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PennDOT, Amtrak Agree to Keystone Corridor Deal

Though the formal announcement and press conference had to be cancelled because key Amtrak officials were busy responding to the Acela Express problems last month, Amtrak and the Pennsylvania Department of Transportation have completed a plan for improvements to the Keystone Corridor service between Philadelphia and Harrisburg.

The deal is in line with the agreement in principle reached earlier this year, then put on hold because of Amtrak's shutdown threat.

The \$140 million program will bring faster travel and improved service to the Keystone Corridor. The last three remaining grade crossings are to be closed, refurbished trains are to be assigned to the service, and a new station will be built to serve Harrisburg Airport. The project also secures the future of the line's electrification, once in doubt because of deferred maintenance and cost concerns.



New Office Opens

Volunteer Fran Grabowski helps prepare a mailing in DVARP's new office in Center City Philadelphia. Remember we also have new phone number, and a new location for our meetings. See the back page for details, and attend our next meeting: Saturday, September 21 from 1:00 to 4:00.

Volunteers Wanted for Transit Vote September 18:

The annual Transit Vote voter registration campaign will be held Wednesday, September 18. DVARP will again take part, staffing tables and handing out voter registration materials at train stations during the rush hour. We'd love to have you be a part of it: see page 14 for details, then call 215-RAILWAY to volunteer!

From the Editor's Seat **Gut Check Time**

Cynics would say the current Schuylkill Valley Metro situation is ideal from SEPTA's perspective. They get millions of dollars from Washington and Harrisburg to study it, there are lucrative consulting contracts to hand out, and it gives the appearance that SEPTA is doing something to expand its system and meet new transportation needs, but it doesn't require SEPTA to spend the money to actually operate service. What more could you ask for if you're a general manager or board chairman listening to popular demand for more service while trying to balance a budget each June 30?

I try to stave off such cynical impulses, but the more I see of the present regime, the harder it gets. Take the P&W branch (Route 100 extension). This project is so obviously necessary that SEPTA actually bought the cars for it fifteen years ago, but after all the time and money spent on planning and consultants, we still don't have any idea when the rails will be laid, and service isn't expected to begin until the next decade!

Meanwhile, SEPTA proceeds with infrastructure projects costing hundreds of millions of dollars (and incidentally spinning off multi-million dollar "community affairs" contracts), but not requiring them to run any more trains. Neither I nor anyone else doubt that important and expensive work is necessary to repair Market-Frankford El structures or commuter rail bridges, but reasonable people can disagree about the all-encompassing scope of those projects.

And I know I'm not the only person who thinks this way. Notice how other important rail and transit projects such as the Northeast Philadelphia subway extension and Quakertown-Stony Creek commuter rail are being advanced by forces outside SEPTA (the City Planning Commission and Bucks and Montgomery counties, respectively). Do these people know their project isn't going to go anywhere if SEPTA's put in charge?

On Quakertown, the Bucks County commissioners want action instead of talk, and service instead of paper. I'm sure their Montgomery County colleagues agree. DVARP's on board too, and we're ready to help lobby for funding for it.

It's gut-check time for the people running SEPTA. We have a project on the table that will help alleviate traffic congestion and manage growth in the suburbs while it gives city residents more access to good jobs. The cost is very reasonable: not much more than \$200 million for almost 30 miles of new and restored service.

Will SEPTA embrace this project and make it happen? Or will they look only at the negatives: the lack of electrification and an obvious route into Center City. To leaders who can make things happen, there aren't obstacles to Quakertown-Stony Creek: there are opportunities:

- Can't run the trains into the tunnel because the cost of electrification to Quakertown would be prohibitive and a dual-mode train gives your staff the heebie-jeebies? Change engines at Norristown.
- Or run the trains into 30th Street via Cynwyd. It will save SEPTA the expense of running the Cynwyd branch (relatively costly because only part of the line is in service) while the long-suffering R6 passengers will finally get all-day service.
- Don't like that idea? How about another opportunity? Continue from Norristown to King of Prussia. It's not the preferable solution because people going to and from Philadelphia would have to change at Norristown, but at least they'd have service to use now instead of at some indefinite time in the future when pigs fly and we get a half billion dollars from Washington for electrification.

So here's my challenge: SEPTA can and should have a line item for a transportation investment study of the Quakertown-Stony Creek line in the proposed fiscal 2004 capital budget.

Can SEPTA management pass this gut check? Or do we need to find somebody else to take over our region's rail network and bring it up to its potential?—MDM

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Route 100 Results to be Shown

Results of the alternatives analysis study for the Norristown High Speed Line extension study will be discussed at public meeting in King of Prussia Thursday, September 19. The meeting will be at the Holiday Inn hotel near the malls, and begin at 7:00 pm.

DVARP hopes for a good turnout at the meeting, to demonstrate public support for the project. We've been supporting it for more than a decade, and highlighting it as one of the most cost-effective investments we could make in our region's transportation infrastructure. The short branch of the Route 100 light rail line would provide fast and direct service from 69th Street Terminal to King of Prussia and Valley Forge, so people in West Philadelphia and Delaware County could have better access to jobs and shopping in the King of Prussia area.

Unfortunately, this segment was not included in the Schuylkill Valley Metro major investment study, so the more detailed study and draft environmental impact statement would have to be completed and approved before work could begin. At an open house meeting in May, SEPTA project manager Jim Madera said service would not be expected to start until 2010 (see June DVRP). A lot of thorny technical and alignment questions came up at the earlier meeting, and answers to at least some of them should be clearer now. But the biggest question, how the NHSL branch would coordinate with the Schuylkill Valley Metro, could still be unanswerable, since fundamental problems with SEPTA's proposed MetroRail line to Reading are not resolved.

State Releases Matching Funds for SVM Analysis

Politicians and other proponents of the \$1.9 billion Schuylkill Valley MetroRail project treated the grant of two million dollars in state matching funds as a significant victory for the project, even though it's less than one percent of the eventual state share of construction costs. There had been some concern at high levels within SEPTA that the project might stall over such a small amount.

The money will help pay for continued study of the project and for preliminary engineering work. Over \$25 million in federal funds has been earmarked for this phase of the project. Meanwhile, the region is no further towards a solution for paying to actually build the 45-mile passenger-only line from Norristown to Reading. Nor has there been any response to DVARP's claim the planned infrastructure can't support the proposed service. SEPTA has said it will address that and other technical issues DVARP raised in the preliminary engineering phase.

Acela Service in Flux While Cracks Repaired

Amtrak is making almost daily changes to the Acela Express lineup as teams from train builder Bombardier fix cracks in the yaw dampers of the new high speed trains. Some HHP-8 electric locomotives bought as part of the same order also have had the same problem.

