

WASHINGTON RAIL NEWS

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www.allboardwashington.org

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

BNSF's Andrew Johnsen addresses November All Aboard Washington meeting

All Aboard Washington held its November 11 meeting at Tacoma's Freighthouse Square, the Milwaukee Road's historic freight house reborn as a shopping and office complex. Our featured speaker was Andrew Johnsen, BNSF director of public affairs for Washington, Oregon, Idaho and British Columbia. Before joining BNSF Johnsen was former Gov. Gary Locke's transportation associate. During his introduction of Johnsen, Lloyd Flem noted he worked closely with him in the governor's office and continues to do



Andrew Johnsen

so today.

In starting, Johnsen noted that he has "lots" of pictures of trains in his office.

BNSF, through its predecessors, has been in Washington State since

1873. About 300 predecessor railroads make up today's BNSF.

The freight railroads are doing good since deregulation under the Staggers Act of 1980 and now, with the trucking industry hurt by a shortage of drivers, high fuel costs and highway congestion, the rail renaissance is on. BNSF is investing \$2.6 bill. in capital projects in 2006. Together, the seven Class I railroads are spending \$8.3 bill. to buy equipment and upgrade infrastructure this year.

BNSF has 3300 employees in Washington and more are being hired continually. Johnsen stated that our state is one of the for cornerstones of the railroad, with our intermodal imports and grain exports to Asia. BNSF is the world's largest intermodal railroad. It is also a major transporter of grain, coal and mixed industrial products; all these lines are experiencing double digit growth. The railroad is projecting continued growth for at least the next 20 years.

Johnsen then discussed what BNSF is doing within the state. The railroad is spending \$100 mill. in capital investment in 2006. The Lyle siding in the Columbia River Gorge is the most important project. It's completion allows four additional trains a day on the route, with total operations now at 38-40 a day. Improvements to the Stampede Pass line remain a midterm project, with tunnel and signal work the (See **Johnsen**, page 4)

King Street Station: renovation ready to move forward? Let's hope it's finally true

Headlines from the past (in our newsletters):

- **First steps to restore King Street Station** (February/March 1991)
- **King Street Station: legislative action moves restoration forward** (June/July 2001)
- **Update: King Street Station renovation progress** (December 2004/January 2005)

Now, after many false starts, dead ends and roadblocks, the restoration of Seattle's historic 1906 King Street Station is poised to finally move forward in 2007. The Seattle City Council's Transportation Committee on Nov. 21 approved a measure to purchase the station from BNSF for \$1. The measure, which passed the committee on a 5-0 vote, is scheduled for action by the full city council on Dec. 11 and its expected approval will finally move phase one into high gear.

"It's a beautiful, historic building that's been allowed to languish," said Jan Drago, chairwoman of the Transportation Committee. "It's kind of a jewel waiting to be restored."

Says Deputy Major Tim Ceis, "We want to create a train station we can be proud of. Now it's pretty embarrassing to have a station in that state of repair."

Funding comes from \$19 mill. provided by the state, Sound Transit, Amtrak, the federal government and others several years ago and an additional \$10 mill. from the transportation levy approved by Seattle voters on Nov. 7. Progress had stalled even though money was in hand because the station had to be in public ownership to spend the funds.

Money that could be spent, about (See **King Street**, page 5)



Again this Thanksgiving, Amtrak operated extra trains between Seattle and Portland. One additional roundtrip operated on Wednesday, Thursday and Saturday of Thanksgiving weekend. Sunday, there were two extra roundtrips, for a total of seven trains each way! Pictured above is extra train 511, along the Tacoma Narrows near Steilacoom. On Wednesday and Sunday there wasn't more than a handful of seats left to sell. All north-bound space was sold out as travel on train 14, the *Coast Starlight* from Los Angeles, is still blocked for sales due to horrendous on-time performance. However, since early September, train 14's reliability has dramatically improved. NARP's Ross Capon took the case for opening train 14 to sales north of Eugene on Wednesday and Sunday all the way to an Amtrak vice president. At the last minute, Amtrak did open these two trains to sales. Even with the short notice over 100 additional passengers were accommodated, though train 14 was about two hours late each day.

