



# WASHINGTON RAIL NEWS

OCTOBER/NOVEMBER 2011

[www.AllAboardWashington.org](http://www.AllAboardWashington.org)

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

## Quick update on Northwest rail happenings



Amtrak's 40<sup>th</sup> Anniversary Exhibit Train, as it travels the country, comes to Seattle and Portland in October. To commemorate this milestone, Amtrak has put together a special train with displays of photos, uniforms, china and memorabilia from America's Railroad<sup>SM</sup> while also offering a glimpse into the future. The train will be in Seattle October 22-23 and will be in Portland October 29-30. Each day the Exhibit Train is open for visitors from 10 a.m. to 4 p.m. Gather your family, friends and neighbors and come visit the train in either (or both!) cities.

NARP and AAWA will be hosting an informational display at the Seattle event. If you'd like to help out for a couple hours on either day, we welcome you to participate. Contact Lloyd Flemer for more details. Contact information on page 5.

Visit the 40<sup>th</sup> Anniversary website for more information on the train, Amtrak's history and lots more interesting stuff: [www.amtrak40th.com](http://www.amtrak40th.com)

*Photo courtesy of Amtrak*

The Amtrak *Cascades* set an all time record for ridership in August. With 91,464 passengers carried, this is the highest one month ridership in the history of the *Cascades* service. Ridership was 10.7% above August 2010 and is on track to break last year's record annual ridership of 838,251.

Nationwide, Amtrak is on the verge of carrying over 30 million passengers in its fiscal year ending September 30. This surpasses last year's record ridership of 28.7 million and is the first time the railroad has surpassed 30 million passengers.

On September 21, U.S. Transportation Secretary Ray LaHood announced

\$31.1 million to continue improving intercity passenger and freight rail service on the Northwest Corridor.

"The investments we're making in the *Cascades* line will improve reliability and service for passengers while putting people to work on crucial rail projects," said LaHood. "It's a win-win because these investments will also help create jobs and grow the economy by building and maintaining railways with American-made materials."

The funding (part of our state's \$781 million ARRA grant) is allocated to two projects.

Pacific Northwest Corridor Reliability – \$16.1 million for design, environmental review and construction work to stabilize and improve track structures between Blaine and Vancouver, WA. The upgrades will increase service reliability by reducing the number of closures and delays due to mudslides. All Aboard Washington has long pushed for this work and is pleased to see the slide situation will finally be addressed. Last winter 90 Amtrak trips were cancelled because of mudslides, leaving many passenger stranded or scrambling for alternates.

Vancouver-Port Access Rail Improvements – \$15 million for construction of a new access route from the BNSF Columbia River line to the Port of Vancouver. It eliminates an existing rail grade crossing of the North-South mainline which is a significant choke point for rail traffic. This enhancement will substantially minimize delays affecting freight trains and the *Cascades*. WSDOT and the Port of Vancouver are contributing \$22 million to the project. (See **Northwest**, page 5)

## Pioneer restoration efforts continue

*By C.B. Hall*

Efforts to return passenger rail service to Amtrak's *Pioneer* route (Seattle-Portland-Boise-Salt Lake City-Denver and beyond) have continued quietly since the disappointment of Amtrak's skeptical 2009 feasibility study on the service restoration. Few people with whom I've spoken feel the Amtrak effort was anything more than a means of dismissing the *Pioneer* restoration idea, but unfortunately it's Amtrak's word that, for now, carries weight with Congress, which would presumably be responsible for funding the service. Our hopes therefore now hinge on obtaining a more favorable analysis of the service's potential.

We have accordingly turned to the National Center for Intermodal Transportation (NCIT), based in Colorado and Mississippi, for an independent study of what the *Pioneer* route could be as the backbone of an intermodal passenger transport system in one of (See **Pioneer**, page 4)



On Nov. 11, 1996, which was originally to be its last day of operation, the westbound *Pioneer* departs Denver for Seattle. A Congressional mandate forced Amtrak to operate the *Pioneer* for six months while local efforts to save the train continued. When these efforts were unsuccessful Amtrak killed the *Pioneer* in May 1997. Later an Amtrak board member admitted before a Congressional committee that eliminating the *Pioneer* had been a mistake.

