

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

Amtrak reauthorization and rail safety bill pass Congress by wide margin

As the flurry of activity in Congress picked up in late September amid the \$700 bill, bailout of the country's financial institutions and the rush to adjourn to get home to campaign, the House and Senate managed to pass long languishing bills to reauthorize Amtrak and improve rail safety. The reauthorization, different versions of which had earlier passed both Houses by veto-proof margins, was folded into a rail safety bill that passed the House in Oct. 2007 but had gone nowhere in the Senate. It's shameful that it took the horrific collision of a southern



Photo by Warren Yee
Amtrak last run of the *Pioneer* departs King St. Station for Boise, Denver and Chicago on May 10, 1997. Note the sad face drawn locomotive by the crew to mark the train's demise.

California Metrolink commuter train with a Union Pacific freight train and 25 fatalities to get the rail safety bill out of Congress.

The combined bill (now know as HR 2095) passed the House on a voice vote on Sept. 24 and passed the Senate 74-24 on Oct. 1. When the earlier version of the Amtrak reauthorization passed the House on June 11, eight of our nine representatives voted in favor of it. Only Doc Hastings (R-Pasco) voted against the reauthorization. All senators in Washington, Oregon, Idaho and Montana

voted yes on HR 2095 except lame-duck Larry Craig (R-Idaho). As for the presidential candidates, Sen. Barack Obama (D) voted for HR 2095 while Sen. John McCain (D) voted against the bill.

Key provisions of the rail safety part of HR 2095:

- To prevent collisions and speeding most mainline tracks will be required to have a modern positive train control system installed by December 2015. PTC would have prevented the Metrolink engineer from running past a stop signal and into the path of the oncoming UP train. The bill authorizes \$250 mill. to help the railroads implement PTC. The National Transportation Safety Board has had PTC at the top of its agenda of urgent needed rail improvements for over a decade. The railroads, while supporting implementation, have been concerned about how to fund installation, estimated at about \$2.3 bill. nationwide. The Association of America Railroads has posted a letter from AAR President Edward Hamburger on its website (www.aar.org) stating, in part, "The legislation sets an aggressive deadline for implementation of positive train control across most of the rail network. The scope of the work remaining to be accomplished presents a challenge to both the supply industry and the railroads. Nonetheless, the freight railroad industry is committed to doing everything it can to ensure that PTC is implemented effectively and safely. We will work with the Federal Railroad Administration and our partners in the transit community, at Amtrak, our suppliers and our customers to implement the mandate." AAR has information on PTC at its website.
- To address train crew fatigue issues, the bill substantially reduces

the number of hours a month engineers, conductors and other safety critical employees can work. The limit will be 276. Crew members cannot work more than 12 hours and must have a minimum of 10 hours off between the end of one assignment and the start of the next (up from 8 hours). "Limbo time," when a crew has reached their 12 hours on duty and is awaiting a shuttle or being shuttled to their terminal, will have additional limits placed on it.

- The FRA will see a substantial increase in field safety inspectors.

Key provisions of the Amtrak reauthorization part HR 2095:

- Authorizes \$13.06 bill. for Amtrak and passenger rail programs over 5 years, including the State Capital Grant program. This is nearly double what Congress has recently been appropriating for passenger rail. Of course, the actual funding must still be appropriated each year by Congress.
- Requires Amtrak to study restoration of the Seattle-Portland-Boise-Denver-Chicago *Pioneer* (killed by Amtrak in May 1997) and the Seattle-Spokane-Billings-Twin Cities-Chicago *North Coast Hiawatha* (killed by Congress in Oct. 1979). Senators Mike Crapo (R-ID), Gordon Smith (R-OR) and Ron Wyden (D-OR) were instrumental in getting the *Pioneer* study provision in the bill. Montana Senators Max Baucus (D) and Jon Tester (D), and Rep. Denny Rehberg (R) pushed for the *North Coast Hiawatha* study provision.
- Requires Amtrak to fully bring all its facilities into compliance with the Americans with Disabilities Act.
- Authorizes the Surface Transportation Board to fine freight railroads for delaying Amtrak trains.
- Required a plan to bring the Northeast Corridor up to a state of good repair by 2018.