Yaw dampers are effectively a lateral shock absorber, attached between the car or engine's frame and the truck, the assembly carrying wheels and axles. The conical shape of railroad wheels help car steer themselves through curves, reducing wear on wheels and track while improving efficiency and giving a better ride (you can see for yourself in the new railroad gallery at the Franklin Institute). But the wheels are hunks of metal with no intelligence, and certain conditions can make the wheels track back and forth, "hunting" for

continued on page 13

On the Railroad Lines

R1 Fence Makes Station Safer

By extending the fence between tracks at the Glenside station in both directions, SEPTA has greatly reduced the number of passengers tempted to risk their lives by taking a shortcut across the tracks. On a recent visit, only a handful of people trespassed on the right of way to get

from the outbound platform to the parking lot.

There were, however, still some local residents trespassing, much like the man struck by a train and killed there earlier this year. Fences and warning signs help, but they can't substitute for police enforcing the law.

photo: page 10

R8 Mid-day Track Work

SEPTA will replace R8 Fox Chase trains with buses during weekday off-peak hours from now through mid-December.

The first train affected is the 10:10 am trip from Fox Chase and the last will be the 3:10 pm trip. Buses will operate to and from Fern Rock station, where inbound passengers will connect with the next available R1, R2, R3, or R5 train.

Outbound passengers will board R8 trains as usual at regularly-scheduled times and ride to Fern Rock where shuttle buses will be waiting. SEPTA says to expect delays of up to 30 minutes.

R8 schedules from Wayne Junction to Chestnut Hill West are not affected, though trains will start at Fern Rock instead of Fox Chase.

Transit News Update

Trolley Work Concludes

SEPTA expects to finish track reconstruction work and restore full streetcar service on Route 36 on September 1. Buses have been substituting for railcars from 49th Street to Eastwick while tracks and pavement were replaced on an eight-block stretch of Elmwood Ave.

New Schedules in City

All SEPTA city transit timetables have been reissued, as new fall schedules take effect on many routes. The most significant changes are in Roxborough and Andorra. There an extended Route 35 service and some Route 61 express trips will replace Route 9 buses between Summit Ave. and Andorra. The changes are part of SEPTA's Annual Service Plan, and address community complaints about the big articulated buses used on the 9. Other neighbors were unhappy with the proposal because they lose much of their direct service to Center City.

Minor routing changes are being made to the 68, for service on Hog Island Rd. to the UPS Air Hub. Additional trips are added on the 14 and 25 buses, and other routes as well.

Red Arrow Restructuring Again

One new bus route and five revised routes took effect last month on SEPTA's Suburban Transit Division. The biggest changes is to Route 111, which will operate to Granite Run, the Penn State campus in Lima, and Chadds Ford instead of Aronimink and Springfield Mall. That portion of

the route (including R3 connections at Primos and Morton) is now part of new Route 122. The extended service beyond Penn State will operate every half-hour at peak hours Monday through Friday, and on a limited basis weeknights and Saturdays.

DVARP supported the route changes in public hearings earlier this year because they exemplify two particularly good trends. First is the ongoing review and modification of routes, so service can be tailored to changing travel demand. More than anywhere else on the SEPTA system, the Red Arrow routes in Delaware County have benefited from this kind of management. The other positive is the limited-stop express service that will speed travel on the 122 between 69th Street and Lansdowne Avenue. In Montgomery County, express running has contributed to the success of new Route 80, from Olney to Horsham. First operated with small buses in February 2000, big articulated buses have been seen on the line. Express running is back on Route 104, during weekday peak hours between 69th Street and Eagle Road. That route also has been extended to the campus of West Chester University.

Other route changes affect the 110 bus (all trips now operate via Springfield Mall instead of some using the Media Bypass), the 115 (service beyond Brookline Blvd. to Ardmore eliminated due to low ridership), and the 103 (extended from Lancaster Ave. to Suburban Square in Ardmore).

The proposed extension of the southern end of Route 115 to McDade Mall has been postponed several months. NIMBYs in Norwood, reportedly egged on by State Representative Ron Raymond (R-162) and borough officials. A bus was vandalized at a public meeting held there by SEPTA last month to try and assuage residents' fears.

New schedules are in effect on most other Red Arrow routes, so suburban transit users should make sure to stop by 69th Street or SEPTA's web site to pick up new schedules, or phone 215-580-7777 to have schedules mailed.

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*Your news tips are always welcome!
Phone 215-RAILWAY or e-mail them to DVARP*

*Additional news from CSND Railnews Network,
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The Delaware Valley Rail Passenger

SEPTA Rider Census Full of Lessons, Trivia

by Matthew Mitchell

The SEPTA Regional Rail Ridership Census is full of useful information not only on where the railroad's riders are now, but also on trends affecting ridership. Those trends are worth watching when planning service changes or investments in SEPTA's infrastructure.

Unlike the monthly ridership statistics, which are based on conductor's estimates of ridership on their trains, the Ridership Census is compiled by two dozen special 'checkers' who ride every train on a line a certain day or days and count every passenger getting on or off at every station. Conductors' counts are done only at the peak load point of the train, usually approaching or leaving the Center City stations. Therefore they may miss intermediate riders who get off before Center City.

Because of the scale of the operation, it takes 40 days to complete the census, so weather and other factors can affect the results. But the results have proven reliable over the years. Small fluctuations in ridership probably are not significant, but trends and larger changes usually are.

The latest census was taken in spring of 2001, and results were published in April of this year. SEPTA's Ridership and Market Development section kindly provided DVARP with a copy of the report. We've fed it to our computers, to slice and dice the figures and see what we can learn from them.

Our primary measure of station performance is weekday boardings, which SEPTA also uses as its basis for year-to-year comparisons. Some people prefer to use total station activity (the sum of boarding and leaving passengers). Both figures are equally valid: boardings are a little more intuitive to think of when considering individual stations, while total station activity adds up closer to the actual totals of daily railroad ridership, since the Census does not tally the three main Center City stations.

The boarding figures count both inbound and outbound passengers. While the outbound riders are only a small proportion of the total, they make up the majority of riders at many stations, none more so than North Philadelphia. A staffer's failure to account for those outbound boardings led to last year's proposal to eliminate the R8 station at North Philadelphia, used by dozens of long-distance commuters making connections between Amtrak trains and Chestnut Hill West trains.

Systemwide, ridership was up 9.0 percent over the 1999 RRD Census. Temple University and University City are the most-used stations, though

they function much more as destinations than as origin points. For most purposes, they can be counted as part of a greater Center City. Still, both had strong gains in ridership, with University City topping all stations with a gain of 419 passengers between 1999 and 2001. Temple added 198 passengers, sixth best on the system, and an 11.8% increase over the previous high total.