Photo by Zack Wilhoite



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

Rail Plan; Let it Snow; Election 2006

December 1 was the due date of the Rail Capacity and Needs Study authorized by the State Legislature and supervised by the Washington State Transportation Commission. As a member of the study's Technical Resource Panel representing rail passengers, I was given the opportunity to give input and suggestions to Cambridge Systematics, the Boston-based consulting firm hired to do the study. I believe the study will be basically affirmative from the standpoint of us who feel rail should remain in part a public responsibility, and not just subject to the caprices of Wall Street, as some seemingly would hope for (unlike all other modes, which are near-universally seen as meriting public funding).

While All Aboard Washington is foremost a passenger rail advocacy organization, we also have a strong interest in freight rail, in part because intercity and commuter passenger trains utilize tracks owned by freight railroad corporations, and most of us believe a healthy system of freight railroads has multiple benefits to the people of our state and nation.

Early drafts of the study addressed the concerns of our state's agricultural and industrial sectors: that the Class I railroads (BNSF and UP) had become so focused on taking trainloads of containers of imports or single commodities cross country that these traditional freight rail customers were not being well served. In that regard, my final inputs on this issue included the thoughts of All Aboard Washington Chairman Chuck Mott, who as many of you know, served as an NP and BN executive earlier in his professional life. We opined that the Class I's current "Hook and Haul" business strategy, which is highly efficient in terms of

capital and labor resources and quite profitable, may not ultimately be sustainable, particularly as it relies on huge increases in consumer goods imports from Asia, particularly the Peoples Republic of China. While the how and where of production seems to concern only a minority of North American consumers (of which your writer is one; "Made in USA" is worth a few more dimes to me!), cheap stuff "made in China" may not be forever. While China is still an authoritarian state, China's hard-working populace is beginning to want a better return on their labors, and the severe environmental pollution arising from

...the Class I [railroads'] current "Hook and Haul" business strategy, which is highly efficient in terms of capital and labor resources and quite profitable, may not ultimately be sustainable...

China's vast and growing industrial sector is of concern to thoughtful Chinese and others worldwide. In addition, the value of the dollar against Chinese currency will likely drop. In sum, these factors may well decrease the comparative price advantages of Chinese consumer goods, with the resultant slowing or even reversal of the magnitude of such imports and the roles of trains hauling them.

In addition, I felt the relative safety of rail compared to road travel needed to be emphasized. That travel by



A BNSF intermodal train moving onto the mainline from the Port of Tacoma. *Photo by Jim Hamre*

American passenger train is many times safer (somewhere between 10 and 55 times safer per million passenger miles are figures I have encountered) must be calculated into cost/benefit analyses of potential land transportation investments.

Finally, to the few who doubt that the state should be investing tax monies in

passenger rail just to "provide people a nice train ride": We as an American society have no hesitation in adding freeway lanes, usually at a cost far exceeding any possible amount for rail, because "I like to drive alone!" even though using carpools or transit would be far less costly to individuals and our communities than our accommodation of drive-alone behavior. Should we not also be as willing to provide a safer, more environmentally-sound rail alternative as we are for those added lanes?

We await publication of the study and will continue to address the issues and policy recommendations raised when meeting with state legislators in weeks to come.



Except for some difficulties accessing Sounder stations by icy roads from their homes, rail passengers were able to enjoy their normal

quick, safe, and comfortable commutes on our Sound Transit commuter trains, while most Puget Sound residents were agonizing in their motor vehicles during the late November snow and ice storms. And King County plans to destroy an existing rail line along the east side of Lake Washington!



What are the implications of the recent elections for passenger rail? First, a strong majority of urban areas which were considering funding to build or add to regional or transit rail systems voted yes. Americans want trains, not just lanes.

While support for passenger rail is definitely bi-partisan among elected officials, a higher percentage of Democrats than Republicans have tended to vote for public rail funding. This may be in part ideological, but more significantly because Democrats tend to be in the majority in more urban areas or in areas such as our Northwest corridor. Transportation in general and rail in particular did not seem to enter into the recent campaigns. I encountered only two candidates who explicitly favorably mentioned passenger rail. One was Gov. Bill Richardson (D-NM) and the other was Christopher Shays (CT), one (See **Flem**, page 4)



The View Down the Tracks

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with Jim Cusick

Distractions

Have you ever heard of the term Gadgetbahn? Gadgetbahn (also gadgetbahnen) is a pejorative term used by some transit professionals to describe what they view as infeasible or unnecessary transportation concepts. It is a compounding of gadget, meaning "device that has a useful specific purpose and function (gadgets tend to be more unusual or cleverly designed than normal technology)," and the German word bahn, which has multiple meanings including way, lane, rail and tram.^[1]

Perhaps the most well-known transportation concepts to be labeled as gadgetbahn are monorail, maglev and Personal Rapid Transit (PRT).