(See **Amtrak**, page 4)



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

Clean Cars? OK, but Insufficient; Freighthouse Square – 8 November

We will not waste your time with criticizing those Americans whose vision for our country's transportation future would be, if they chose to put it into coherent thought, "The Party Never Ends." Their Party would feature: permanent cheap abundant gasoline, evermore pavement and everyone drives everywhere. Fortunately, these Party Animals, though noisome, seem to be decreasing in number and political influence.

A big step above the Party people are those who are aware of the finite nature of the petroleum supply (most of which is in the hands of less-than-cordial countries) and the negative impacts of tailpipe emissions from petroleum-fueled motor vehicles. These Clean Cars folks believe that with the limitation, or ideally, elimination of petrol as a motor-vehicle fuel, those two environmental/economic problems would be limited or cured and a modified Party, essentially free of the multiple negatives associated with oil-dependency, could continue.

The ideal world envisioned by the Clean Cars people would seem to be as many private motor vehicles as the world's population could want or afford, powered by, say, (now-still-experimental) hydrogen fuel cells, eliminating dependency on foreign or even domestic petroleum and elimination of all tailpipe emissions except clean water vapor! Clean Cars, **THE** answer to the economic and environmental concerns which arise from personal transportation, right? No, only partly right!

But Clean Cars as **THE** answer is advocated by many who wear "green" credentials proudly. This list includes many Democrats who were candidates for the presidency, Republican candidate John McCain, ex-Senator Al Gore, many mainstream environmental groups, and lots of well-meaning people who think Clean Cars are the techno-fix that could entail no real behavioral change in our overwhelming reliance on automobility for nearly all our personal transportation.

So what is missing from Clean Cars as **THE** answer? Considerable:

- Traffic congestion. While there is

no "cure," (some level of traffic congestion is inherent in economically-thriving urban places) streets and roads would be just as crowded with Clean Cars as with the current petroleum-dependent, air-polluting fleet. The congestion costs in time, frustration and safety would be at least as great. (Some argue traffic congestion would be worse as at least some of the population of drivers who now consider alternatives to driving alone would, "guilt-free," slip behind the wheel assured that their behavior adds neither to air pollution nor to the economic/strategic problems of oil imports nor the environmental problems seen as part of domestic oil production. "I'm green; my car is clean.")

- Safety. Whether 20, 30 or 40 times less likely per million passenger

So what is missing from Clean Cars as THE answer? Considerable.

miles (the data I've encountered vary somewhat) to be injured or killed in a train versus a car, riding an American intercity passenger train is dramatically safer than driving or riding in a private motor vehicle. Clean Cars would not be inherently safer than the petroleum-burning variety. Economic and emotional costs from the tragedies of transportation deaths would still exact their high toll.

- Public-sector costs. Private motor vehicles create massive public (taxpayer) costs not paid for by us as drivers. Fuel taxes do not pay for most city streets, police and fire services attributed to private motor vehicles. Nor do we as drivers directly pay for the high volume of valuable land given to drivers as "ample, free and convenient" parking. Whether public land or private land (with full tax write offs as a business expense), parking is not "free" to the larger community, but is a no-cost or low-cost incentive to drive. Clean Cars would bring about all the public costs, except air pollution damage, as do today's petrol-based vehicles.
- Sprawl, scatteration and human isolation. Clean Cars would not change the tendency for urban sprawl and scatteration. In fact, with hydrogen cell-fueled vehicles, the scatteration of human activities could increase, with the absence

of high gas prices as a deterrent for excess mileage. So why is sprawl bad, assuming, with Clean Cars, no air pollution or petroleum dependency?. Again, it imposes heavy costs of providing public services not borne by drivers. Water, sewer, utilities: all are more costly to provide when places are scattered. We all pay, but not as drivers. But perhaps most importantly, scatteration causes children, some elderly, some disabled, many low-income people and any non-driver to lose access to places. While the car-dependent world has increased total MOBILITY – miles traveled – in the past half-century, ACCESS – a more important measure – has decreased for all non-drivers. Clean Cars would do nothing the alleviate this problem.

