid and Gateway" network that will make passenger trains a widely available choice for all Americans. (See **Vision**, page 4)



Art by J. Craig Thorpe

industry and rail experts together to provide Puget Sound residents and businesses with a pragmatic, timely and affordable solution to the transportation crisis that faces us today and for generations to come," said Chuck Mott, Chairman of All Aboard Washington. "The railway industry professionals bring a unique combination of vision and hands-on pragmatism of rail issues to All Aboard Washington. This combination resulted in All Aboard Washington making the decision to move ahead with a direct offer to acquire the Eastside rail infrastructure from BNSF."

Our proposal would be a first step toward an eventual full service commuter rail line. For an invest-

ment of about \$30 mill. the line could be upgraded to accommodate 30 mph service (comparable with I-405 much of the day!), simple platforms with shelters for stations, and self-propelled train cars (DMUs, from Colorado Railcar, for example; www.coloradorailcar.com).

Our proposal is a counter to the very complicated plan put forth by King County. Over the past 18 months the county has worked its plan whereby the Port of Seattle would buy the line from the BNSF, who wishes to sell it, remove the rails, install a trail and turn the corridor over to King County in ex-(See **Eastside**, page 5)

"We were once the premier country in the world in passenger rail service and now we are dead last... We need to start with reauthorizing Amtrak."

*Rep. Corrine Brown (D-FL)
Transportation Subcommittee on Railroads,
Pipelines and Hazardous Materials chairwoman
at June 26 hearing of her subcommittee.*



*From the desk of
the Government
Affairs Director
by
Lloyd H. Flem*

Passenger Rail Wins a Round; Unintended Consequences; Celebrating Centennial Station

Part of my job is monitoring and responding to the federal government's actions and inactions concerning passenger rail. On July 24, the U.S. House passed 268-153 a \$104 bill. Transportation, Housing and Urban Development funding proposal, with \$1.46 bill. designated for Amtrak. Only one-third is operating "subsidy"; most is for capital, debt payment and retirement for both Amtrak and non-Amtrak railroad workers.

Pres. Bush has threatened to veto the entire proposal, as it is about \$3.5 bill. above his budget request. Should Bush veto, the question is whether enough Republicans will stick with their July 24 votes to approve the override.

The Administration had proposed only \$800 mill. total for Amtrak, nearly \$600 mill. less than the House approved number. During the two days leading up to the final vote several attempts were again made to damage or destroy our country's only national passenger rail system. John Mica (R-FL) tried arcane procedural grounds to block consideration of the Amtrak appropriation. Pete Sessions (R-TX) has tried twice to kill "money loosing" routes, including his own *Sunset Limited!* His attempt last fall fell way short 130-299 and the July 24 attempt also failed 139-283.

Freshman legislator Michelle Bachman (R-MN) attempted to shift \$106 mill. in Amtrak money to "homeless housing." Her amendment failed 110-308.

But Jeff Flake's (R-AZ) efforts were in a class alone! He offered that since currently intercity passenger rail has a small percentage of total trips, there is "no market" for trains in the U.S. (Before 1920, an equally small percentage of intercity trips were made by private motor vehicle or commercial airplane. Flake should have been around then to

stop local, state and Federal governments from providing massive "subsidies" for the construction of highways and airports because the "free market" wouldn't build them!)

Flake continually quoted a study done by the Heritage Foundation (authored by the infamously anti-rail Ronald Utt and/or Wendell Cox) with the economic absurdity that each added Amtrak passenger increases losses and "subsidies." (Reality: Rail's fixed costs, like air travel, are high. But as seats fill up with passengers, fare revenues increase much more rapidly than the relatively minor added costs of fuel, supplies, cleaning, etc.). Flake's two amendments to cut Amtrak funding (to ostensibly reduce the size of the overall bill) flopped miserably. The votes were 94-328 (to cut \$475 mill.

All of our state's House Democrats voted correctly on the Amtrak amendments, as did Cathy McMorris-Rogers.... Their constituents need to praise them.

from Amtrak operations) and 104-312 (to eliminate \$425 mill. in Amtrak capital and debt service funding).

I accept the need for Amtrak to strive for economic efficiencies. Cost-benefit analyses of any and all transportation investment are appropriate but they must consider long-term and wide ranging external costs and benefits. When so done, passenger rail fares well. Now again my cliché: but why do the thrifty, conservative, capitalist Swiss continue to invest billions of francs to make the world's best rail system even better?