The top ten non-Center City stations on the system saw some reshuffling largely as the result of completed parking projects. Jenkintown maintained a narrow lead with 1,559 boardings compared to 1,501 at Paoli. By the time of the next census in 2003, if not already, Paoli should take over the top spot. Development of both new homes and new offices in the outer Main Line suburbs is continuing, while Jenkintown is the hub of a mature inner suburb. Paoli also benefits from new reverse-commute-oriented transit connections. Ridership growth at Jenkintown is slow because of parking constraints.

R7 stations at Cornwells Heights and Trenton also gained many riders, vaulting into the #3 and #4 spots of the passenger hit parade. They are signs of success for SEPTA's I-95 alternatives program, which included more express service along with the huge new park/ride facility at Cornwells. The R7 station at Torresdale also saw a strong gain, making the top ten list for the first time with 974 daily boardings.

Bryn Mawr and Fox Chase were the only two stations in the top ten to have lost riders between 1999 and 2001. No obvious reasons for the loss are apparent, though both serve mostly inner-suburb riders and their parking lots weren't expanded.

Park/ride lots are clearly important for attracting commuter rail riders, as evidenced by some of the other stations recording the largest gains in ridership. Warminster's lot may not be new, but it still has space available to absorb increases in demand. Thus the station picked up nearly 200 new riders. The situation at Ivy Ridge is similar. Colmar and Conshohocken were sites of new parking expansions, and ridership at both responded well—up over 50 percent at both.

Station	Line	Boards	Station	Line	Boards	Station	Line	Boards
Temple Univ.	CC	1,871 +11.8%	Elkins Park	R1	413 +15.0%	Wallingford	R3	230 +15.6%
University City	CC	1,579 +36.1%	Haverford	R5	412 -2.4%	Chestnut Hill E	R7	224 -7.4%
Jenkintown-			Pennbrook	R5	404 +11.3%	North Phila	CC	224 +19.1%
Wyncote	R1	1,559 +4.8%	Upsal	R8	404 +10.1%	Roslyn	R2	213 +4.9%
Paoli	R5	1,501 +19.8%	Airport C & D	R1	403 -5.4%	Daylesford	R5	207 -9.6%
Trenton	R7	1,361 +21.6%	Doylestown	R5	387 +33.4%	Olney	R8	203 +3.6%
Cornwells Hts	R7	1,220 +39.4%	Marcus Hook	R2	384 +20.4%	Oreland	R5	203 +8.6%
Fox Chase	R8	1,132 -4.8%	Carpenter	R8	379 +13.8%	Main St.	R6	200 +22.7%
Bryn Mawr	R5	1,042 -9.6%	Elwyn	R3	379 +0.3%	Prospect Park	R2	195 -27.0%
Torresdale	R7	974 +13.0%	Rosemont	R5	360 +10.4%	Tulpehocken	R8	190 +8.0%
Warminster	R2	934 +26.7%	Clifton-Aldan	R3	357 +13.0%	West Trenton	R3	189 -27.6%
Glenside	R1	910 +4.1%	Merion	R5	355 +31.5%	North Hills	R5	178 +20.3%
Ardmore	R5	866 +5.4%	Melrose Park	R1	353 +13.5%	Gladstone	R3	170 -16.3%
Lansdale	R5	863 -4.2%	Croydon	R7	350 +2.3%	Noble	R3	165 +5.8%
Fern Rock T.C.	R1	856 -2.3%	Forest Hills	R3	343 -1.7%	Tacony	R7	161 +13.4%
Wayne Jct	R1	855 -1.4%	Ivy Ridge	R6	343 +53.1%	Airport E	R1	158 -41.5%
Ft Washington	R5	808 +7.4%	Ryers	R8	332 +20.3%	Penllyn	R5	155 +27.0%
Ambler	R5	806 +1.4%	Yardley	R3	320 -6.2%	Bridesburg	R7	150 +48.5%
Overbrook	R5	801 -4.1%	Airport B	R1	319 -13.6%	Folcroft	R2	148 -10.3%
Strafford	R5	800 +4.2%	Berwyn	R5	315 +12.9%	Washington Ln	R7	148 -4.5%
North Wales	R5	748 +2.0%	Bristol	R7	311 +30.1%	Ardsley	R2	143 +16.3%
Wayne	R5	741 +13.5%	Lawndale	R8	306 -8.1%	Fernwood-		
Norristown TC	R6	738 +5.9%	Newark	R2	303 +37.7%	Yeadon	R3	137 +15.1%
Somerton	R3	691 -1.0%	Allen Lane	R8	300 +13.2%	Darby	R2	133 +4.7%
Wynnewood	R5	625 -6.9%	Primos	R3	300 -3.8%	Churchmans		
Wilmington	R2	618 +8.2%	Woodbourne	R3	297 +29.1%	Crossing	R2	125 NEW
Narberth	R5	595 -3.3%	Airport A	R1	289 -2.7%	Germantown	R7	123 +9.8%
Villanova	R5	589 +24.0%	Elm St. (Norr)	R6	289 +32.0%	Sharon Hill	R2	122 -24.7%
Philmont	R3	578 +21.4%	Cheltenham	R8	288 +5.5%	Curtis Park	R2	120 -13.0%
Wyndmoor	R7	577 +33.3%	North Broad	R1	284 +7.2%	Chalfont	R5	111 +3.7%
Swarthmore	R3	565 -22.2%	Colmar	R5	282 +62.1%	Allegheny	R6	108 +33.3%
Bethayres	R3	545 +27.6%	Spring Mill	R6	278 +23.0%	Wynnefield Ave	R6	106 +14.0%
Devon	R5	539 +9.1%	Chester	R2	276 +9.5%	Gravers	R7	104 -18.8%
Chestnt Hill W	R8	537 +11.2%	Downingtown	R5	275 -28.8%	Fortuna	R5	91 +15.2%
Chelten Avenue	R8	535 +2.5%	Moylan-			Highland Ave	R2	90 +5.9%
Langhorne	R3	532 -4.7%	Rose Valley	R3	275 +32.2%	Cynwyd	R6	87 +1.2%
Levittown	R7	527 +15.6%	St. Davids	R5	275 +14.1%	Wister	R7	82 -10.9%
Radnor	R5	525 +3.3%	Manayunk	R6	274 +19.7%	Meadowbrook	R3	74 +29.8%
Conshohocken	R6	516 +54.0%	Miquon	R6	270 +90.1%	Rydal	R3	74 +2.8%
Morton	R3	504 +6.6%	Neshaminy Fls	R3	269 +27.5%	Eddington	R7	70 +2.9%
Malvern	R5	498 +15.3%	Gwynedd Vly	R5	260 +9.2%	Crum Lynne	R2	67 -11.8%
Media	R3	488 -6.9%	Wissahickon	R6	260 +61.5%	Del Val College	R5	62 +31.9%
Holmesburg Jc	R7	477 +8.9%	Trevose	R3	258 +11.2%	Eddystone	R2	57 -1.7%
East Falls	R6	472 +21.0%	Mount Airy	R7	254 -7.0%	Crestmont	R2	56 +30.2%
Lansdowne	R3	472 +14.0%	Whitford	R5	253 +29.7%	49th Street	R3	53 +32.5%
Exton	R5	450 +8.2%	Sedgwick	R7	250 +15.7%	Bala	R6	52 +40.5%
Stenton	R7	448 +10.3%	St. Martins	R8	249 +3.3%	Highland	R8	48 -7.7%
Secane	R3	436 +20.8%	Thorndale	R5	241 NEW	New Britain	R5	48 +60.0%
Queen Lane	R8	424 -8.4%	Ridley Park	R2	239 -5.2%	Lamokin Street	R2	47 -9.6%
Hatboro	R2	420 +1.9%	Glenolden	R2	238 +3.0%	Link Belt	R5	40 -62.6%
Willow Grove	R2	416 +15.2%	Eastwick	R1	237 +31.7%	Angora	R3	32 -28.9%
Claymont	R2	414 -3.9%	Norwood	R2	233 +15.9%	Wissinoming	R7	21 -30.0%