How does that fit in with All Aboard Washington? As you know, we are supporters of rail solutions to the myriad transportation and livability problems facing our region. However what I've observed happening in the arena of non-automotive transportation solutions is the distraction that is caused when promoters of certain modes of transit solutions pit themselves against other modes of transit.

Which solution do you favor the most: PRT, monorail, BRT, tram, maglev, trolley, AGT, commuter rail, heavy rail, or maybe just plain old light rail? How does one choose the best solution?

Well here's a secret – there is no best rail solution.

Rail **IS** the solution, but pitting the different versions of rail against each other is **NO** solution.

Years ago I picked up a book about the initial engineering design of PRT, Personal Rapid Transit. Having a background in Information Technology (IT), I was intrigued and impressed by the depth of analysis the writers had done. They had considered many scenarios that such a system would have to deal with. Unfortunately, they sold

their solution based on the idea that mass transit, where one has to sit with a large group of strangers, is bad. Personal rapid transit must be the best solution, since it's personal, right?

Analyzing a bit deeper, one finds some flaws in their calculations that could make this less than the ideal solution, but when I read this document, I realized that its biggest fault lay with its reliance on the operational software to accomplish its goals. As an IT professional, that really distressed me. However, you wouldn't have to take my word for it, all you would have to do is look to Denver International Airport's automated baggage handling system. They had to shut it down because of all its problems after the airport opened.

What was also being said during King Cushman's presentation was that supposedly you couldn't make a clear decision because rail technology was always changing and there might be something better in the future. Better than commuter rail? Better than light rail? Better than ... X-Rail?

Just as with that system, the technology is still not there yet to make PRT viable. Does that make PRT a bad thing? If one listened to the opponents of PRT, you would have nothing but negative opinions about it. The reason some of the more avid opponents of PRT feel the way they do is because PRT has been sold as the anti-light rail solution.

And as with the Seattle Monorail, PRT has unfortunately become a distraction. Monorail proponents made promises that monorail couldn't deliver. Those of us at All Aboard Washington who actually got to speak with the people at SMP who were tasked with making it work, knew what monorail was and wasn't capable of. We had no problem with monorail as a technology. What is a problem is that these different solutions are sold as the panacea for all transportation ills. What each of these modes really are is niche products.

They all would perform fine in their specific areas, and would probably perform very successfully if they were placed in the environment that would showcase their individual advantages.

I personally like the PRT solution, where that solution makes sense.

However, it is not a replacement for proven rail technology. It has become a distraction. And don't think that this either deliberate or uninformed confusion is only in the realm of the transit supporter community. It's happening in the public arena, specifically the BNSF Corridor Advisory Committee (CAC) of the Puget Sound Regional Council (PSRC).

Distractions to the East

Maybe I'm going out on a limb here, maybe not. However, I'm acting as witness to the actual situation of the East-side rail line along Lake Washington and what is happening with the deal being worked out between the Port of Seattle, King County, BNSF Railway and others to convert the Woodinville Subdivision to a bike trail.

Rather than review my philosophical perspective as I did in my last column, I'm going to give you the facts, so you can arm yourself properly in future discussions.

When I reviewed the committee documents that outline the different options for the rail corridor I came upon a glaring error.

There was a statement under the "Trail with Commuter Rail" option in the committee's Fact Sheet stating that the I-405 Corridor Program had decided BRT was the best solution in that corridor and that there was no need to explore this option further.

The problem with this is that commuter rail on the BNSF Woodinville Sub was never put through the cost-benefit analysis segment of the I-405 Program. What was compared to BRT was Sound Transit's long range plans for the region. Pencil lines on a map, as an ST staffer described it to me. This was ST's \$4.5 bill. built-out light rail plan. It was not a starter commuter rail service as was proposed by the PSRC's original study in 1992, nor an updated version that I asked to be studied during my tenure on the Citizens Committee.

Along with other All Aboard Washington members attending the December 1st PSRC CAC meeting, we were (See **Cusick**, page 4)

Johnsen, from page 1

critical items. If more traffic used the Stampede Pass route, the Stevens Pass and Columbia River gorge routes could operate more efficiently. The state of Washington has pledged up to \$25 mill. toward the Stampede Pass improvements.