There are, to their credit, Clean Cars people who also agree that Clean Cars alone is an insufficient strategy. They support a return to more compact communities, buses, biking and walking as means of transportation, not just recreation. (Recreation – as in those urban middle-class adults who drive the SUV to a fun trail – formerly a rail line? – to hike or bike. Individually healthy, but not a positive form of transportation.)

Most rail advocates support Clean Cars. And we support buses, walking, biking and the redevelopment of neighborhoods and settlements where such are practical modes of transportation. Intercity and urban rail accomplishes all of that plus safety (yes, one is also safer in a bus than in a car), comfort and sense of community, access for all – one needs but a ticket, not a car, truck, van or SUV, or possess special levels of physical skill and fitness – and, with trains, **PERMANENCE**. The alleged virtue of buses' ability to change routes at will is a shortcoming, not an advantage! Rail lines and train stations remain sited for at least decades. The billions in private sector investments near train stops in Portland and Vancouver, BC are substantially due to investor knowledge that the trains will be there for the future. Portland, Vancouver and...Puyallup! Parametrix, a major engineering and environmental science consulting firm, is locating its new \$19 mill. headquarters four blocks from the Puyallup Sounder station explicitly because of Sounder and the access it provides to high end employees in Seattle and elsewhere in the heart of the

(See **Flem**, page 4)



The View Down the Tracks

=====
with Jim Cusick

The more things stay the same, the more they change.

When I first started working on my column for this issue, I was seriously worried I'd just be rehashing old stories. Although, in a recent conversation with a reporter for the local weekly Seattle paper, *The Stranger*, I had to admit that there really has been progress.

In the past few weeks, it seems the world has drastically changed, born of a major crisis.

I'm not referring to the Wall Street Bailout that President Bush has signed into law; I'm talking about another bill that has flown under the radar, the Rail Safety Reform Bill which also calls for Amtrak and passenger rail to receive \$13 bill. over five years, though Congress will have to separately approve the money year after year.

This good news, unfortunately, is primarily the direct result of bad news, the head-on collision in Chatsworth, CA of a Metrolink commuter train with a Union Pacific freight train.

There is no way to soft-sell the bad news; it's a black eye on the safety record of passenger rail.

The recent tragic events for Metrolink had two effects.

On one hand, critics are ready to trumpet the safety shortcomings of rail whenever they can. They weave this incident in with their alarmist talk about light rail in the Rainier valley.

Where that argument fails is that they ignore the yearly death toll on the nation's highways, which would be the equivalent of a Boeing 737 crashing two or three times a week.

I think it would be appropriate now to go back to the argument of how safe it is to run light rail at-grade in the Rainier Valley. The rather interesting thing about that is that MLKing Way had always been used as a high speed bypass for a clogged I-5, where the posted speed limits were regularly ignored and pedestrians were in constant peril.

When Central Link begins operation next July, the fact that light rail will be the one thing that will actually go the posted speed should provide an effective traffic

calming function.

Central Link also makes MLKing Way a much more pedestrian friendly street because it provides more crossings and safe areas than before.

However, the most dangerous thing about the Metrolink incident is how many have been quick to assign blame. Until the National Transportation Safety Board finishes an exhaustive investigation, everything else is speculation. We must wait for the investigation to finish before we can learn all the facts.

On the other hand, it has created urgency for some positive changes in the railroad industry. These include longer rest time for train crews and better methods of train separation, including Positive Train Control (PTC), which makes use of the Global Positioning System (GPS).

In the push for increased safety, we do have to be concerned with relying too

The fact that light rail will be the one thing that will actually go the posted speed [on MLKing Way] should provide an effective traffic calming function.

much on the latest "high-tech" solution.