*AAWA archives, Photo by Jim Hamre*



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

**Record Ridership;  
Virtues of Saving Stuff;  
Fiscal Reality: State and Federal**

Ridership on the Amtrak Cascades set an all-time monthly record in August with 91,464 passengers. While still many fewer than those traveling by private motor vehicle on parallel I-5, the numbers constitute a growing percentage of Corridor travelers, and in a much safer, more environmentally-sound and, to most of us, more pleasant way to travel.

Important that rail advocates pass the word, especially, but not only, to elected officials at the state and federal level that people in our Northwest are making increasing use of our intercity passenger trains. The most important factor inhibiting even more ridership is simply a lack of train frequency and capacity to meet existing demand.



A characteristic of AAWA's Executive Director is the habit of saving filing cabinets and boxes of all manner of passenger rail information, from professional rail journals, to copies of studies and position papers, to newspaper clippings, to my own notes and musings. But often I find "old stuff" is helpful, not only in giving some historical perspective to policy issues, but ideas that can be honed to have value for current and future rail advocacy.

In early September I was wading through a box containing material from the late 90s and encountered a letter to the editor of the Seattle Times which said passenger trains were good in Europe and perhaps in the Boston-DC Corridor but not here in the Pacific Northwest. The writer invoked the tired cliché that "We don't have enough population density." And also, "Our Northwest is designed for automobiles." The writer then produced some data that supposedly corroborated his point. He compared a large part of Germany, from Hamburg in the German far north to Munich in the southeast, stating that that area had 30 to 40 million people and could justify investment in intercity passenger trains. He claimed that Hamburg-Munich was "about the

same distance as Vancouver, BC to Eugene" which had but 3 to 4 million people. His "data" looked superficially credible to anyone not familiar with the realities of German geography. For one thing, Hamburg-Munich is twice the distance of Vancouver-Eugene!

When I prepared my presentation for the Lt. Governor Brad Owen-hosted July 27 Legislative Committee on Economic Development and International Relations (LCEDIR) in Seattle (as discussed in the August/September newsletter), I had totally forgotten about the above letter. My study compared a rail corridor connecting, not Hamburg, but Frankfurt, Stuttgart, Augsburg and Munich with the corridor joining Vancouver, Seattle, Portland and Eugene. That comparison yielded very similar distances, total pop-

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ulations and resultant population densities. The letter writer's conclusions were based on major geographic and demographic errors. His area of comparison encompassed much of western Germany. In addition his estimate of Northwest Corridor population was only about half of what it really was then ... and it has growing steadily since that time. But I'm certain many readers of his letter thought, "The new Talgo trains look nice, but we just don't have the population density that Europe has, so trains just won't work here and we shouldn't invest in them."

Return to this column's first paragraph: Passenger trains indeed "work" here and will work even more when we are able to add trips and passenger capacity. Passenger rail naysayers have crawled back into the light, particularly since the 2010 election. (Fortunately, they are not particularly strong in the Pacific Northwest ... yet.) We must be able to counter false premises, grossly inaccurate data, and erroneous conclusions with reasonable objectivity.

No, the "old stuff" I saved from the 90s was not the proximate cause of my LCEDIR presentation (which was well-received by legislators of both parties, in part because of Loren Herrigstad's excellent PowerPoint visuals), but it convinced me that in the past, present and future we needed, need and will need to

stay alert for negativity about passenger trains and be able to counter it. Passenger rail advocates lack the financial clout of most interest groups. We must forward our cause with substance and a civil style. Y'know ... Praise and Push!



The joy rail advocates felt when the Obama Administration authorized \$8 billion of ARRA ("Stimulus") funding for high(er) speed rail has been greatly tempered by attacks, not only on the Administration's ARRA rail initiative, but on the entire idea of intercity passenger trains in (most of) our country. Most of the naysayers admit Northeast Corridor trains might have a legitimate place, but that's it. Without arguing ideology here, the reality is we are not likely to get another big pot of federal money for rail in the near future.

It will be a major battle to maintain close to what we have for Amtrak at the federal level. The 2012 budget proposal of the House Republicans dramatically cuts Amtrak operating monies to the point, some observers believe, that Amtrak may revert to just the Northeast Corridor and perhaps a few more corridors, including ours, where states have been major funding sources and ridership gains have increased farebox return. The House budget also eliminates all high speed rail funding. (Of course the House believes in cutting many domestic programs. Rail is far from the only target.)