The governments of British Columbia and Canada have finally pledged \$4 mill. toward track improvements north of the 49th parallel that are needed to extend a second Amtrak *Cascades* run to Vancouver, BC. The track work should be done in 2008. (The DOT Rail Office says there are other issues to resolve and no timeline for the extension has been set.)

Johnsen outlined a variety of ongoing projects that are increasing capacity between Bellingham and Vancouver, WA so that both passenger and freight trains can operate more efficiently: Swift siding extension (near Mt. Vernon); Stanwood siding extension; Royal Brougham Way grade crossing elimination in Seattle; D St. grade crossing elimination and mainline relocation in Tacoma; the Pt. Defiance Bypass project for Amtrak trains; projects in Chehalis, Longview, Kalama and Vancouver to relieve bottlenecks.

During question and answer session a number of other projects were discussed. On the Kelso to Martin's Bluff 3rd main track project, Johnsen said the railroad is developing ideas to make improvements with the amount of money currently available that don't require the additional track.

The Holgate St. grade crossing at the south end of the Seattle Amtrak maintenance base will have 17 tracks in the future. BNSF, Amtrak, Sound Transit and WSDOT want the grade crossing closed but the city of Seattle wants other street concessions first.

Concerning the rerailing of the Milwaukee Road corridor between Ellensburg and Lind, Johnsen said 18 months ago the railroad looked at this and couldn't image where the money would come from. Today, we need to look at this again and develop a partnership with the state and the ports so that the project can proceed in the future.

When asked about the proposed *Empire Builder* station stop in Leavenworth, Johnsen said BNSF is working closely with state Sen. Linda Evans Parlette (R-Wenatchee), the city and Amtrak. Impacts to freight operations

need to be mitigated.

All in attendance appreciated the information Johnsen provided about what BNSF is doing here in Washington and across its system to meet the growing needs of freight movement, and what it is doing in partnership with WSDOT, Amtrak and Sound Transit to provide for increased passenger rail service in our state.

Flem, from page 2

of the few surviving Republican Congressmen in what was once a substantially GOP New England. Many pro-rail Republicans went down in the Democrat tide in the Northeast and elsewhere. Prominent GOP winners were Senators Snowe (ME), Lott (MS), and Hutchison (TX). It is probable the Democrats who won will also "think correctly" about balanced transportation, however. But Federal budget realities won't go away with the changes in Congress. Rail advocates will still need to work hard making the essential case for rail investment to Democrats and Republicans alike.

Our state was a political miniature of the nation. Democrats often defeated incumbent Republicans in swing or what had previously been GOP suburban districts. I met with several key legislators in late November. And like the national scene, our state is not awash in transportation money, even when there is bi-partisan support for rail investments. We must continue to educate our legislators and other influentials that public monies for rail is a wise investment.

Cusick, from page 3

again witness to decisions being made with faulty and incomplete data. What I personally found distressing was the relatively cavalier attitude taken towards just what kind of rail system was going to be on the Woodinville Sub.

Diagrams and discussions were used interchangeably, without regard to the different characteristics, costs or benefits inherent in each mode. What was also being said during King Cushman's presentation was that supposedly you couldn't make a clear decision because rail technology was always changing and there might be something better in the future. Better than commuter rail? Better than light

rail? Better than ... X-Rail? And, not surprisingly, maglev was also mentioned. Was there even any investigation of what maglev is before that statement was made? If we were to follow Mr. Cushman's logic, then why should we even build any more roads? After all, I'm told flying cars will be in our future.

Fortunately, some of the committee members delayed their decision because they felt they were being "rail-road" into a quick vote. And from viewing how they were being presented the data, I would be inclined to agree. Quite frankly, it had all the feel of a bargaining session at a car dealership, and we all know how good we feel after that experience, don't we?

While we at All Aboard Washington know that the Eastside needs rail service, it's not apparent to those involved in this process on the PSRC CAC, because they're not getting all the information in a clear, concise and complete format. All the cards are not being laid out on the table.

I'm not going to imply that this committee is not playing with a full deck, but if the decision is made to remove the rails on this corridor, it will sure seem like it.