New parking lots came with new stations at Churchmans Crossing in Delaware and Thorndale on the Paoli line. Thorndale has 241 riders now, some of whom appear to have been diverted from Downingtown. The temporary lot at Churchmans

is filled up, so ridership may not be able to grow much until DelDOT completes its station and development there.

Station	Boards	Change
Eastwick	237	+31.7%
Airport A	289	-2.7%
Airport B	319	-13.6%
Airport C & D	403	-5.4%
Airport E	158	-41.5%
R1 Airport	1,406	-8.8%
Darby	133	+4.7%
Curtis Park	120	-13.0%
Sharon Hill	122	-24.7%
Folcroft	148	-10.3%
Glenolden	238	+3.0%
Norwood	233	+15.9%
Prospect Park	195	-27.0%
Ridley Park	239	-5.2%
Crum Lynne	67	-11.8%
Eddystone	57	-1.7%
Chester	276	+9.5%
Lamokin Street	47	-9.6%
Highland Ave	90	+5.9%
Marcus Hook	384	+20.4%
Claymont	414	-3.9%
Wilmington	618	+8.2%
Churchmans	125	NEW
Newark	303	+37.7%
R2 Wilmington	3,809	+5.6%
Delaware	1,460	+19.5%
Pennsylvania	2,349	-1.5%
49th Street	53	+32.5%
Angora	32	-28.9%
Fernwood	137	+15.1%
Lansdowne	472	+14.0%
Gladstone	170	-16.3%
Clifton-Aldan	357	+13.0%
Primos	300	-3.8%
Secane	436	+20.8%
Morton	504	+6.6%
Swarthmore	565	-22.2%
Wallingford	230	+15.6%
Moylan-Rose V	275	+32.2%
Media	488	-6.9%
Elwyn	379	+0.3%
R3 Media	4,398	+1.9%
Overbrook	801	-4.1%
Merion	355	+31.5%
Narberth	595	-3.3%
Wynnewood	625	-6.9%
Ardmore	866	+5.4%
Haverford	412	-2.4%
Bryn Mawr	1,042	-9.6%
Rosemont	360	+10.4%
Villanova	589	+24.0%
Radnor	525	+3.3%
St. Davids	275	+14.1%
Wayne	741	+13.5%
Stratford	800	+4.2%
Devon	539	+9.1%
Berwyn	315	+12.9%
Daylesford	207	-9.6%

September 2002

Paoli	1,501	+19.8%
Malvern	498	+15.3%
Exton	450	+8.2%
Whitford	253	+29.7%
Downingtown	275	-28.8%
Thorndale	241	NEW
R5 Thorndale	12,265	+7.2%
Malvern-Thorn	1,717	+20.2%
Overbrook-Paoli	10,548	+5.3%
Wynnefield Av	106	+14.0%
Bala	52	+40.5%
Cynwyd	87	+1.2%
R6 Cynwyd	245	+13.4%
Bridesburg	150	+48.5%
Wissinoming	21	-30.0%
Tacony	161	+13.4%
Holmesburg Jc	477	+8.9%
Torresdale	974	+13.0%
Cornwells Hts	1,220	+39.4%
Eddington	70	+2.9%
Croydon	350	+2.3%
Bristol	311	+30.1%
Levittown	527	+15.6%
Trenton	1,361	+21.6%
R7 Trenton	5,622	+20.3%
Queen Lane	424	-8.4%
Cheltenham	535	+2.5%
Tulpehocken	190	+8.0%
Upsal	404	+10.1%
Carpenter	379	+13.8%
Allen Lane	300	+13.2%
St. Martins	249	+3.3%
Highland	48	-7.7%
Chestnut Hill W	537	+11.2%
R8 C Hill West	3,066	+5.7%
University City	1,579	+36.1%
North Phila	224	+19.1%
PRR Side	32,614	+8.5%
North Broad	284	+7.2%
Wayne Jct	855	-1.4%
Fern Rock T.C.	856	-2.3%
Melrose Park	353	+13.5%
Elkins Park	413	+15.0%
Jenkintown	1,559	+4.8%
Glenside	910	+4.1%
Reading Trunk	5,230	+3.8%
Ardsley	143	+16.3%
Roslyn	213	+4.9%
Crestmont	56	+30.2%
Willow Grove	416	+15.2%
Hatboro	420	+1.9%
Warminster	934	+26.7%
R2 Warminster	2,182	+16.1%
Noble	165	+5.8%
Rydal	74	+2.8%
Meadowbrook	74	+29.8%
Bethayres	545	+27.6%
Philmont	578	+21.4%