All of our state's House Democrats voted correctly on the Amtrak amendments, as did Cathy McMorris-Rogers (R-Deer Lake) on four of the five votes. Their constituents need to praise them. The constituents of Dave Reichert (R-Auburn) and Doc Hastings (R-Pasco) need to educate them concerning their "different" votes on Amtrak.

Stout defenses of Amtrak were made by Jim Oberstar (D-MN) and Corrine Brown (D-FL). House Appropriations Ranking Member Joe Knollenberg (R-MI) joined Chairman John Olver (D-MA) in vocal support of Amtrak's recent improvements and reforms. I agree with reasonable Amtrak critics that more improvement is es-

sential. But statements that the private sector would "do better" are in vain until the freight railroads allow other-than-Amtrak intercity passenger operators on their properties.



Supposedly, laws and regulations, whether passed by elected officials or instituted by hired public administrators, are for the public good. Often they are. Certainly, traffic laws and regulations protect the public safety. Nearly all of us support government efforts to ensure safe food and water. And most of us support the Americans with Disabilities Act (ADA), a federal law which allows citizens with limitations access to transportation and other public facilities.

The U.S. public transportation system is clearly behind that of Europe and east Asia, with their much more complete and otherwise superior urban and intercity passenger rail systems. We are ahead of these places, however, in our concern for and means for physically-challenged people to enjoy a reasonable level of personal mobility. At least in 1998, some of Europe's finest high-speed trains did not have the level of access found on our most humble bus transit systems, much less on Amtrak and commuter trains. Good for America in this regard.

Our own Amtrak *Cascades* trains were designed with input from a disabled veterans group. As one who had to use a wheelchair in the summer of 2005, I can attest that the *Cascades* are fully accessible. I understand all Amtrak and commuter trains accommodate wheelchair-bound and other physically limited passengers.

But such accommodations are apparently not sufficient for some unelected zealots within the Federal Railroad Administration. Their proposed rules dictate that passenger train plat- (See **Flem**, page 4)

To see more details on the votes in the House see the NARP Hotline for July 27, 2007. Go to www.narprail.org/cms/index.php/hotline and click on the appropriate date. Registered NARP members can also view detailed voting records on these five amendments by logging in to the members section at www.narprail.org.



The View Down the Tracks

=====
with Jim Cusick

Rail proponents, not anti-...

Ah, the Woodinville Sub. What more is there to say. Not much, since it is the major news story for All Aboard Washington this issue. I can only say that I'm grateful.

What I will add is some comments about what the public's reaction is, especially just after the announcement of All Aboard's bid. Other than the regular "What are these people up to?" comments on the Internet forums, I was intrigued by one that said that years ago Ron Sims put his political reputation on the line to back Sound Transit. He felt it was a gamble because at that time, they were dealing with all their setbacks.

However, when I attended the groundbreaking ceremony for the Central Link Maintenance Facility, I heard him make the comment that when he was first introduced to the issues of Link, he was told to just look at the numbers, and they would speak for themselves. Hence, that is why he became a Sound Transit supporter. Even though Mr. Sims is the focus of any discussions about the Woodinville Sub, simply because he has been the one to head up the King County/BNSF/Port of Seattle negotiations, he is not the target of Rethink Rail. The target is simply the Woodinville Sub, that is, keeping the rail line intact.

We support **RAIL**, we are not Anti-Ron Sims, Anti-Light Rail, nor even Anti-Roads.

I have a suggestion for Mr. Sims. He should take the chance again, just like he did when he decided to support Sound Transit. This time, his payoff will happen after he comes to the inescapable conclusion that the rest of the region has: that Commuter Rail **now** on the Woodinville Sub will be good for his political career.

Trust us.

Everybody parks

At sometime or another.

Okay, enough of that, I want to talk

about parking. Smart Parking.

That sounds transit related, doesn't it?

Actually, I made that comment at one of the early I-405 meetings, and was promptly looked at like I was some planning amateur.

Okay, maybe I am just an amateur. I didn't pursue it further, since the people there had much more experience than I did in those matters, even the politicians, and who was I to question the conventional wisdom. Well I probably should have, since it works. Smart Parking is an effective way to get people out of their cars.

Yeah, I know, how is he going to make this work?