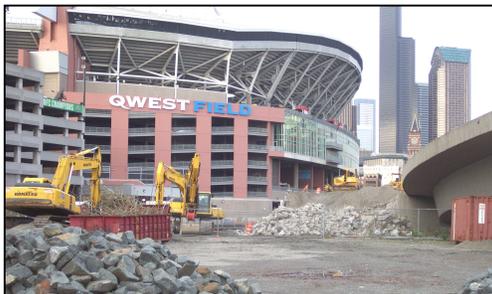
[1] - from Wikipedia

Congress reconvened Dec. 4 for what will probably be a very brief lame-duck session. It appears there will be yet another continuing resolution, funding the government through Feb. 15. This means that it will fall to the new Democratic-majority House and Senate to set final funding levels and determine what if any micromanaging language should apply to Amtrak. NARP says the focus now shifts to new members of Congress and those who are staying. Tell them to support passage of the Senate committee's level of Amtrak funding (\$1.4 billion), but without damaging language about on-board food and sleeping-car services.

Amtrak and the Portland Visitors Bureau have teamed up to offer a 2-for-1 deal on the Amtrak *Cascades* and some connecting Thruway buses. The promotion runs through May 24, with blackouts for holidays. The code is H656 and the promotion can be booked in the station, on line, or on the phone. Contact Amtrak for full details.

King Street, from page 1 \$2.3 mill., without public ownership has been used to construct a new exterior marquee, replace the restrooms and restore the Compass Room to its original glory.

Ron Sheck, WSDOT's project manager, tells All Aboard Washington that design work for much of the renovation has been completed. In March 2007, replacement of the asphalt shingle roof will be bid. The new roof will be of green glazed terra cotta tiles to match the original design.



Demolition of the former 4th Ave. I-90 on ramp in underway in November. The work will make way for relocation of the BNSF mainline south from King Street Station.
Photo by Warren Yee

By early fall 2007 the rest of this phase will be put out to bid. This work includes repair and repointing of the exterior brick, seismic upgrades, complete restoration of Amtrak's passenger, ticketing and baggage facilities on the first floor, reopening of the grand staircase to the Jackson St. level, and restoration of the clock and tower. This work is scheduled for completion in 2009.

Restoration of the second and third floors of King Street Station will need to await additional funding. This part of the project is estimated to cost about \$15 mill. Leasing the upper floors for offices or other use would bring in income to help cover the building's

operating costs.

Also in the idea stage is providing a facility for intercity buses at or near King Street Station.

At the conclusion of the transportation committee hearing, chairwoman Jan Drago stated, "Ron Sheck is the godfather of King Street Station."

A related project is also gearing up: relocation of the BNSF mainline from King Street Station to south of the Amtrak maintenance base. The first phase of this project is removal of the remainder of the former 4th Ave. on ramp to I-90. The mainline will be moved to the east toward 4th Ave. as it heads south from the station, shifting to the east side of the maintenance base, then connecting back to the existing mainline near Lander St. This work is to be finished in 2008.

The shift at the south station throat will allow extension of several station tracks and platforms so that Sound Transit can stage two trains on the same track at the same time. Relocating the mainline east of the maintenance base will eliminate the current conflict with freight trains when moving passenger trains between the base and the station.

These improvements, along with the eventual construction of a Sounder platform on the easterly mainline, will increase King Street Station's capacity to over 70 trains a day.

Amtrak chairman addresses NARP board

Amtrak Chairman David Laney spoke to the NARP Board of Directors in Austin, TX on Oct. 20. He shared a positive evaluation of Amtrak by the DOT inspector General, including Amtrak's continued improvement of its data integrity; Amtrak's overall financial performances continues to be better than expected, with, through August 2006, revenue



David Laney, left, is presented a signed print of J. Craig Thorpe's vision of a fully restored and utilized King Street Station by NARP Pres. George Chilson in Austin. *Photo by Jim Hamre*

\$67.8 mill. ahead of budget and expenses \$55.7 mill. below budget.; and, though August, losses from Amtrak's core operations were \$80.6 mill. less than the \$586 mill. baseline subsidy.

In fiscal year 2006 Amtrak served 24.3 mill passengers, a 1% increase over 2005. Ticket revenue was \$1.37 bill., an 11% increase over 2005.

Laney noted his focus for 2007 is on continuing to improve both the finances and quality of the long distance network, labor issues, more state involvement in both corridor and long distance operations, and working with the freight railroads to improve train reliability.

