



# WASHINGTON RAIL NEWS

JUNE/JULY 2015

www.AllAboardWashington.org

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

## Central Washington legislators speak at AAWA Ellensburg meeting

All Aboard Washington's May 9 meeting was in Ellensburg. We had over 30 people present. Our speakers were two central Washington legislators: Rep. Matt Manweller (R-Ellensburg) and Sen. Judy Warnick (R-Moses Lake). In introducing our guests, Lloyd noted that the Legislative Rail Caucus is the best thing for state rail issues in at least a decade. The two legislators serve as LRC co-chairs in their respective chambers.

Manweller started his presentation by flatly stating he does not fly "ever." Even long distance trips across our country are by train. The LRC got started as a result of a conversation he and fellow House co-chair Luis Moscoso (D-Mountlake Terrace) had with retired Secretary of State (and AAWA

member) Ralph Munro. About 25 legislators regularly attend LRC meetings while about 45 members have attended at least one event.

Railroads play an important role in building our state's economy. The LRC has three broad goals to help facilitate rail issues in Washington.

**Educate themselves:** The legislators tour transportation infrastructure such as ports, intermodal facilities and grain terminals. They meet with private groups such as AAWA and BNSF, and with local and state government agencies.

**Educate others:** They meet with key decision makers in the Legislature that aren't specifically versed in transportation issues, and with key WSDOT employees. One major step in educating others was the expansion of the LRC from being just a House group to also including state senators.

**Advocate:** The state owns several rail lines and has created rail districts, but they have little authority. There needs to be a review of how the state finances and promotes these state-owned lines. An upcoming meeting in July will address these issues. Manweller noted that the LRC advocates for all types of rail: passenger or freight,

(See **Ellensburg**, page 5)

## Derailment should spur concerted bipartisan effort to make train travel safer, better

*By Malcolm Kenton*

The hearts of everyone in the railroad industry and who cares about passenger trains are heavy with the losses suffered in the May 12 tragedy in Philadelphia. I started writing this from aboard an *Acela Express* traveling from

Boston to New York on Friday May 15. I was headed to Philadelphia for my cousin's law school graduation, using the New Jersey

Transit Northeast Corridor Line to SEPTA West Trenton Line bridge that [had been set up](#) to bypass the site of the derailment. I had been scheduled to travel from my home in Washington, DC to Boston on the overnight *Northeast Regional* train 66 on the 12th, but it was the first northbound departure to be canceled after the derailment, about which other waiting passengers and I found out from our smartphones in the boarding area. I am very thankful that neither I nor any of my family or friends were aboard train 188, and my thoughts are with the families of those who were and did not make it, and with those who suffered injuries.

It is worth noting that the number of railroad passenger and crew casualties, while there is no good excuse for (See **Derailment**, page 4)



The curve at Frankford Junction in North Philadelphia where Amtrak Northeast Regional train 188 derailed on May 12, seen in March 2010.

*Photo by Generic Brand Productions / Flickr.com.*



At the April NARP council meeting our own Charlie Hamilton was recognized for his service in helping select NARP's new database/web vendor. Presenting the award are President Jim Mathews, left, and Chairman Bob Stewart. Here is the text of his award:

National Association of Railroad Passengers  
Jack Martin Award

Named for the National Association of Railroad Passengers' volunteer president of over two decades, this award is given only to individuals who have given significant and valiant efforts to the cause of America's rail travelers.

This honor is hereby bestowed upon Charles Hamilton for his efforts in bringing the Association's advocacy efforts into the Twenty-First Century. Though his contributions travel through the ether, they have and will continue to have substantive impact for those traveling aboard High Iron.

Presented in April of 2015 Washington, D.C.

*Photo by Ken Briers*



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

## **Oil Trains, Philadelphia, and a Half-Full Cup; Thanks and Get involved**

You, my fellow AAWA members, plus other rail professionals and rail advocates are different from most North Americans in that we have always thought about, have known about and have had opinions on the railroads that haul a large and growing volume of freight and a small but growing volume of passengers. It seems the average American or Canadian had been aware of freight trains mainly as they delay private motor vehicles at grade crossings, and were often oblivious to (or at best “forgot about”) passenger trains as a clean, comfortable, economical and safe alternatives to driving or flying.