Forest Hills	343	-1.7%
Somerton	691	-1.0%
Trevoze	258	+11.2%
Neshaminy Flls	269	+27.5%
Langhorne	532	-4.7%
Woodbourne	297	+29.1%
Yardley	320	-6.2%
West Trenton	189	-27.6%
R3 W Trenton	4,335	+6.6%
North Hills	178	+20.3%
Oreland	203	+8.6%
Ft Washington	808	+7.4%
Ambler	806	+1.4%
Penllyn	155	+27.0%
Gwynedd Vall	260	+9.2%
North Wales	748	+2.0%
Pennbrook	404	+11.3%
Lansdale	863	-4.2%
Fortuna	91	+15.2%
Colmar	282	+62.1%
Link Belt	40	-62.6%
Chalfont	111	+3.7%
New Britain	48	+60.0%
Del Val College	62	+31.9%
Doylestown	387	+33.4%
R5 Doylestown	5,446	+7.4%
Fortuna-Doyles	1,021	+22.4%
N Hills-Lansdle	4,425	+4.4%
Allegheny	108	+33.3%
East Falls	472	+21.0%
Wissahickon TC	260	+61.5%
Manayunk	274	+19.7%
Ivy Ridge	343	+53.1%
Miquon	270	+90.1%
Spring Mill	278	+23.0%
Conshohocken	516	+54.0%
Norristown TC	738	+5.9%
Main St.	200	+22.7%
Elm St.	289	+32.0%
R6 Norristown	3,748	+30.7%
Wister	82	-10.9%
Germantown	123	+9.8%
Washington Ln	148	-4.5%
Stenton	448	+10.3%
Sedgwick	250	+15.7%
Mount Airy	254	-7.0%
Wyndmoor	577	+33.3%
Gravers	104	-18.8%
Chestnut Hill E	224	-7.4%
R7 C Hill East	2,210	+7.4%
Olney	203	+3.6%
Lawndale	306	-8.1%
Cheltenham	288	+5.5%
Ryers	332	+20.3%
Fox Chase	1,132	-4.8%
R8 Fox Chase	2,261	-0.3%
Temple Univ	1,871	+11.8%
Reading Side	27,283	+9.5%

page 7

Zone	Boards	Change	Per Station
Zone 1	3,849	+1.9%	321
Zone 2	16,487	+7.0%	323
Zone 3	18,932	+8.6%	462
Zone 4	8,375	+10.9%	441
Zone 5/6	8,296	+10.4%	332
Central	3,958	+20.5%	990
County	Boards	Change	Per Station
Bucks	5,084	+18.0%	318
Chester	5,079	+14.1%	508
Delaware	8,792	+3.5%	293
Montgomery	18,202	+8.6%	444
Philadelphia	15,772	+4.6%	350
New Castle (DE)	1,460	+19.5%	365
Mercer (NJ)	1,550	+12.3%	775

excludes central zone stations

Line	Boards	Change	Per Station
R1 Airport	1,406	-8.8%	281
Reading Trunk	5,230	+3.8%	747
R2 Wilmington	3,809	+5.6%	212
R2 Warminster	2,182	+16.1%	364
R3 Media	4,398	+1.9%	314
R3 West Trenton	4,335	+6.6%	333
R5 Paoli/Thorndle	12,265	+7.2%	558
R5 Doylestown	5,446	+7.4%	340
R6 Cynwyd	245	+13.4%	82
R6 Norristown	3,748	+30.7%	341
R7 Trenton	5,622	+20.3%	511
R7 Chestnut Hill E	2,210	+7.4%	246
R8 Chestnut Hill W	3,066	+5.7%	341
R8 Fox Chase	2,261	-0.3%	452
Total	59,897	+9.0%	377

Best Ridership Growth

Miquon	R6	270	+90.1%
Colmar	R5	282	+62.1%
Wissahickon	R6	260	+61.5%
New Britain	R5	48	+60.0%
Conshohocken	R6	516	+54.0%
Ivy Ridge	R6	343	+53.1%
Bridesburg	R7	150	+48.5%
Bala	R6	52	+40.5%
Cornwells Hts	R7	1,220	+39.4%
Newark	R2	303	+37.7%
University City	CC	1,579	+36.1%
Doylestown	R5	387	+33.4%
Allegheny	R6	108	+33.3%
Wyndmoor	R7	577	+33.3%

Worst Ridership Loss

Gravers	R7	104	-18.8%
Swarthmore	R3	565	-22.2%
Sharon Hill	R2	122	-24.7%
Prospect Park	R2	195	-27.0%
West Trenton	R3	189	-27.6%
Downingtown	R5	275	-28.8%
Angora	R3	32	-28.9%
Wissinoming	R7	21	-30.0%
Airport E	R1	158	-41.5%
Link Belt	R5	40	-62.6%

Most New Riders

University City	CC	419	+36.1%
Cornwells Hts	R7	345	+39.4%
Paoli	R5	248	+19.8%
Trenton	R7	242	+21.6%
Thorndale	R5	241	NEW
Temple Univ	CC	198	+11.8%
Warminster	R2	197	+26.7%
Conshohocken	R6	181	+54.0%
Wyndmoor	R7	144	+33.3%
Miquon	R6	128	+90.1%
Churchmans	R2	125	NEW
Ivy Ridge	R6	119	+53.1%
Bethayres	R3	118	+27.6%
Villanova	R5	114	+24.0%
Torresdale	R7	112	+13.0%

Most Riders Lost

Airport B	R1	-50	-13.6%
Fox Chase	R8	-57	-4.8%
Link Belt	R5	-67	-62.6%
Prospect Park	R2	-72	-27.0%
West Trenton	R3	-72	-27.6%
Bryn Mawr	R5	-111	-9.6%
Downingtown	R5	-111	-28.8%
Airport E	R1	-112	-41.5%
Swarthmore	R3	-161	-22.2%

The bigger picture

Looking away from specific stations, one trend keeps showing up: SEPTA ridership is growing much more at the outer fringe of the commuter rail system than at the inner stations. Zones 4 and 5 gained a higher percentage of new riders than zones 2 and 3 did, while zone 1 remained virtually stagnant. It bodes well for SEPTA's efficiency and revenue, but SEPTA must orient its system and service to serve the changing market, and recent management decisions haven't been consistent with those kind of changes.

A comparison of segments within routes bolsters the case for the outermost stations. On the R2 Wilmington line, ridership at the four Delaware stations was up a spectacular 19.5%. The rest of the line actually lost riders between 1999 and 2001, from a total of 2,385 to a total of 2,349. The R5 segment west of Paoli added 20.2% to its ridership total while the traditional Paoli Local stations added only 5.3%. Excluding Paoli itself, the gain was only 3.3%.

On the other side of the system, R5 stations north of Lansdale had a ridership gain of 22.4% while the rest of the line (excluding the trunk stations to Glenside) gained only 4.4%. The trunk picked up only a 3.8% gain despite the increase of reverse commuters at some Philadelphia stations.