The Senate has much better numbers, though still down from 2011. Here, let us credit our Senator Patty Murray (D), Chair of the Senate Appropriations Subcommittee for Transportation & Housing and also the subcommittee's Ranking Republican, Senator Susan Collins (ME). Partisan games were not part of these two women's work, cooperation was. In addition, that committee had Frank Lautenberg (D-NJ) and Mark Kirk (R-IL), both strongly pro-rail. Special thanks to Senator Murray from Washington residents. I also plan to contact the offices of Collins, Lautenberg and Kirk, thanking them from our Northwest corner of the Republic. More positive news came on Oct. 21 when the full Appropriations Committee amended the already fairly good rail numbers to add \$100 million for high speed rail funding and passed the transportation bill out to the Senate floor on a 28-2 vote.

Which budget proposal will be closer to the final compromise version? As rail (See **Flem**, page 4)



## The View Down the Tracks

=====

with Jim Cusick

What is it about these people?

It's the same old story. I'd wish they'd do the 23 Skidoo with this argument, and if I hadn't heard them time and time again, I'd say I was a monkey's uncle. However, being the cool hipster, Daddy-o, (if you can dig it) I would set these dweebs straight and tell them to quit dissin' my peeps who want more of this.

The Republicans in the US House of Representatives are at it again, trying to kill Amtrak with their latest budget proposal. Gag me with a spoon! Maybe I should just be chillin' and learning to appreciate what I can do to impart my wisdom



to young folks, like this guy!



When talking with young people, I've realized that they get it.

They understand the **WHY** perfectly, it's just the **HOW** that's the problem.

This is where we can help.

It's good for us old folk to hang out with them ... or be chillin' with them ... or whatever the whippersnappers are saying nowadays.

They understand that transit and other non-automotive means of conveyance are a part of a well balanced transportation system, just like All Aboard members do. They are not like those who would say we're just mostly made up of the older generation, nostalgic for the trains of old.

I guess we are young at heart.

For those who are trying to gain mobility in these tough economic times, it's apparent that the cost of owning the automobile itself is expensive, let alone paying the \$300+ in gas TAX per year to support the infrastructure requirements, and all the other taxes used for supporting the highway infrastructure.

But the issue isn't as much as one of understanding, it's one of communication.

All Aboard Washington is an effective organization, thanks to many of our

members' efforts, plus the hard work of our Executive Director, Lloyd Flem.

Lloyd has built connections and, unlike other organizations that see confrontational methods as a means to their end, we understand that others have valid points of view.

We just think ours is the more realistic.

The other day I was listening to an NPR discussion with members of the Cascade Bicycle Club, Seattle Times editorial writer Joni Balter and others on what we could consider opposite fronts in the war on cars, or bicycles, depending on your orientation.

The validity of the arguments wasn't so much the issue, it was that they both seemed to have dug in their heels so hard, it's as if they are cemented in place.

Articles in local papers such as The Stranger take a hard-line stance seemingly only for the end result of alienating any who are on the fence.

If any publication wants to show that their website generates an impressive number of hits (so as to make their advertising options more desirable and hence more expensive), all they need do is run a story headline as simple as "Driver/Cyclist looks at Cyclist/Driver cross-eyed."

This will not only generate a large number of hits on the story, but also gets the public exchange forum to become so heated it degenerates into a flame war of insults.

This particular discussion (Cars vs. Bicycles) has been so polarized that there will have to be a lot of effort to just get back to point where compromises can be made without confusing that term with the act of capitulating.

If we create an environment for constructive criticism, then those who consider compromise equal to capitulation can be moved to the sidelines, as they should be. They are valuable as critics, but are un-American as policy-makers.

People attach emotional significance to their chosen mode, the "freedom" auto use gives, the "ecological righteousness" of bicycles, the simplicity of walking and, other than time, I'm not sure what the benefits of flying are nowadays, but it sure isn't the "Jet-Set" glamour days of old!

How do we bring in younger members?

Talk to them dude!

Are their ideas that radically different?