But two issues have recently brought the rail mode into a broad public consciousness. Unfortunately the issues of oil trains and the Amtrak NE Regional 188 tragedy in Philadelphia have pushed the rail mode into the general public’s mind as rarely in the past. I feared oil train spills and fires and the Philadelphia Amtrak disaster would bring about totally negative responses to the idea of steel wheels on steel rails. But I’m seeing maybe a silver lining, a half-full cup, as a result of oil train problems and train 188.

Concerning the oil trains issues: AAWA’s position on oil trains was made manifest by my letters of support to US Senators Maria Cantwell (D-Edmonds) and Patty Murray (D-Bothell), hand carried to their offices by Jim Hamre, Harvey Bowen and Claire Bowen at the recent NARP spring meeting in DC, for their Crude By Rail Safety Act of 2015 (S. 859). The AAWA Board authorized my writing such a letter in April. The letter endorsed most of the senators’ bill with one difference: We favored a rapid phasing out of potentially dangerous oil tank cars rather than the immediate banning of such cars. The economic disruption of an immediate ban would outweigh the marginal safety improvement, particularly as other portions of the bill and other oil train safety regulation and legislation go into effect. The AAWA letter

particularly praised the bill’s emphasis on the removal of the volatile gases found in the Bakken crude before shipping, and on full disclosure to public officials of the what, when, to where and how much crude oil the trains are carrying.

We have also endorsed the Governor-Inslee-signed oil train safety bill that was passed near-unanimously by the Washington Legislature (Senate 46-0; House 95-1). The bill, while not as strong as that of the US senators, was seen as “pretty good” by even usually-critical observers. Other regulations posted by the Federal Rail Administration will add another measure of oil train safety.

***I had feared that between oil trains incidents and the train 188 tragedy, there would be a public outcry wholly negative to idea of railroads. But as a long-time always thoughtful AAWA member reminded me, there are now considerable media coverage touting the relative safety and value of the rail mode.***

Assuming oil trains continue and are even safer than those currently running through our state, the other concern as passenger train advocates is that oil (and coal) trains become so numerous they make increased passenger rail service difficult and even render existing service less reliable. The fulfillment of agreements with the freight railroads resulting from the investments of multimillions of Federal dollars into freight rail infrastructure (for improvement of passenger train service) needs to be carefully monitored. And we have de facto allies. Those dependent on freight railroads for agricultural, industrial and general merchandise goods are also concerned that an abundance of fossil-fuel trains might disrupt the essential movement of their commodities and products.

While the calamitous July 2013 explosion in Lac Megantic, Quebec – which took 47 lives – is a grim reminder of oil trains’ potential danger, it is important to remember that well over 99% of oil trains arrive at their intended destinations safely. And the laws and regulations now in effect or pending in American states, Canadian provinces, and both federal governments will render these trains even safer.

The oil train issue has now been superseded in the news by the tragedy on Amtrak NE Regional 188 in Philadelphia, with eight fatalities and scores injured. Speed was obviously the cause, but why such excessive speed is unknown at this writing. Our thoughts should remain with the loved ones of the deceased, those injured, and our thanks to those so quickly responding to the terrible event. To Amtrak’s credit, the vitally-important Northeast Corridor service has been fully restored and passenger have not ceased using the trains. The very costly positive train control (PTC) technology or other less-expensive means of slowing “run-away trains” is being debated by informed people. No debate that better controls of some kind are being or should be installed.

As I said above, I had feared that between oil trains incidents and the train 188 tragedy, there would be a public outcry wholly negative to idea of railroads. But as a long-time always thoughtful AAWA member reminded me, there are now considerable media coverage touting the relative safety and value of the rail mode. For example, in past public statements I have claimed that when traveling in our intercity passenger trains a person is ten to twenty times safer than when in a private motor vehicle.

Now, an article in the Washington (DC) Post quotes an economist from Northwestern University who found, per million passenger miles using 2000-2009 data, the automobile fatality rate was seventeen times higher than for train passengers. That more accurate number is better than my “ten to twenty times.” Other media stories have pushed the economic and environmental advantages of the rail mode and disputed the fiction that air and road facilities are totally paid for by “user fees.” Also cited is the double standard of applying “the market” to passenger rail, but not to other passenger transportation modes.