Now I don't consider myself some sort of troglodyte, afraid of any change. After all, I spent 20 years in the Information Technology industry. I love my navigation system and can make it work well for me. However, it does have some quirks and I'd be sure it works flawlessly before I entrusted my life to it. Planes still have trained pilots in them, even though they practically can fly themselves.

Of course, if you read as much as I do, you are also aware of the potential of worldwide havoc wreaked by the next solar maximum cycle coming up, and the possibility of a devastating coronal mass ejection (helios.gsfc.nasa.gov/cme.html) which would certainly foul up the GPS-based PTC system being proposed.

Maybe afterwards I'll come out of my cave.

My point being that technology is an adjunct to sound and solid basic safety practices, not a substitution for them.

So now we have a new railroad safety bill and along with that passenger rail is going to get the \$13 bill. in funding it's been asking for. However it made it all this way isn't the point; the point is that what regular citizens have been arguing for all this time is finally being recognized by the powers-that-be.

Now it's time to argue about the best way to spend the money and I know All Aboard has some great plans for the

Pacific Northwest.

Prop 1 Release 2.0

Of course, the Seattle Times has cited the same old tired arguments on why to vote against Prop 1, the three county transit proposal on the November ballot. Sheesh! It's like having someone incessantly playing that old Barney the purple dinosaur song...Aarrrrrghh!

Of course, I recommend voting YES on this year's Prop 1.

While I had been All Aboard's voice for a yes vote on last year's Prop 1, the Roads & Transit package, I admit I was holding my nose when voting yes, since I wasn't too pleased that Sound Transit's plans were hobbled by added road building taxes.

This time, it's much easier since ST2 is all Transit.

It will build light rail to Lynnwood, to Federal Way, and over the Mercer Island bridge to Bellevue and Redmond. It will expand Sounder service. If you are a transit advocate, this is the package that will accomplish much. If you are a RAIL advocate, then this is definitely the package to vote for.

Why? Well for me at least, the best part is that there's some serious money to be spent on the Woodinville Sub (the BNSF Eastside rail line) in the form of a partnership with another party to build commuter rail, not just money for more studies. What does this mean for the Woodinville Sub? Now that BNSF has chosen GNP/Ballard to be the freight provider for the line, there remain only a few more pieces of the puzzle to complete this picture.

With the passage of ST2 the only other hurdles would be putting the rails back over I-405 in south Bellevue and to mitigate the effects of increased rail service through some of the residential areas. So I suppose I could re-hash that argument. But let's make nice with the folks in Kenndale.

However, I would not consider this "caving in" to the NIMBYs of the Kenndale Neighborhood Association or the City of Renton who, during the I-405 Corridor Program, were the ones that effectively derailed this commute option.

Instead I see this as a way to improve the situation for the residents of that area. The rail line currently has numerous grade crossings that require the sounding of train horns, fouling the audio environment, and high-tension trunk lines for power distribution, fouling the visual (See **Cusick**, page 4)



Photo by Jim Hamre

Lakewood Station opens

A rainy Sept. 27 marked the dedication of the new Lakewood Station Transit Center. The facility, located in the 11400 block of Pacific Hwy SW, boasts a multi-story park and ride garage and a bus transit center for Pierce Transit, Sound Transit and Intercity Transit. Above is the Sounder platform, finished but still awaiting extension of Sounder service south from Freighthouse Square/Tacoma Dome Station. Sounder is expected to finally reach Lakewood in early 2012. In the interim, Sound Transit is provided a dedicated bus shuttle between Lakewood Station and Freighthouse Square. Route 599 connects with all 16 Sounder trips each weekday.

Extending Sounder service to Lakewood is years behind schedule because of the complexity of building the needed track connection from Freighthouse Square to the former BNSF Lakeview line (now owned by Sound Transit). The two main issues have been the steep grade (approaching 3%) and how to cross Pacific Ave. Various business groups and city leaders in Tacoma have had objections to every plan Sound Transit has presented. Finally, the city has agreed to a grade separation at Pacific Ave. that will require lowering that street.