He is encouraged with the early results of the *Empire Builder* enhancements and said he thought Amtrak would try this approach on a couple more trains. At the same time he talked of restraining capacity by reducing the active car fleet. Rail advocates can't understand the logic of reducing capacity when the idea should be to increase demand and thus revenue, meaning the need for more capacity. He did not adequately address these disparate ideas to satisfaction of most NARP directors.

Laney did say that Amtrak leaders do listen to what us advocates have to say and do act on many proposals and ideas.

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All are evening numbers, except Lloyd's, which is available 7:00 a.m. to 9:00 p.m. daily.

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- All Aboard Washington:
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- NARP Hotline: www.narprail.org/cms/index.php/hotline/
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- Amtrak Cascades: www.amtrakcascades.com
- Sound Transit: www.soundtransit.org

All Aboard News

All Aboard Washington is changing its meeting structure so that the board of directors can meet more formally and more regularly to manage the operation of the organization and work to achieve our goals of improved and expanded rail service in Washington, both passenger and freight. Here is the planned schedule of meetings for 2007:

- **January 13:** board meeting
- **Late January or February:** **Olympia** lobbying day with other balanced transportation organizations (details will be provided when known.)
- **March 17:** joint meeting in **Tacoma** with NARP Region 8, Oregon Assoc. of Railway Passengers and Montana Assoc. of Railroad Passengers (Details and registration flyer will be in the next newsletter.)
- **April 14:** board meeting
- **May 12:** social meeting for members in **Seattle**
- **June 9:** social meeting for members in **Chehalis**
- **July 14:** board meeting
- **August 11:** annual picnic for members in **Puyallup**
- **September 8:** social meeting for members in **Ephrata**
- **October 13:** board meeting
- **November 10:** official annual membership meeting in **Seattle**
- **December 8:** holiday meeting for members and silent auction at Centennial Station in **Lacey**

All Aboard Washington welcomed the following new members in October and November: Lisa Cason, Sammamish; Patricia O'Grady, Lacey; Ken Paradox, Bellevue; James Loring, Bellevue; and Bruce Gardiner, Kirkland.

All Aboard Washington members contributing to this newsletter include: Jeff Schultz, Ron Sheck, Harvey Bowen, Zack Willhoite, Warren Yee, Steve Anderson, Tony Trifiletti, Lloyd Flem, Rocky Shay and Jim Cusick.

At the Nov. 11 All Aboard Washington meeting, an election was held for the 2007-2008 board of directors for the organization. Directors for the next two years are:

- George Barner, Olympia
- Harvey Bowen, Seattle
- Jim Cusick, Edmonds
- Jim Hamre, Puyallup
- Loren Herrigstad, Centralia
- Bill Kelley, Lacey
- Bob Lawrence, Mill Creek
- Chuck Mott, Mukilteo
- Louis Musso, Cle Elum
- Rocky Shay, Federal Way
- Steve Spear, Pacific
- J. Craig Thorpe, Bellevue
- Tony Trifiletti, Shoreline
- Stephanie Weber, Kirkland
- Zack Willhoite, Puyallup

New officers will be elected by the board at the January meeting.

Steve Anderson, All Aboard Washington member and retired WSDOT freight rail specialist, spoke about his 37-year rail career at our August picnic. As a fresh-out-of-college electrical engineer, he started work for the Great Northern



Railway in Seattle, but left to work in Europe just before the 1970 merger with Northern Pacific. He developed computer programming for European railroads and did research there for the possible electrification of the Santa Fe Railroad mainline between Chicago and Los Angeles.

Coming back to the United States, Steve went to work at Santa Fe, helping to bring the railroad into the computer age. Today BNSF is still using core computer systems he built in the 1980s. He left Santa Fe when he became disenchanted with the management style of its executives and returned to Washington State in 1987, working Year 2000 computer issues at the Dept. of Social and Health Services.

Steve moved to WSDOT in 1999 to work as a passenger rail specialist in the Rail Office. He got there just in time for Initiative 695 to slash billions from the DOT budget and cut the rail office budget from \$126 mill. to \$11 mill. He then moved to the freight rail section. The Legislature slowly expanded transportation funding a few years later and budgets grew. He is proud of the more than 1000 well-paying jobs created by his and the late Ray Allred's work in guiding our state's investment in shortline railroads, allowing them to prosper and expand.

Steve retired from DOT in early 2006 and has left the Northwest for the Midwest, Minnesota specifically.

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(formerly Washington Assoc. of Rail Passengers)
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