AAWA members and other rail advocates, while not diminishing the problems of oil train spills and fires, need to emphasize that laws and rules are underway to make them even safer. (I understand there are among AAWA membership some who simply oppose the burning of fossil fuels and the environmental damage that can be caused. As always, AAWA members as individuals are free to voice opinions which differ from AAWA’s board and executive director!) And without downplaying the loss of life (See **Flem**, page 4)



WITH  
JIM  
CUSICK

### The Knees of the ...

On a recent cross country airline trip, while mentally preparing myself for the arduous task of composing this article ... I thought "MY KNEES ARE KILLING ME!!"

Well, who hasn't been shoehorned into a modern airline seat and thought the same thing?

In fact, on this trip, I specifically chose one airline over another because I knew the equipment they were flying (Airbus) had more legroom.

One inch more, to be exact.

However, unbeknownst to me – or maybe me just not paying close enough attention – the flight I chose on the out-bound leg of my trip was with the roomier airline, but because that airline had merged with another airline with less legroom, I was able to ... enjoy 0 (Zero) inches of legroom for the return flight.



### Example of zero legroom

So, shall we bet on whose service standards the new merged airlines will follow?

Luckily the final leg of the return trip was on something a little bit roomier.

After a hop from the airport to the International District in Seattle via Sound Transit's Central Link light rail service (Hint: a flight in and out of the northern terminals at Sea-Tac makes this reasonably convenient), I boarded the long distance conveyance that puts this legroom issue to rest.

As in "Finally, I can really rest and stretch out!!"

As in short hop up from King St. Station to the Edmonds station on the eastbound *Empire Builder*.

Why can't all travel be this pleasant?

Is it because we taxpayers choose to build and expand airports (wait, I don't remember that particular vote coming up)



### Example of ample legroom – 12 inches of it – with a footrest to boot!

to allow ourselves the treatment displayed in Example 1?

Is it because we taxpayers choose to build and expand highways (wait, I don't remember that particular vote coming up) to allow ourselves the pleasure of driving ourselves (and not doing much else)?

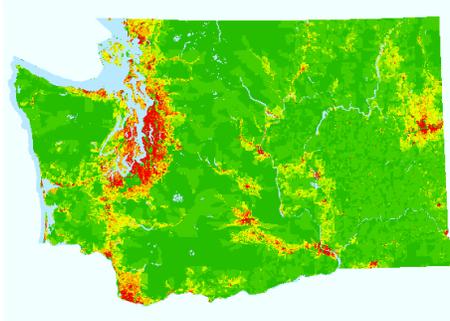
Except for the minor inconvenience of not being able to type this article while driving one has freedom to ... well ... drive anywhere I want on my way to my destination.

Well, maybe I could thumb-type it on my smartphone, while I drive. LookOUT for that truck!!!

Yikes!!

### Wet, Dry, East, West, and Water Everywhere

Last time when we looked at where people would want to go, we had that map showing the dense population centers, noting, of course, that they grew around rail lines a long time ago.



So, making the obvious assumption that rail is the long-term solution for our future, I have realized that all hope is not lost.

That goes for the Wet Side, the Dry Side, the Mainland, or across the pond onto the Islands and the Peninsula.

Let's start with a hop across the pond with the Wet Side/Islands and Peninsula.

Here's one of those interesting things you can see from looking at that population density map: the Kitsap Peninsula is a major population center, and Silverdale is considered by the Puget Sound Regional Council to be a major growth center.

It seems like everyone is moving to the Peninsula to get away from the mad-

dening crowds of the mainland.

Of course, if EVERYONE moves there, then you've got the same problem. Those Maddening Crowds.

How will they deal with the growth and the transportation challenges that brings? Ignore it?

Widen roads?

More buses?

Some wag on an Internet forum posted that there should be a Sounder connection!

Not that outlandish, since trains aren't foreign to that area.

In fact, there is an active rail line that reaches to the Bangor Navy base up near Poulsbo.

However, that line connects with the mainline at Centralia, via Shelton.

A minor detail.

How are they going to deal with the issue when everyone has the same idea and moves to the Peninsula?

If they think about it now, they won't become like the people they are avoiding, the Maddening Crowds of the Mainland.

Or will they?

Moving on to the Wet Side/Mainland/Eastside.

Although it might not be commuter rail as envisioned by All Aboard Washington and the Eastside Rail folks, it is rail.