Due to inflation and the increased cost of a grade separation, the track connection is still short about \$50 mill. The project did get a boost on Sept. 30 when the USDOT announced its distribution of grant money from the \$30 mill. appropriated by Congress this year to match state investments in intercity passenger rail service. This is the first time the federal government has stepped up to the plate to partner with states to fund passenger rail improvements. The track connection project received the biggest grant awarded by USDOT: \$6 mill. The intercity passenger rail component is the plan by Amtrak and Washington State DOT to reroute Amtrak service from the Pt. Defiance Line to this line from Freighthouse Square to

Lakewood and then on to Nisqually to regain the BNSF mainline. Though most everyone you talk with is opposed to moving Amtrak from the scenic Pt. Defiance line, WSDOT, Amtrak and BNSF claim the line along Commencement Bay and the Tacoma Narrows is too congested to handle additional Amtrak trains. The main problem is the single track Nelson Bennett tunnel under Pt. Defiance. Moving Amtrak service to the bypass line will allow the eventual addition of two more Seattle-Portland round-trips. For more information on USDOT's grant distribution: www.dot.gov/affairs/dot14208.htm

Separately, WSDOT is designing the improvements needed between Lakewood Station and Nisqually. For construction, work will be combined with Sound Transit improvements north of Lakewood Station. For information on WSDOT's project: www.wsdot.wa.gov/projects/rail/pnwrc_ptdefiance

Amtrak, from page 1

- Creates a National Transportation Safety Board office to assist families of passengers following rail disasters.

While President Bush has continually pledged to veto any and all Amtrak reauthorizations unless they contain the administration's version of "reform," the White has indicated Bush will sign HR 2095.

As for fiscal year 2009 appropriations, President Bush on Sept. 30 signed a Continuing Resolution that will fund many federal government programs (including Amtrak) at 2008 levels until March 6, 2009. Final decisions on Fiscal 2009 (which began Oct. 1) spending are left to the next Congress and the new president. Passenger rail advocates continue to urge adoption of a \$1.9 bill. appropriation for Amtrak and the State Capital Grant program, up from 2008's \$1.3 bill.

Flem, from page 2

Puget Sound metropolis. Added proof that passenger train lines create positive economic development today, just as they did in decades past.

And, finally, we must not forget that most people simply prefer trains to buses and will switch from their cars, including Clean Cars, to trains more readily than to rubber-tired transit. No person makes a better case for passenger trains, particularly in urban areas, than the arch-conservative head of the Free Congress

Foundation, Paul Weyrich. Weyrich, in particular, stresses the social conservative and "civilizing" benefits of passenger trains. Quote Weyrich, if you encounter those who argue support for public passenger train investments is "left-wing nonsense."

The object of this somewhat professorial essay is to demonstrate that Clean Cars, if and when they become reasonably available, will help solve just two problems associated with auto-dependency – petroleum demand and tailpipe emissions. Clean Cars alone cannot decrease the many other faults of a world built for private motor vehicles. Rail advocates, and yes, bus, bike and pedestrian advocates, must join the chorus that Clean Cars are OK, but insufficient to recreate the fully livable communities most Americans say they want. Then we must assertively advocate for investments in passenger trains and other means of human access, not just for more automobility, even the clean kind.



Don't forget to lend you support to our annual silent auction fundraiser at the 8 November meeting in Tacoma. See the article on page 6 for ways you can help All Aboard Washington.

Cusick, from page 3

environment. I think it's important for advocates such All Aboard to be involved with making this commuter line one of the positive environmental changes to happen in this area.

While we've had many successes, we still have more work to do.

I suppose the more things change, the more they stay the same.

Tudor, from page 5

votes in the primary where incumbent Democrat Christine Gregoire and Republican Dino Rossi were easily the top two, thus vying for our state's top office in the general election.

We hope Chris continues his interest in and commitment to public service and runs for elective office in the future.