Actually not, but what I've discovered from going to various agencies' open houses, and figuring I had the next

greatest idea since sliced bread, is that I come find they've already thought about my solution. They do read trade journals and many other publications to get an idea how they compare here with others in the rest of the world. They understand.

Sometimes it's just a question of funding.

Engineers might think the same as we do, as in "new modern transit," but run up against the funding issue, and the politics have driven things so that the pot of money is only set aside for a road solution.

**When talking with young people, I've realized that they get it. They understand the WHY perfectly, it's just the HOW that's the problem.**

To an engineer, roadway projects are just as fulfilling a challenge technically, and given that they need a paycheck, it puts that engineering degree to good use.

How can we move forward on this?

When I was a young man – way back in the 60s – I was the long-haired, hippie-freak-weirdo, ready for rebellion against The Man. At a dinner one night, one of my [well-to-do] girlfriend's dad (who was the CEO of Cody Cosmetics at the time) and I had a calm, engaging conversation where he extolled the virtues of capitalism. No "riot in the streets" type of exchange. I already thought he was a great guy and he treated me with respect, even though I'm sure he was hesitant about my kind in a relationship with his daughter.

The point is that you can dislike the person's point of view without disliking the person. People are complex and it pays to engage them in the conversation.

He did succeed in moving me into a more realistic point of view. I still had the same feelings, I just learned to investigate why and keep the ones that were still valid.

So, how should we old folks talk to the younger generation?

Depends on how far you want to turn back the clock.

"Me and my peeps think train travel is sweet and we'd be happy to show the newbies the way."

"Hey Homeboy, don't just get jiggy with train travel, it's phat and should be your only way to travel."

"The Train is the place to be chillin'." (See **Cusick**, page 4)

**Pioneer**, from page 1

the nation's most under-served regions – a region that however includes two national parks that millions visit each year by car. NCIT has informed us that a *Pioneer* study lies within the scope of the center's work, but we still have to submit a detailed formal proposal. Applications are received once a year, the deadline being March. We will begin writing our proposal in the weeks ahead.

Whether NCIT, whose guiding spirit is former federal railroad administrator and long-time rail advocate Gil Carmichael, can underwrite such a study from federally provided research funds remains to be seen, given the budgetary mood in the other Washington. The final form of the long-pending surface transportation reauthorization bill will resolve that question. Should that pool of money not materialize, or simply not suffice for our purpose, there remains the possibility of private funding – the price tag is \$50,000 – although the “neutrality” of public funding would give the analysis additional credibility with the decision-makers with whom it will be shared.

The reality is that Congress respects professionally prepared data and analyses from institutions such as NCIT, and that, absent such data, Amtrak's skepticism will serve by default as the fount of what passes for passenger rail wisdom, keeping congressional representatives just as skeptical.

Countering that skepticism, we hope an independent analysis will approach the *Pioneer's* potential thoughtfully. How can connections with Yellowstone and Grand Teton National Parks be facilitated to serve the mobile masses headed there each year? Would splitting the westbound train in eastern Oregon allow it to serve both Portland and Seattle effectively, without rankling Amtrak Cascades managers jealously guarding their time slots in the Portland-Seattle corridor – and tossing service to the Yakima Valley into the bargain? Is the logical eastern terminus Salt Lake, Denver, or Chicago – or St. Louis? Does the mail-and-express idea have a role to play, given congressional reluctance to finance overnight trains? What of subsidizing a new *Pioneer* (and other trains, for that matter) by putting the quietus to the federal Essential Air Services program, which today funds highly subsidized and very carbon-intensive air travel to rural communities that trains could serve, and in several cases already do?

All these questions and many more serve to frame the task that independent

analysts will take on – in contrast to the consultants Amtrak paid to keep their blinders on in performing its study. And with that task still ahead, the *Pioneer* Restoration Organization remains busy with a network of activists stretching from Denver to the Puget Sound who share the vision of better transportation for all. We've recently acquired new and energetic advocates in such places as La Grande, Oregon and Laramie, Wyoming. The well of local support for the train never goes dry. The assignment remains to convince Congress that the money for quality transportation must be found. There are many, many ways it could all work. If you want to contribute your ideas or find out more about what we've been thinking and doing, please contact C.B. Hall at [kaannos@centurytel.net](mailto:kaannos@centurytel.net).