What my approach was is this – that people go from strip mall to strip mall because the distances between the

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stores they want to visit are too far away from each other to walk. Also, the way that the intersections are laid out, it can be an anxious walk spending that much time in the realm of moving traffic.

This is where Transit Oriented Development can merge with the auto-centric culture by making it easy for those who can not, or will not leave their cars at home to shop.

My twist is that we no longer have the government design and maintain intersections, but instead give the land to private developers, preferably the ones surrounding the intersection, with certain restrictions. Those being that they allow free movement of traffic and specifically transit through the intersections.

What the government does then is take over the center of the properties within each block. This allows for the use of that land for whatever they deem is the most effective. Maybe a transit center, maybe even a parking garage.

Smart parking. If the retail developers now own the intersections, they would start designing them to make it easier to navigate between their stores, and would end up cutting down their size, hence making them Pedestrian Friendly. Pedestrian friendly means shopper friendly.

Now lest you think ideas just rattle around in my head, falling out randomly, with no basis in reality, think

again.

If you'd like an example of Smart Parking, just visit Redmond's Town Center. There is a large parking garage roughly in the middle, (there is also a large outdoor area around the restaurants), but once you exit, you are in a very pedestrian friendly/shopper friendly environment. Yes there are streets, and many stop signs, but it is a very effective mix.

All part of the mix

In fact, there is even potential to add some Rail Transit to go with the Transit Oriented Development. The rail line is still there between Redmond and Woodinville, and we know where there are some transit vehicles that would work just fine. You do remember, don't you?

They are at the other end of Lake Sammamish. The place to where there used to be tracks from Redmond. That

place? Issaquah!

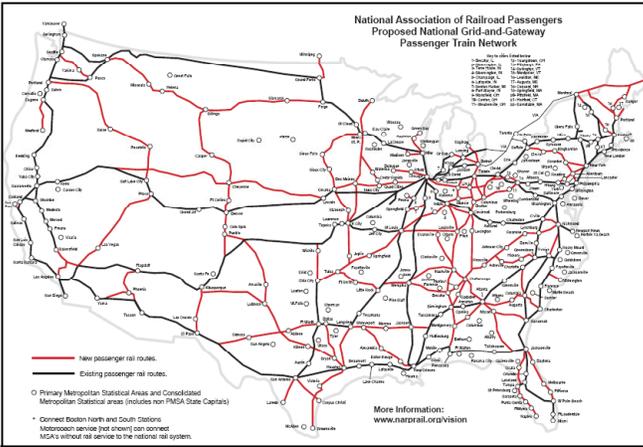
What is happening with the Issaquah Trolley?

Funny you should ask, since the Issaquah Historical Society is in the process of getting the grant money it has received distributed through the proper channels so they can make use of it. What this will result in is that the Issaquah Trolley will be running in 2008.

Since they have 3 trolleys on site, it will be interesting to see if there is potential for another interested party to borrow one, speculative as that may be. There has been interest from Redmond and Woodinville about having their own version of the Issaquah Trolley, which of course could be used on the other leg of the Woodinville Sub. You remember the Woodinville Subdivision don't you?

If things work out, maybe there could be connecting rail service between some of those interested, forward thinking municipalities.

Amtrak Cascades ridership is booming in the first six months of 2007: January, up 18.4% over 2006; February, up 23.7%; March, up 16.8%; April, up 15.7%; May, up 12.4%; and June, up 13.2%. Each month set a record for ridership for that month since inception of the Cascades service. Year-to-date, ridership is up 16.1% to 329,335 riders. Total passenger miles to date are up 22.6%, partly due to the average trip length increasing from 145.0 to 153.1 miles.



The National Assoc. of Railroad Passenger's Vision Map for growth of intercity passenger rail service over the next 40 years is depicted above. To view the full-size version of the Vision Map and NARP's entire report go to www.narprail.org/vision. In the Northwest we would see restored Amtrak service between Seattle and the Tri Cities via Yakima (cut in 1981); restored Amtrak service between Portland and Denver via Boise (cut in 1997); restored Amtrak service through southern Montana (cut in 1979); and extension of the Northwest Corridor south of Eugene to Medford. Expanded service in the Northwest Corridor is also proposed.