Our All Aboard Washington conference, Earth As Only a Railroad Can Make It: The World and Environmental Sustainability, is coming up on October 25 at the State History Museum in Tacoma. All members received program and registration information in the mail. Though the early registration deadline has passed it's not too late to sign up. Complete information and a registration form can be found at AllAboardWashington.org. Here is the updated program:

08:30-09:30: Registration and Coffee
 09:30: Welcoming Remarks and Introductions
 09:45: Special Keynote: The Honorable Bill Richardson, Governor of New Mexico (invited), "How the Rail Runner is Saving New Mexico"
 10:45: Coffee and Break
 11:00: Keynote: Cesar Vergara, International Rail Designer (confirmed), "Why America Still Fails to Get Railroads Right"
 12:00: Lunch
 01:15: Expert Panel on Railroad Policy
 Moderator, Dave Ross, KIRO News Radio, Seattle (confirmed)
 Jonathan Hutchison, Amtrak Public Affairs (West), (confirmed)
 Lloyd Flem, Government Affairs, All Aboard Washington (confirmed)
 Rob Eaton, Mayor, Leavenworth, Washington (confirmed)
 Deb Wallace, WA State House of Representatives (confirmed)
 Dan Swecker, WA State Senate (confirmed)
 02:45: coffee and break
 03:00-04:00: Panel Resumes
 04:00: Summation, Anthony Trifiletti, President, All Aboard Washington (confirmed)
 04:30: Conference Concludes



Photo by Jim Hamre

The Sept. 13 All Aboard Washington meeting was held in the faux-Bavarian village of Leavenworth. Mayor (and AAWA board member) Rob Eaton was our host and featured speaker. After the meeting we visited the site of the future Iccle Station, soon to be a stop on Amtrak's premier national network train, the *Empire Builder*. (Above, Eaton leads a tour of the site, about a mile from downtown Leavenworth, after our meeting.)

The theme of Eaton's presentation was Rail in the Community. How does rail intersect with the community, he asked.

- Environmental community: there are major environmental benefits to rail and a strong relationship with this group is needed.
- Housing community: affordable "workforce housing" is needed near train and rail transit stations, Transit Oriented Development
- Business Community: rail allows employees to get to work more reliably at a lower cost; private investment in infrastructure construction around stations improves the entire community.
- Legislative Community: provides government support for the rail system and other public infrastructure.
- Freight Rail Community: we need to always strengthen relationships with the freight railroads; improvements to their infrastructure benefit

both freight rail and passenger rail. In Leavenworth, the city is tying together all the communities.

The Iccle Station project is now going well, though it has taken several years of working with BNSF to reach the point where final design could begin. HNTB, the city's consultant, is ready to present the 35% design to Amtrak and BNSF. Environmental review is complete and permitting underway. The design will be finished in January 2009. Groundbreaking is planned for March with the station opening in September 2009. The city has financial commitments of \$800,000 but still needs about \$300,000. A public \$100,000 grant campaign has been launched to help close the funding gap.



Photo by Jim Hamre

Chris Tudor, above at left, Independent candidate for governor speaks at the All Aboard Washington annual picnic in Puyallup on Aug. 9.

Important elected officials, transportation administrators and political candidates have been among those featured as guests at our meetings. In 2004 several major party candidates for governor were guests. This year we had Chris Tudor join us and share his vision for our state. Tudor felt health care, education and transportation were key issues, and delivered well-thought positions on these. Importantly, more than any other candidate, Chris advocated increased investment in passenger trains as being an important part of our state's future.

Tudor received a modest number of (See **Tudor**, page 4)

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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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 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: www.narprail.org/cms/index.php/hotline/
 Amtrak: www.amtrak.com
 Amtrak Cascades: www.amtrakcascades.com
 Sound Transit: www.soundtransit.org

All Aboard News

November 8: All Aboard Washington annual general membership meeting and board elections at the Phoenix Room in Freighthouse Square in **Tacoma**, 430 E. 25th St. The Phoenix Room is on the main floor at the east end of the building, a quarter mile from the Amtrak Station and adjacent to the Tacoma Dome Transit Station. We will also have our annual silent auction fund raiser (see article, this page) as this location provides more space than Centennial Station. **Auction will start at 11:30, with the program starting at 12:30.** From the north, use trains 513 and 516 to and from the meeting; from the south, use trains 500 and 507. Lunch is available on your own at the food court.