**Flem**, from page 2

advocates, we certainly hope for the Senate numbers to end up the winners.

The news at the State level is just as grim. While we are fortunate in having bipartisan support for our rail investments, a realistic goal is supporting the trains we have. Of course, Washington did very well with about \$781 million in ARRA grants for our Northwest Corridor. Most of the investments are in direct infrastructure construction and will benefit the movement of rail freight as well as passenger trains. The purchase of at least one new passenger trainset and eight new locomotives with the ARRA grants is also in the works. But a large chunk of “new state money,” given the fiscal reality of our state, is a long shot in 2012.



Mr. John Sibold, Acting Director of the State Rail and Marine Office, will be the featured speaker at our December 10 meeting at Olympia-Lacey's Centennial Station. Having met with Mr. Sibold, I am convinced he will make an excellent presentation of his goals for our state's intercity passenger trains. Plan to join us for the December 10 meeting.

Also join us at our Annual Membership Meeting at the Centralia Amtrak Station on November 19. This year our annual silent auction and railroaders sale will be held at the November meeting.

More details on both meetings are on page 6.

**Cusick**, from page 3

(Are you gagging on your spoon yet with these examples?)

So get down and pump some real iron ... The Iron Road!

Here's a quick review to get you started in your quest to give our younger members the tools they need:

Make the argument at the same level as the critic's arguments against you. That is, analyze their criticism and see if the same questions work in critiquing their points. Do some comparative analysis and learn how to see patterns in the numbers and nomenclature. It's why I have come to the conclusion that rail transportation should be a much bigger player on the field.

There is no perfect formula. That is, there is no un-assailable point of view. Don't treat it like a religious belief.

Remember, the only reason it was so difficult passing the first Sound Move regional transit plan was because it was the first major public project with a price tag attached.

The economy and politics have made our argument easier, since money for roads now has to be put in front of the voters and we've already seen the effects of that sticker shock.

Stay away from this kind of exchange: (AAA=American Auto Activist; NAA=Not Auto Activist)

- AAA: “Cars are good.” NAA: “Cars are evil.”
- A: “Cars are for freedom-loving ‘merkins!” N: “Cars make for the destruction of all that is good and green.”
- A: “If you get in the way of my car, I will CRUSH you!” N: “I will flog you to death with my very large (and lush) palm frond.”

A better conversation would be: (AAA=American Auto Activist; TA=Train Activist)

- A: “Cars are good.” T: “Cars are a part of the whole picture, not the only part.”
- A: “Cars are for freedom loving ‘merkins!” T: “Having trains available is an option to free me from the constraints and costs of my car.”
- A: “If you get in the way of my car, I will crush you!”; T: < at this point the facts speak for themselves >

The future looks good. I'm cheesin'.



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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**

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

**Northwest**, from page 1

Construction is expected to begin in July 2012.

"Ridership continues to grow with travelers choosing Amtrak Cascades in record numbers," said WSDOT Secretary Paula Hammond. "Securing these federal dollars gets us going on improvements to make the service more reliable so our passengers can get to their destinations on time."

In August, Secretary LaHood had announced ARRA funding for the purchase of bi-level corridor passenger rail cars and locomotives for Illinois, Iowa, Michigan and Missouri, and one tilting train set for Washington State. As part of the grant, our state will receive eight of the 33 locomotives. These new generation locomotives will have rapid acceleration and have a top speed of at least 110 mph. They will replace the aging EMD F-59 locomotives currently powering the Cascades.

Last spring's four month sale of Washington State Cash Train lottery scratch tickets themed around the Amtrak Cascades was a great success. Over \$4 million of the \$5 tickets were sold. About \$70,000 of the proceeds are being invested back into the Cascades service. "We're so proud that our first collaboration with Amtrak and WSDOT on a themed Scratch game for Washingtonians was a success," said Lottery Director Bill Hanson. "Not only did the Cash Train ticket help raise awareness for the Amtrak Cascades rail service, our players had fun with it at the same time."