In fact, if we are to take Kurt Triplett at his word concerning the City of Kirkland's commitment to high capacity transit in the eastside rail corridor, then Option A6 in Sound Transit's Long Range plan is their chance to prove it. The Seattle Times article highlighting the opening of the [Cross Kirkland Corridor](#) states: "[Kurt Triplett]'s goal is to open a new transitway in five years to both alleviate existing traffic problems and grow denser development in the city's downtown and Totem Lake area."

Sound Transit's option A6 in their Long Range Plan Final EIS is a full light rail corridor, starting from Totem Lake, following the Eastside Rail Corridor into Bellevue, and then heading east from south of Bellevue out to Issaquah.

It's not the low-startup-cost, expandable connection envisioned by us here at All Aboard Washington, but it is a stated commitment to getting a real long term solution to eastside mobility that doesn't involve laying more pavement.

That is assuming they are serious about a long term solution.

I look forward to Kirkland's support for this option.

Now to head farther east to the Dry Side, in particular, that rail route to (See **Cusick**, page 5)

**Derailment**, from page 1

any of them, in comparison to the daily carnage witnessed in accidents on our country's roads. Passenger trains remain a safe mode of travel – which is part of why I am so invested in making them more available and convenient to more Americans as an alternative to driving. It is for this reason also that all concerned with passenger trains must continue to place the utmost emphasis on making train travel as safe as possible, using the most effective technologies at our disposal.

It is also because of this conviction that I, like most passenger advocates, have been frustrated watching how the tragedy seems to have reinforced, rather than bridged, the same old partisan divide over how – and in some cases, whether – to improve our passenger train system. It has been made clear, at least preliminarily, that the derailment would have been prevented if some type of speed enforcement technology has been in place on the section of the Northeast Corridor around the Frankford Junction curve. Such a system would have taken over and applied the brakes when the engineer began to accelerate heading into the curve. This technology has existed in some form since the 1920s, but a number of hurdles have prevented its deployment throughout the US railroad network, including cost, time, and the availability of the over-the-air broadcasting spectrum that these communications systems require.

It seems clear that Amtrak's [Advanced Civil Speed Enforcement System](#) (ACES), a version of Positive Train Control (PTC), was not active over that portion of the Corridor. ACSES might have been in place over the entire NEC by now, had Amtrak not [encountered a number of legal obstacles](#) to acquiring the necessary spectrum or faced difficulties funding the project from its perennially inadequate budget. On the other hand, Amtrak had the entire 32 years between its 1976 takeover of the NEC and Congress's 2008 PTC mandate to install some form of Automatic Train Control on the NEC in conjunction with cab signaling and Automatic Train Stop, yet none was installed. There are likely a number of reasons for this having to do with funding as well as Amtrak's institutional inertia and the difficult political dynamic under which it operates.

Congress's requirement that all railroad lines carrying passengers or toxic by inhalation materials have PTC installed by the end of this year (included in the 2008 Passenger Rail Investment and Improvement Act), while well-intentioned, had three flaws that prevented railroads from meeting the deadline. First, it is an unfunded mandate on the railroads. Amtrak and commuter rail agencies, none of which are flush with cash, must take funds away from other capital projects in order to comply with the law. Second, the time frame was likely too

ambitious, given the legal obstacles to acquiring not only broadcasting bandwidth, but also the land on which to erect transmitting towers. Third, there are a number of less advanced speed and stop enforcement systems than PTC that could nevertheless have saved lives and probably cost less to install.

I firmly believe that investing in passenger rail, and in infrastructure in general, is and should be a non-partisan issue on which people from all over the political spectrum can, and do, agree. Indeed, while my personal views are left of center, I know and work together with dozens of conservatives with whom I agree on over 80% on passenger rail issues. And I share many conservative advocates' desire to see the barriers to competition from operators other than Amtrak reduced and to bring about more opportunities for public-private partnerships.

That being said, it disappoints me that such a clear partisan fault line over assigning responsibility for making our trains safer has emerged in the wake of the wreck. I am worried that this rancor will make both parties even less inclined to cooperate to do what must be done to shore up our nation's infrastructure – with passenger trains as a key part thereof. However, the derailment has focused more public attention on passenger rail issues in general than I have ever witnessed. Under greater scrutiny from constituents, perhaps lawmakers will feel pressured to take prudent action.