Ridership growth is also tied closely to development activity, as one would expect. Ridership at stations in Bucks and Chester Counties, where much

Most Reverse Commuters

Station	Leave	% Rev.	
Overbrook	R5	327	41%
North Phila	CC	249	97%
Villanova	R5	154	26%
Bryn Mawr	R5	132	13%
Ardmore	R5	113	13%
Allegheny	R6	102	84%
Bridesburg	R7	90	67%
University City	CC	80	23%
Levittown	R7	76	15%
North Broad	R1	73	62%
Merion	R5	72	20%
Narberth	R5	68	11%

Highest Percent Reverse

Station	Leave	% Rev.	
North Phila	CC	249	97%
Allegheny	R6	102	84%
Bridesburg	R7	90	67%
North Broad	R1	73	62%
49th Street	R3	30	55%
Overbrook	R5	327	41%
Angora	R3	14	40%

of the development is, increased 18.0 and 14.1 percent respectively. The stations in the state of Delaware saw growth of 19.5%. By comparison, stations in Philadelphia increased 7.5% in ridership (reflecting the burgeoning reverse-commute market), and Delaware County increased only 3.5%. Montgomery County has some fully built-out areas and some areas of sprawl, so its ridership increase of 8.6% was very close to the system-wide average.

The other way

Paoli Local stations have a lot of passengers boarding outbound trains: some are reverse commuters and others are students at schools and colleges on the Main Line. Overbrook tops the list with over 300 outbound boards, while Villanova, Bryn Mawr, and Ardmore all exceed 100 passengers in that category.

Inner-city stations are the other dominant factor in this category. North Philadelphia (R7 and R8), Allegheny (R6 Norristown), Bridesburg (R7 Trenton), North Broad, and 49th St. (R3 Media) all have more than half their boarding passengers using outbound trains. However, two-thirds of the stations count their outbound riders at 5 percent or less. The numbers suggest that SEPTA can speed up service with little hardship by carefully evaluating stopping patterns of peak-period trains. Both inbound and reverse commuters would benefit, while SEPTA could save money and even pick up more passengers because of the faster service.

The bad news

Where are the dogs—the least-used stations? Not necessarily in the city. Earlier station rationalizations closed some of the least-used stations, so now there are only six below the 50 boarding threshold SEPTA uses when considering elimi-

nation of stations. Consolidation of stations in the Lower Northeast would take care of Wissinoming, now the least-patronized station with only 21 riders. Two of the other five, Link Belt and New Britain, are between Lansdale and Doylestown, another area where SEPTA has considered thinning out the closely-spaced stations. Also in that segment is Delaware Valley College, which despite an increase the past two years still has only 62 daily boardings.

Several other poorly-used stations are also very near neighboring stations. They include Bala (Cynwyd), Crestmont (Willow Grove), Highland (Chestnut Hill West), and Lamokin and Eddystone (Chester). SEPTA planners might do well to look at those stations and determine how many people would benefit or be inconvenienced if they were closed.

Another consideration in planning service is how passengers are distributed across the stations on a line: fairly evenly as on the R3 Media line, or concentrated at a few stations as on the R5 Doylestown route. Just four of the latter's sixteen stations contribute 59 percent of the riders, so should they be the only stops for the express zone of the North Penn Limited, or should the expresses stop at Gwynedd Valley and Pennbrook too? A situation like this is good for a locomotive-hauled train, which can give you lots of seats for the money, but does not accelerate as well as electric MU cars.

There's enough data in the RRD Ridership Census to keep SEPTA personnel quite busy and to give observers like DVARP much to think about. Hopefully, the data will point the way to strategic investments or revisions that will help SEPTA gain riders and operate more efficiently.

SEPTA Operating Budget Statement Excerpts—Part 2

See last month's DVRP for Part 1, or www.dvarp.org for the full statement

Staffing and Management Philosophy

We are concerned with the absence of an AGM-level staff member responsible for the railroad. In all honesty, SEPTA's railroad can best be described as "troubled," even though ridership is growing. Despite hundreds of millions of dollars in investment, it still is the slowest commuter rail system in the country, and it fails to deliver the kind of premium service that makes commuter rail an attractive alternative to the private auto. We think that part of the reason for this is a lack of institutional memory of how an effective railroad

should be run. Instead through much of its history, the Regional Rail Division has been run by transit managers, or railroad managers keen on converting SEPTA's commuter rail lines into a quasi-rapid transit system rather than a railroad. While we would support an experiment in transitization, to once and for all determine if the "MetroRail" model of high-frequency service with few amenities is indeed worth the huge capital cost, we oppose the incoherent mixing and matching of railroad and transit operating philosophies exemplified by SEPTA's half-baked proposal last

year to charge flat fares on four of its lines. With the twentieth anniversary of SEPTA's takeover of the commuter rail system approaching, this would be a good time for SEPTA to take stock of the RRD, determine what its goals are, and then hire an experienced manager from a successful commuter railroad run as a railroad.

SEPTA should also examine how compartmentalization may be a source of its management problems. Because SEPTA is large and has many departments which specialize in different things, other managers may assume that functions are being carried out elsewhere when in fact they aren't, or aren't being carried out effectively. For example, some managers may think that the existence of the SEPTA page in *Metro* obviates the need for them to communicate with the riders themselves about what is happening on their line or in their area of SEPTA. Sometimes, this has tragic results, such as the miscommunications over a hazardous condition that caused the Broad St. Subway escalator accident several years ago. Everybody thought that reporting the hazard and seeing that it was fixed was somebody else's job.

The compartmentalization problem is especially acute in the planning function at SEPTA. This month there are hearings on plans apparently developed by the Budgets and Operational Analysis department (operating budget), the Capital and Long-Range Planning department (capital budget), and the Service Planning department (annual service plan). These departments are in three different divisions within SEPTA, and the

plans show no sign of coordination among the three. Above and beyond that, SEPTA has a Strategic Business Plan, developed by yet another administrative department, and with very little coordination with the other three plans.

Some plans are completely outside SEPTA and appear to have little SEPTA input, such as the Northeast Philadelphia Transit Improvement Study. Worse yet, other plans are going on without SEPTA input at all, such as development plans in the various counties. This tells us SEPTA is taking a passive and reactive view of the future—that is unsure of its relevance to a changing Delaware Valley, and that it continues to see itself as transportation of last resort rather than a tool for shaping the future of the region and promoting economic growth. We recognize that the fragmentation of planning responsibility among hundreds of municipalities is an unusual challenge to coordination of transportation and land-use policies, but that is all the more argument for regional agencies like SEPTA to assume a leading role in the process.

We also are concerned over SEPTA's use of outside consultants in the planning process, and the appearance that studies have been manipulated in favor of decisions already made by SEPTA management, or that future contracts from SEPTA hinge on consultant's saying what management wants to hear. The proper role of planning studies is to compile evidence and guide decisions, not to find rationale and justify decisions already made. SEPTA's entire planning process needs independent review, including a management audit. Then there should be significant restructuring of the responsible departments and re-scheduling of the process so plans are developed in a coordinated fashion rather than in isolation.