Vision, from page 1

Amtrak's network would grow from about 22,000 miles to 45,000 – about the same size as the Interstate Highway System. It connects 237 of the country's 292 metropolitan areas and state capitals. All tracks would be incrementally upgraded to Class 4 (79 mph). NARP envisions a complete mobility system that provides convenient transfers between intercity passenger train, air, bus and transit services.

The vision is based on government statistics for travel volumes and population growth trends. The plan incorporates routes already proposed by USDOT, American Assoc. of State Highway and Transportation Officials, States for Passenger Rail Coalition (www.s4prc.org; our state is a member), and individual states.

The NARP vision is similar to one used over 50 years ago by Pres. Eisenhower to promote his Interstate Highway System proposal. It illustrates the comprehensive interconnected passenger train network that America needs. Getting there will require a strong federal partnership and that must include funding. The states have been waiting for this federal leadership for decades and continue to wait.

NARP Pres. George Chilson tells rail advocates, "Join this campaign. Spread the word in your community

and your state. Reach out to other organizations with shared goals – environmental and smart growth groups, community service organizations, chambers of commerce, schools, colleges and universities. Attend town hall meetings and meet face-to-face with lawmakers. Tell them how making this vision a reality will improve your quality of life.

"The more voices we have calling for growth, expansion and improvement of passenger train service, the more effective our chorus becomes.

"Get active in the Grow Rail Campaign!"

Flem, from page 2

forms be exactly the same height above the track as the floor of every passenger car and a certain exact distance from the side of the car. In our Northwest Corridor, we operate four different passenger car types, all with different floor heights; at least three of these wouldn't fit the rule! And the higher the platform above top of rail the farther the railroads require it be set back from the tracks to maintain the ability to operate their freight trains safely and efficiently.

The proposals would be very costly; detrimental to the movement freight (outside the Northeast Corridor, most Amtrak and commuter trains operate on tracks owned by the freight railroads); have stymied the opening of at least 15 completed or proposed Amtrak stations (including Stanwood and Leavenworth); and, most of all, do not really improve access to rail for physically-challenged people.

Those actively opposing the FRA proposals include WSDOT, the state Transportation Commission, BNSF Railway (and all other freight railroads), Amtrak, transit agencies, other states, NARP, other rail advocacy groups, our state Sens. Mary Margaret Haugen (D-Camano Island) and Linda Evan Parlette (R-Wenatchee) and, of course, All Aboard Washington. Mayor-elect and AAWA member Rob Eaton of Leavenworth. He has done exemplary work with our state Congressional delegation in dealing with this ill-conceived rule making proposal.

While in DC in mid-March and early May, I and other Northwest NARP members addressed the issue with our senators and representatives and their staff people. We have found that our electeds had not been informed about something that would hurt existing rail service and keep new stations from opening.

Access for the physically challenged: of course!

Costly, counterproductive mandates: of course not!



Thurston County rail advocates are justly proud of Centennial Station, a truly fine facility – with classic design and modern technology – built at an amazingly low cost substantially due to the work and dedication of local people with minimal, albeit important, taxpayer monies.

AAWA member Rich DeGarmo is overseeing the writing of a book recording the story of Olympia-Lacey's Amtrak station. Most of the authors were members of WashARP (our predecessor organization) during the long and somewhat arduous saga, based on motivation to alleviate our shame, to get from the graffiti-laden shack (with the misspelled bad words) that then served the Capital community to what became literally Amtrak's (J. Craig Thorpe-painted) poster child on their 1993 calendar: Centennial Station. Not only did Thurston County people build Centennial, but local volunteer station hosts have welcomed **EVERY** Amtrak train these last 14 years, no matter how late.

But Centennial Station has had importance beyond Thurston County. Around 1989, generally skeptical Republican state senators were so impressed by the community efforts to build the station, they publicly chose to fully support the beginnings of what continues to be one of the nation's best state passenger rail programs. This was at a time when state investments in rail were small and tentative. But as one who has been through an entire history of state rail efforts (first discussions with two or three legislators who seemed interested back in 1973), we must remain vigilant, as there is still a tiny cadre of folks who feel the state should "get out of the railroad business," except of course to tax and over regulate the rail mode.

Our work will not soon end.

(Where did Centennial Station get it's name? The idea started in 1987 as a project to mark Washington's one hundredth anniversary of becoming a state on Nov. 11, 1889. But the challenges of a mostly volunteer project meant the station didn't open for business until March 1993.)