Finally, money is far from the only thing necessary to make meaningful improvements to American passenger train service, and increasing funding levels alone will not automatically make train travel safer and more convenient for more Americans. That said, I still believe that problems with Amtrak's management and institutional culture (which may or may not have played a role in this derailment) are in large part due to the starvation budget the railroad has been on since its inception. An effective organization cannot be run without the ability to do multi-year planning or to invest in system expansion. Perhaps the lack of funding and Amtrak's institutional problems are two sides of the same illness that keep reinforcing each other, an illness that neither party in Congress has been able to cure in spite of numerous attempts to "reform" Amtrak.

Nobody should die as a railroad passenger, and Americans deserve to have the safe, reliable option of train travel that citizens of other developed countries enjoy. Those countries' citizens benefit from this travel choice because putting the necessary funds and political capital into passenger rail is not a matter of controversy amongst their elected officials. I only wish I could say the same for the USA

*Kenton is a NARP council member. He is a consultant and freelance writer with Hertzog Transit*

*Services. He is also a contributor to Trains magazine and a freelance Social Media Specialist for Travelers United, a nonprofit advocacy group. Kenton lives in Washington, DC. This article is used by permission of Trains.*

**Flem**, from page 2

and the injuries from the Philadelphia wreck, we can still push the safe and getting safer reality of North American passenger trains. Despite the recent bad news, the publicity of railroads has a silver lining. Our cup is half full.



I want to offer thanks again to our loyal AAWA members whose membership has kept our organization going for now nearly 40 years. Your very act of membership is inspiring. A few of you have even made exceptional contributions to our organization. But we need more AAWA people to become actively involved. In the February/March 2015 issue of this newsletter I asked that you contact your legislators, and when possible, make appointments to visit with them. Hopefully many of you did so without my knowing. But I've not heard from legislators with whom I have frequent contact that this has happened much.

The current special session of the Legislature will (hopefully) end soon with good compromise budgets done and signed. Every legislator maintains an office in his/her district. Write, call, or better yet, visit their offices and let them know passenger rail is and should be part of the transportation mix. Most legislators are conscientious, hard-working folks who will listen to you, their constituents.

In addition, try to get involved in activities where you can bring the passenger rail message. AAWA officers and I will help. Just send us your ideas or needs for specific assistance. Hopefully many of you finished the SWOT analysis, the forms which were sent to you several weeks ago. The consultant AAWA hired is now analyzing and summarizing the many statements and ideas sent concerning AAWA's strengths, weaknesses, opportunities and threats. Now our wish is that those good points many of you made about All Aboard Washington can be put into practice by **YOUR** active participation!

We also needs to grow our membership. Our organization is respected by those who know of our responsible Praise and Push advocacy. I recognize that, as a society, we are not the "joiners" that Americans were a generation or two ago. The sense of community, either geographical or by interest, has been somewhat replaced by doing one's "own thing" or "friends" only electronically connected. But you folks born since 1965 attuned to new worlds of communication can persuade folks under age 30, or 40, or even 50, to support a mode of transportation that younger people are redis- ➔

**All Aboard Washington Officers**

Karen Keller, Lacey - President ..... 360 918.8234.. karenk@allaboardwashington.org  
 Jim Hamre, Puyallup - Vice President..... 253 848-2473.. jimh@allaboardwashington.org  
 Harvey Bowen, Seattle - Vice President .... 206 322-2729.. harveyb@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 - Membership & IT Director ..... zackw@allaboardwashington.org  
 Lloyd Flem, Olympia.. Executive Director .. 360 943-8333  
 LloydFlem@allaboardwashington.org  
 620 Boundary St SE, Olympia 98501

Jim Hamre, Puyallup - Newsletter Editor ... 253 848-2473.. jimh@allaboardwashington.org  
 Warren Yee, Seattle - E-newsletter ..... 206 300-6918.. warreny@allaboardwashington.org

All are evening numbers, except Lloyd's, which is available 8:00 a.m. to 9:00 p.m. daily.

**Important Addresses and Phone Numbers**

U. S. House of Representatives:  
 Washington, DC 20515  
 U. S. Senate: Washington, DC 20510  
 Capitol Switchboard (all members): 202 224-3121  
 State Legislature: State Capitol, Olympia 98504  
 Hotline for leaving messages: 800 562-6000  
 Amtrak Reservations/Information: 800 872-7245  
 All Aboard Washington: AllAboardWashington.org  
 NARP: www.narprail.org  
 NARP Hotline: http://www.narprail.org/hotline--blog  
 Amtrak: www.amtrak.com  
 Amtrak Cascades: www.amtrakcascades.com  
 Sound Transit: www.soundtransit.org

covering. While I welcome my chronological peers to AAWA membership, we need more of those post baby-boomers in All Aboard Washington whose transportation choices differ from that of their car-dependent suburb parents.