December 13: All Aboard Washington gathering at **11:45 a.m.** at **Centennial Station**, 6600 Yelm Hwy SE, **Lacey**. Meeting is timed between the arrival of trains 11 and 500 and the departure of trains 507 and 516. Cost is **\$10 cash or check** for pizza and beverages.

All Aboard Washington welcomed the following new members in July, August and September: Martha Schmidt, Seattle; Robert Hollowell, Seattle; Webb Thomsen, Bellevue; Howard Henry, Bellevue; Robert Riopelle, Shoreline; Stephen Mishkin, Olympia; Terry Nakano, Seattle; Robert Kleier, Olympia; Oran Viriyincy, Bothell; W. Mike Weber, Cincinnati, OH.

All Aboard Washington members contributing to this newsletter include: Rob Eaton, Warren Yee, Darleen Flem, Lloyd Flem, Tony Trifiletti, Al Runte and Jim Cusick.

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

Return Service Requested

NOTICE OF ELECTION OF DIRECTORS OF ALL ABOARD WASHINGTON

ALL ABOARD WASHINGTON will elect a new Board of Directors consisting of seventeen members. Each member of All Aboard Washington who is of sound mind and legal age is entitled to run for the office of Director and file a Declaration of Candidacy by November 1, 2008. The Declaration of Candidacy shall be in writing and shall include the full name and mailing address of the candidate and must be delivered by mail, email or otherwise to Rocky Shay, Secretary, 820 SW 356th St., Federal Way, WA 98023. (For Shay telephone and email information, see page 5.) If no more than seventeen candidates have duly filed for Director by 8 PM, November 1, 2008, all candidates who have filed Declarations of Candidacy will be deemed elected, and the election will be canceled.

If an election is required, such election shall occur at the General Membership Meeting commencing at 12:30 PM at the Phoenix Room, Freighthouse Square, 430 E. 25th St., Tacoma, WA on November 8, 2008. Each active member of All Aboard Washington (i.e., whose dues are current) is entitled to be present and vote for up to seventeen candidates for Director. The new Board shall take office on January 1, 2009.

At the General Membership Meeting, Directors-elect shall randomly draw for terms of one, two, or three years, said terms to begin on January 1, 2009. The terms of Board Positions #1 through #7 shall expire on December 31, 2009; Board Positions #8 through #12 on December 31, 2010; Board Positions #13 through #17 on December 31, 2011. Thereafter, Directors shall be elected for three year terms, as the one, two, and three year terms of those elected in 2008 shall expire.

Silent Auction Time!

Do you have items to donate to our fourth annual All Aboard Washington silent auction? It will be held at our Nov. 8 meeting at Freighthouse Square in Tacoma (see left). Your donations surely can, but need not be, railroad paraphernalia (books, videos, souvenirs, time-tables). You can also donate services that you provide. Or go out and solicit items or gift certificates from your local merchants. And save your dollars to bid on all the great items. This is a good place to do your Christmas shopping! We would like to have as many items as possible ahead of time, but you are certainly welcome to bring your items to the auction on Nov. 8. Invite your friends and

family to bid and buy. This is an important fundraiser for our organization.

To deliver your items or arrange to have them picked up prior to the meeting contact the person nearest you: Warren Yee (Seattle), Lloyd and Darleen Flem (Olympia), Jim Hamre (Puyallup). Contact information is on page 5.

Thank you for your commitment and generosity!

King St. Station update: A City of Seattle contractor has started roof replacement and the clocks on the tower have been restored to working order! A full report will be in the next newsletter. Visit the city's website: www.seattle.gov/transportation/kingstreet.htm.

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

ON **MEMBERSHIP APPLICATION**
RENEWAL FORM
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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)

Note: if you move, let us know in advance and save us 75¢ for address correction service.

Name _____
Address _____
City/State/Zip _____
Phone _____