Eastside, from page 1
 change for Boeing Field. This proposal resulted in a firestorm of emotion, with the public and private sectors either supporting or attacking the deal. The real issue – that of saving a working urban rail corridor – has been lost in this ongoing exchange. If the rail line is removed it is unlikely it will ever be rebuilt. Rather than tear out rail, other cities in America – including Seattle – and around the world are rushing to build rail lines. If the line is removed, the public is the loser and must wait until 2024, at the earliest, for a light rail line to the Eastside. "We feel that if the rail line goes, it will never come back," said Mott. "Therefore we want to save the rail line. We're not opposed to putting a trail there along with it."

Track removal also means loss of a back-up rail line to the north in the event of a catastrophic closure of the main line through the tunnel under Seattle (the tunnel is atop the Seattle fault line and there is no other rail line to Canada west of Spokane).

All Aboard Washington also used the tour to counter much of the misinformation that has been put out about the Eastside rail line:

- *No one has expressed interest in buying or operating the line.* The players have worked the deal in secret and have given no opportunity for public discussion.
- *The tracks are in terrible shape.* Only the track from Woodinville to Redmond is in poor condition. The main corridor tracks are actually in good condition, with 115lb-132lb (to the yard) rail, reasonably good ties and relatively clean crushed stone ballast. The BNSF would simply not risk a lawsuit from the dinner train,

which ran at 30 mph, or from Boeing, which ships 737 fuselages to its Renton plant.

- *There is no freight potential for the line.* No opportunity has been given for potential buyers/operators of the line to even look at this possibility.
- *The line has no commuter potential because it doesn't go where the population is.* Actually, the line goes right through the heart of the Eastside, whose population is expected to burgeon by at least 50% in 10 years. In fact, in 1992 the Regional

I live in Newcastle, and work at Microsoft in Redmond. A train along 405 would be great if I could hop on a train to get to work, or even get close enough that I could take a single bus. I would be all over that.

Email received by Lloyd Flem as a result of our media coverage

Transit Authority (predecessor to Sound Transit) proposed commuter rail from South Kirkland Park & Ride to Seattle via Bellevue and Renton.

- *Rail-banking will save the line for future rail use.* Very few rail-banked corridors have ever returned to full rail use. The need is NOW, not in 20-30 years. Further, the costs to restore rail at that point would be prohibitive.

The Seattle Times, the Seattle Post-Intelligencer and KING 5 TV covered the July 17 tour of the rail line. Chuck Mott had an hour on KIRO radio's Dave Ross Show on July 18; Jim O'Farrell, Sr. Vice President, Global Marketing at Talisma, was on KIRO radio's Dori Monson show (with fill-in host Frank Shiers) on the afternoon of July 17; and Al Runte was on KTTH radio's Sitman & Bowes show on July 19. All received nearly all positive feedback from the hosts and from callers. Chuck was also

interviewed on the KING 5 news on the 17th. Jim O'Farrell had a compelling op-ed commentary published in the Seattle Times on the 17th. (To view the news articles go the various news organizations' websites and search on All Aboard Washington. To view Jim's commentary use the Times' Advanced Search, putting "Jim O'Farrell" in the topic box and selecting the Editorials & Opinions category.)

BNSF wasted little time in turning down our proposal. The railroad's July 17 statement said, "We have responded to All Aboard Washington and indicated that we will continue to exclusively discuss the line status with King County and we are not considering other offers."

But our organization intends to keep the issue alive. "We will still proceed to do what we're doing," Chuck Mott said.

"We considered this to be a long shot from the very beginning."

(To view our press release and our Green Transportation Now brochure (including Craig Thorpe's art of additional potential station designs, visit AllAboardWashington.org.)

Oak Ridge National Laboratory's newest data on national energy consumption, released in May, show that Amtrak continues to be more energy efficient than either airlines or automobiles. Oak Ridge reported the following energy efficiency measures, stated in British Thermal Units (BTUs) per passenger mile – the lower the number, the greater the efficiency. One passenger mile is one passenger traveling one mile.