To current AAWA members of all ages: Consider being missionaries for the cause of intercity passenger trains. Try to get just one other person – of any age – to ride our trains and support rail investments. **And yes, join All Aboard Washington!**

**Ellensburg**, from page 1

short lines or Class I's. They are commodity neutral as to what ships on the state's rail lines.

Manweller discussed the importance of building more road/rail grade separations in key areas to speed the movement of cargo and people by rail and by road. But he cannot understand why they have become so expensive in our state. The Lander St separation in Seattle's SODO district has ballooned so much that the project, started in 2003, was put on hold in 2008. In British Columbia, a whole series of grade separations have been constructed along the rail line providing access to Deltaport, Port Metro Vancouver's major container terminal. Each was completed for a fraction of the Lander St overpass cost.

In 2014 the LRC has pushed for legislative support for the updated 2013 State Rail Plan, a needs assessment for the state's short line railroads, recapitalizing the Essential Rail Account (for short lines) at \$10 mill. a year, Public-Private Partnerships, loan guarantees for private loans to short lines, and support for the federal Railroad Rehabilitation & Improvement Financing (RRIF) program.

Manweller stated that the state needs to focus on developing daytime passenger rail service to Ellensburg, Yakima and beyond. This is certainly a key goal for AAWA.

He also talked about the need for a moratorium on the removal of tracks around the state. He has worked with Rep. Moscoso to try to preserve the tracks on the



**Sen. Judy Warnick and Rep. Matt Manweller speaking at the AAWA Ellensburg meeting on May 9.**

*Photo by Charlie Hamilton*

Eastside Line (BNSF's former Woodinville Sub). We need to preserve lines for future use and in the event of a disaster. A University of Washington grant will study the effects of catastrophic infrastructure failures on transportation.

Sen. Warnick began her presentation by noting that, while her mother loved trains, her father didn't, so as a child she didn't travel much by train. She also stated her support for daytime passenger rail service Seattle-Spokane via Stampede Pass.

At one time, Warnick did not understand the full implications of rails being converted to trails but now she does. We need to be educated and strategic in our planning for what to do with rail lines facing abandonment, she said.

As chair of the Senate Agricultural Committee she understands the importance the state's short lines to the farmers of Eastern Washington. Agricultural commodities total 1.6 bill. metric tons per year in our state and much of this moves by rail to Puget Sound ports for export.

With the Legislature in special session, the transportation budget is not yet done. Warnick is working to coordinate several rail items that need to be in the budget.

Both Manweller and Warnick emphasized that rail issues enjoy true bipartisan support in the Legislature.

**Cusick**, from page 3

Eastern Washington – the one via Stampede Pass and through Ellensburg.

Look at the population centers the line passes through:

- Cle Elum (population 1800),
- Ellensburg (population 18,000)
- Yakima (population 93,000)
- Wapato (population 5,000)
- Toppenish (population 9,000)
- And on to Pasco (population 67,000;
- Tri-Cities metro population 273,000)

Obviously, some of these are little places, and Amtrak serves the Tri-Cities area with their station in Pasco, but you most certainly can't ignore Yakima.

Yakima is the 9<sup>th</sup> largest city in Washington, right there with the major suburban cities in the Puget Sound region! It's larger than Bellingham, Olympia and others that already have train service.

**Shows about Cars**

And why would you take the train, rather than flying or driving?

One thing I find amusing when I watch the various auto-oriented TV shows is that some of them almost treat car ownership like a religious belief.

Just like any human endeavor, there are levels of involvement.

One show always has their "race from here-to-there on different conveyances to see who gets there first."

Of course, it seems that the races are so close, and the location of the destinations questionable for a realistic comparison, but that's not my point.

What I always notice in these comparisons is that whenever a train is included, the participants on the train are always relaxed and kicked back during the trip.

Is travel supposed to be a challenge? Is having room for my legs too much to ask for?

Is having the ability to read while in transit (without anything bad happening) too much to ask for?

Is falling asleep while in transit (without anything bad happening) too much to ask for?

Is a balanced transportation system (with a lot more rail options to get it back in balance) too much to ask for?

I think not!