Members of All Aboard Washington and the Assoc. of Oregon Rail and Transit Advocates enjoyed our August 13 excursion on the Oregon Pacific Railroad along the Willamette River and through the Oak Bottoms Wildlife Refuge. You'd hardly know you were just miles from downtown Portland. Our thanks to the Oregon Pacific for hosting us, to Karen Keller for putting together the whole trip and to AORTA's Donald Leap for picking up our box lunches at New Seasons Market. The short line railroad offers customer focused local freight service on two lines in the Portland metro area, in addition to its passenger excursions. [www.oregonpacificrr.com](http://www.oregonpacificrr.com)

Photo credits: column 2 – Jim Hamre; column 3 – Karen Keller.

The Assoc. of Oregon Rail and Transit Advocates is having its annual membership meeting on Saturday November 12. For details and reservations visit [www.aortarail.org](http://www.aortarail.org) and click on Events. This is a good opportunity to show support for our Oregon colleagues and to ride the Cascades!



Our September 10 Rockin' the Rails event was a great success on beautiful warm sunny late summer day. Above, from top:

- AAWA members arriving on a Cascades train for the festivities.
- Executive Director Lloyd Flem chatting with a passenger awaiting his train. Yes, you can take your bike along on the Cascades. You self load it on racks in the in the baggage car. Reservations required and a fee is charged.
- AAWA board member and Thurston port commissioner George Barner joins the Mud Bay Blues Band for a rousing rendition of the unofficial state rock song Louie Louie! [www.mudbaybluesband.com](http://www.mudbaybluesband.com)
- An extra treat: a solid train of military vehicles moving north to Joint Base Lewis McCord.

**All Aboard Washington's annual silent auction, railroadiana sale and holiday bazaar will be at our November 19 meeting in Centralia. If you have items to donate for the auction and sale, please contact Lloyd Flem or Jim Hamre. See above for contact information.**

All Aboard Washington  
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## All Aboard News

**November 19:** All Aboard Washington annual membership meeting from **1-4 p.m.** in the Community Room at the **Centralia Amtrak Station**. We suggest lunch on your own before the meeting at McMenamin's landmark century-old Olympic Club directly across Railroad Ave. from the station. Program will feature Centralia's plans to use Amtrak as a means for economic development. Also, we're moving AAWA's annual Silent Auction and Holiday Bazaar to this meeting. An election for board of directors will be held, if necessary.

**December 10:** All Aboard Washington holiday gathering from **noon-4 p.m.** at **Centennial Station**, 6600 Yelm Hwy, **Lacey**. Cost is \$10 per person cash or check for pizza, subs and beverages. Program will feature the new Director of the WSDOT Rail and Marine Office (invited). Topic: Vision for the Washington passenger rail program in the near future. Also a legislative outlook for 2012 for passenger rail. Use the *Cascades* or the *Coast Starlight* to and from both meetings.

### NOTICE OF ELECTION OF DIRECTORS OF ALL ABOARD WASHINGTON

ALL ABOARD WASHINGTON will elect six new members to its board. 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 12, 2011. 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's telephone and email information, see page 5.) If no more than six candidates have duly filed for Director by 8 PM, November 12, 2011, 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 1 p.m. at the Centralia Amtrak Station, 210 Railroad Ave., on November 19, 2011. Each active member of All Aboard Washington (everyone whose dues are current) is entitled to be present and vote for candidates for Director. The new Board members shall take office on January 1, 2012.

All Aboard Washington welcomed the following new members in August and September: Eric Hutcheson, Seattle; Dave Privett and Jane Sharman, Olympia; Gary Barton, Lakewood; Warren West, Olympia; Evangivaldo Santana, Seattle; Maxine and Raúl Padilla, Lacey; Mark Miller, Seattle; Jeff Miller, Centralia; Mark Whitaker, Bellevue; Neil Finlayson, Edmonds; and James Futterer and Sheila Brown, Olympia.

All Aboard Washington members contributing to this newsletter include Zack Willhoite, Lloyd Flem, Jim Cusick, Karen Keller and Warren Yee.

A reminder that All Aboard Washington members can renew and donate on-line through our website. Just click on the Join and Support Us link. Also, we encourage members to receive email notification that the newsletter is available. We save on printing and postage when we don't need to mail a newsletter to you. Email Zack Willhoite, our membership director, if you'd like to switch to electronic email notification.

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