Weakness of the planning function at SEPTA has been a criticism of ours for more than a decade, and we can point to millions of dollars going to waste as a result of poor planning.

Operating Divisions

We strongly support the cashier performance and fare collection initiatives proposed by the Subway Elevated Division. In previous years we have criticized SEPTA for letting cashiers hide



This new fence at Glenside station is keeping passengers from crossing the tracks illegally photo: Matthew Mitchell

from customers in darkened booths, let passengers through with invalid fare instruments, and refuse to answer passengers' questions. Management must expect better performance from the employees. At the current level of performance, SEPTA would be better off eliminating the cashiers' role altogether in favor of a station agent position such as used in Washington. Since these employees handle no cash, they are expected to come out of their booths to assist customers when necessary, inspect the station and make note of hazardous conditions or maintenance needs, and keep timetables and other passenger information stocked.

We are also disappointed at the lack of ambition in the goals for the Railroad Division. If RRD management really doesn't know what it can do to make the railroad safer, more customer-friendly, and more efficient, we will be pleased to give them some ideas. Establishing a "customer-focused culture" could begin with getting rail crews to comply with passenger operations rules and to hustle.

Performance of the Service Planning section has been one of the bright spots at SEPTA in recent years. They have developed new and reconfigured bus routes to meet changing market needs, added express service (though not enough), and been genuinely responsive to outside suggestions. We think Northwest Philadelphia would be a good candidate for route restructuring, with an eye towards increasing use of both subway and commuter rail trains for trunk hauls instead of inefficient bus routes.

We strongly support the section's participation in efforts to reduce travel time on the railroad, and ask that the section work with DVARP to identify ways to speed up service. The measures proposed in the Regional Rail Improvement Study would be a good starting point. We also ask that DVARP be consulted before schedules for the Main Line Schuylkill project are developed—SEPTA must do a better job of balancing the convenience of construction managers and the convenience of its customers.

We also are well aware of the acute dependence of RRD ridership on availability of parking at various stations. SEPTA has had only modest success expanding parking. We think this is due in part to SEPTA's relative inflexibility in this matter. SEPTA should look to commuter railroads with successful parking programs for ideas—DVARP will be pleased to provide examples and suggestions such as increasing coordination with

September 2002

municipalities and private lot owners such as churches and shopping centers. SEPTA should also do more to enlist its riders as advocates for the system, to use passengers to speak out about the benefits of SEPTA in their communities and defuse opposition to parking and station projects.

Infrastructure and Rolling Stock Divisions

DVARP has serious concerns about the entire Silverliner V project, and especially the secretive manner in which alternatives were compared and specifications drawn up with no effort to seek passenger input. As a result of this policy, and the penurious decision to specify cramped 3-2 seating on the cars, SEPTA endured weeks of bad publicity. This project also exemplifies SEPTA's propensity to replace assets in kind rather than use routine capital projects to support fundamental goals like speeding up service and making the system more attractive to people who now drive.

New information technology should make it much easier to communicate performance data to line management and to the passengers and DVARP. Other systems make real-time bus and rail service information available online or by telephone. Considering the amount of recent investment in the Control Center and related technology, we think this is a very reasonable expectation to implement promptly. Customers should be able to provide an e-mail address and have SEPTA automatically send information on disruptions to routes the customer specifies.

We note the plan for an "interim development and use of the planned Metro Rail Manayunk Station site." We don't need interim development—we need trains to Reading and King of Prussia, sooner rather than later. This proposal demonstrates that even SEPTA people think the \$1.8 billion Metrorail plan is unworkable.

Economy, Transit Slow Down

APTA reports a 2.3% decline in public transit usage between the first quarters of 2002 and 2001. Transit usage was lower in all of the first three months of 2002 than the first three months of 2001. A declining economy and a higher unemployment rate are the most probable causes of this decline. Transit usage in the first quarter of 2002 was still higher than the ridership reported for the first quarter of 2000.

page 11

Up and Down the Corridor

compiled by Tony DeSantis and Matthew Mitchell

On to Hoboken!

NJ Transit is expected to open a one-stop extension—Pavonia to Hoboken Terminal—of the Hudson-Bergen Light Rail line this month. That will complete



The view at Broad and High Sts., in Burlington City



Riverside station

the first phase of the project. The next phase, called MOS-2, will extend south one stop to 22nd St. in Bayonne, and north several miles to Tonnelle Ave. in North Bergen

Can't Keep New York Down

Also in mid-September, New York subway routes 1 & 9 will resume service through the World Trade Center site to South Ferry. Simultaneously, IRT lines 2 and 3 will be restored to pre-September 11 conditions. The 2 will operate as an express in Manhattan between Chambers Street and 96th street, and the 3 will once again serve Brooklyn. Cortlandt Street station will remain closed.

Will T Dump Amtrak?

A parting of the ways is looking likely for the MBTA and Amtrak's commuter rail subsidiary, which runs the commuter trains in Boston. The well-publicized incident in which a train continued on its way to Boston with a passenger stricken by a fatal heart attack worsened a relationship already made rancorous by Amtrak's shutdown threats earlier this year.

In a letter to employees, Amtrak CEO David Gunn stated the terms of the T's new proposal would shift an unacceptable level of risk to the contractor running the trains. He added that Amtrak would likely lose money on the \$180 million per year deal.

Amtrak nearly lost an MBTA contract for train maintenance several years ago, but for the intervention of area politicians who scuttled a deal with Bay State Transit Services because of possible job cuts.

SNJLRT Progress

Construction work is proceeding on the Southern New Jersey Light Rail Transit line between Camden and Trenton. The first railcar was airlifted into Atlantic City last month.

Photos: Don Nigro

Amtrak News

Outspoken Gunn Defies Budget

Just months into his tenure as president of Amtrak, there is little left that David Gunn has not shaken up. From cutting the number of jobs with the words "vice president" in the title to emphasizing the functioning of toilets as an indicator of functional success, Gunn has already left quite a mark on the company.

Most important though is his decision to catch up with deferred maintenance, even though it may be using money Congress hasn't appropriated yet, and threatens to bankrupt the company by the end of fiscal year 2003.

To some extent, Gunn's hand has been forced by the Auto-Train and Capitol Limited derailments this year, which strained the Superliner car fleet to its limits. More than 100 cars of all types are in the yard at Beech Grove, Indiana instead of carrying passengers and earning revenue, because Amtrak hasn't been given enough capital to repair them as well as carry out other essential work. Gunn has given the order to recall the necessary workers now, so work can start soon, rather than waiting until Amtrak's federal funding is decided.