- Amtrak: 2,709
- Commuter rail: 2,743
- Rail transit: 2,784
- Certificated air carriers: 3,264 (excludes international services)
- Cars: 3,445

cta.ornl.gov/data/Index.shtml (click "Edition 26 in PDF")

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 U. S. Senate: Washington, DC 20510
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 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/cms/index.php/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com

All Aboard News

August 11: All Aboard Washington picnic at noon at **Jim Hamre's home**, 13307 104th Ave. Ct. E. on **Puyallup's South Hill**. Bring a potluck item. Hamburgers and beverages will be provided. Our guest speaker will be Ken Uznanski, WSDOT Rail Office manager. Call or email Jim for more information. See p. 5.

September 8: All Aboard Washington meeting at **12:30 p.m.** in **Ephrata at Basaltz Restaurant**, 26 Basin St. NW (509-754-0300). We will order off the menu (sandwiches, burgers, salads, pasta, steaks, seafood at \$10-20, with 20% service charge added). The Ephrata Travelodge, 31 Basin St. SW, 509-754-4651, has offered rates of \$55/single and \$65/double. Call the hotel directly and say you are attending the All Aboard Washington rail meeting. The *Empire Builder* departs Seattle at 4:45 p.m., arriving Ephrata at 9:42 p.m. Westbound, the train departs Ephrata at 4:26 a.m., arriving Seattle at 10:20 a.m. Ephrata is the home of Jim Neal, an early member of our organization and a long-time vice president. Call Lloyd Flem or Jim Hamre for more information. See p. 5.

All Aboard Washington welcomed the following new member in June: Roger Kammerer, Mercer Island.

All Aboard Washington members contributing to this newsletter include: Bill Kelley, Jim Neal, Jeff Schultz, Warren Yee, Zack Willhoite, Bob Lawrence, Loren Herrigstad, Craig Thorpe, Jim Cusick, Lloyd Flem, Chuck Mott, and Tony Trifiletti.

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

Return Service Requested

Fireworks stand fundraiser a success!



Bill Kelley, left, All Aboard Washington board member, came up with the idea and then spearheaded our fireworks stand fundraising effort. He took over a week of vacation

time from his employer Verizon and was on-site at our Burien location nearly around the clock during the sales days before the 4th of July. We could have used more people to staff the booth but with the hard work of Bill and all of our volunteers, we pulled off quite a feat with the short lead time we



Photo by Bob Lawrence

had to put this project together. As the calendar moved closer to Independence Day, the crowds of buyers increased substantially. Everyone staffing the booth kept busy but that didn't stop all our sellers from having a good time.

All Aboard Washington netted almost \$3500 from the sales and Verizon, through its matching gift program,

is donating about \$1700 for Bill's volunteer time. Several members supported our endeavor through cash donations. And All Aboard now owns the modular booth and can use it for other events.

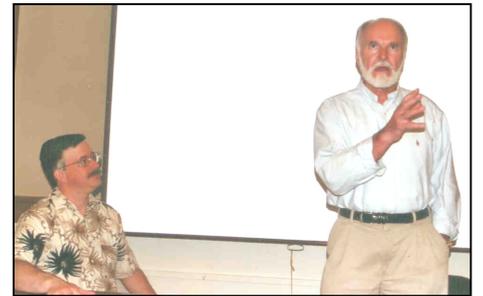


Photo by Jim Hamre

Above, Jeff Schultz, left, is introduced by Lloyd Flem at our June 9 meeting at the Lewis County Historical Museum in Chehalis. The museum is housed in the former Northern Pacific Railway station. Jeff shared with us his trip to India where he and his wife Traci rode the Deccan Odyssey luxury tourist train. Jeff entertained us with pictures and a narrative of both their time riding the rails, telling about beauty and luxury of the train and the on board service, and off-train sightseeing. He also talked about Indian rail equipment, infrastructure and operating practices.

Most of those attending the meeting arrived by Amtrak in Centralia and were shuttled to Chehalis for lunch at downtown restaurants. After the meeting and a tour of the museum, a number of people enjoyed a ride on the Chehalis-Centralia steam train.

NONPROFIT ORGANIZATION
U. S. POSTAGE PAID
PUYALLUP WA 98371
PERMIT NO. 468

A/S **MEMBERSHIP APPLICATION**
RENEWAL FORM
ADDRESS CHANGE

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Student/Fixed Income	\$18.00 per year
Family Membership	\$50.00 per year
Patron	\$75.00 per year
Leadership or Business Circle	\$100.00 per year
Extra Contribution	\$ _____

(always welcome and appreciated)

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