NE States: Prepare to Pay

In an interview with the National Corridors Institute, Gunn added that he expects states to provide a larger share of Amtrak funding. In part, at least, he is rejecting the political deal that has preserved Amtrak's existence for thirty years: running long-distance trains to many states, so there are constituencies for the service everywhere that turn into a broad base of support on Capitol Hill.

Gunn sympathizes with representatives of states with emerging corridors that must pay a relatively high proportion of their operating costs compared to northeastern states' contributions. On the other hand, many of those states benefit disproportionately from other federal programs, leaving the northeastern states to pay more than their share of taxes overall.

But there is another reason Gunn likes the concept of an increased state share of Amtrak funding—it would lead to a more rational route network. With Congress calling the shots as to where money goes, legislators seek to grab any piece of the pie and earmark it for projects in their states, regardless of how necessary they are. But if

September 2002

state matching funds are necessary for Amtrak to pursue new projects, Gunn figures a little more discipline will be applied to rail project planning. That would help Amtrak's bottom line when it comes time to operate the trains.

Gunn's decision to press forward immediately with repairs to equipment is being cheered by rail advocates, most of whom believe Amtrak has to increase service, increase revenue, and spread fixed costs over more trains and more passengers in order to succeed.

The catch will come some time in 2003, if Congress sticks to the currently-budgeted \$521 million Amtrak appropriation this fall. If Amtrak is not granted its full \$1.2 billion request, the commitment of money to repairs now will make it almost certain the company would be unable to pay its bills at the end of the year. There would again be a shutdown threat such as we had in July, but the date of it is anyone's guess. Gunn could have some control over the timing, but ultimately Amtrak's future is in the hands of the banks that have been lending it money to help pay the bills.

Acela Express

continued from page 3

the point of equilibrium where they will track straight again. Yaw dampers slow down this motion and help control the ride.

The cracks that sidelined the Acela Express trains were first noticed in the brackets attaching the dampers to the frame. Closer inspection called for by Amtrak management as soon as the problem surfaced turned up cracks in the frame too. Amtrak and Bombardier cooperated in finding a way to make repairs even though relations between the two companies are strained to the point of litigation over the Acela Express contract.

The real safety risk posed by the cracks was quite small and only theoretical. No dampers or brackets broke and no trains derailed. But there was a potential for uncontrolled hunting to cause derailment at high speeds, so Amtrak rightly followed the safest course of action, keeping all the new trains out of service until they could be checked out carefully and repaired if necessary. No date for completion of the work has been projected, as of press time.

The long-term effects of the cracks may be more symbolic than real. The discovery of such problems after a car fleet has been in service is not without precedent; SEPTA's Silverliner IV cars had to be pulled from service for inspection of the

page 13

axles a decade ago, and hardly anyone remembers that. But the timing of the Acela Express problem could hardly be worse. Amtrak's entire future is at issue, and the cracks could unfairly be used to tar Amtrak management or claim that high-speed rail can't work in America.

Already there is carping that Amtrak is incompetent at designing trains and managing their procurement, and that they simply should have ordered one of the successful European trainsets that toured America when the high-speed train project was at the conceptual stage. Those critics forget several crucial differences in American railroading. First and foremost are federal laws requiring U.S. passenger trains to have much greater structural strength than their European counterparts. Trains like the ICE and X2000 need special waivers of those regulations, and the Federal Railroad Administration would have been unlikely to grant them for any more than a temporary period. Also, while the gauges and basic design are the same, minor differences in U.S. wheel and rail profiles that facilitate heavy-haul operations can complicate track-train dynamics, requiring totally new designs for critical parts like yaw dampers.

Acela Express will eventually ride out this yaw damper problem. Will Amtrak?—MDM

The Delaware Desk **Transportation Festival Sept. 28**

The annual Delaware Transportation Festival will be held Saturday, September 28, this time in two locations. Hours are from 10:00 to 5:00. The main event will be at the Wilmington Amtrak station, and additional programs will be down on the Christiana riverfront at the Port of Wilmington. The family-oriented festival is held in conjunction with the Dupont Riverfest.

Admission is free, as are most of the day's activities, including SEPTA train rides from Wilmington to Marcus Hook. One program of special interest is the Advanced Public Transportation Systems Mobile Showcase, a US Department of Transportation exhibit on the latest transit technology including collision avoidance and automatic vehicle locator systems. DART will have several buses on display, and will offer free rides from the station to the port and to Frawley stadium,. For full details, visit DelDOT online at <http://www.deldot.net/static/events/df/> or phone 302-760-2080.

DVARP Details

Transit Vote Campaign Sept. 18 Volunteers Wanted

Once again, DVARP will take part in the nationwide "Transit Vote" voter registration drive. Locations of our stations are still being coordinated with Transit Vote organizers, but are likely to be in Center City Philadelphia and/or on the PATCO line. If you can give an hour or two of your time to take part in this event, please call or e-mail us for the up-to-date schedule.

The object of the non-partisan campaign is to make sure rail and transit riders are registered to vote, and to encourage riders to be more vocal in support of public transportation. A side benefit of the program is to raise riders' awareness of DVARP and its efforts to improve service for everyone.

Newsletter Faces Postal Problems

We are aware of delays in mail delivery of some of your recent DVARP newsletters. Some members did not receive their August issue until the last day of the month. Delays have been widespread; some members have even reported that it's taken well over a week for the Postal Service to carry newsletters from 30th Street to South Philadelphia, a distance most of us could walk in a couple of hours.

While it won't detract from our efforts to secure faster and more reliable service on SEPTA lines, we are taking up this matter with USPS and insisting on better deliveries.

In the meantime, one way to make sure you get the newsletter on time is to sign up for our electronic edition. To get on the list, just send an e-mail to newsletter@dvarp.org. We use the Adobe Acrobat PDF format for our electronic edition, so it comes with full formatting and all graphics including color pictures.

More Chances to Help

Our new Center City office makes it easier than ever for you to give a few hours of time to help DVARP get its message out. We're looking for a few people to help with tasks like filing and scanning, and preparing mailings as necessary.

If you'd like to help out, please give us a call at 215-RAILWAY or e-mail volunteers@dvarp.org and let us know when you're available.

DVARP Membership Coupon

Name _____ Phone _____
(optional)
Address _____ e-mail _____
(optional)

City, State Zip _____

_____ Please contact me about volunteering for DVARP Member number
(see mailing label)

Please choose a membership category below, enclose check, and mail to:
DVARP, PO Box 7505, Philadelphia PA 19101

- () Regular: \$16.00 to \$25.00 () Limited income: \$10.00 to \$25.00
() Supporting: \$40.00 to \$75.00 () Benefactor: \$100.00 and up

Dates of Interest

New SEPTA city and suburban transit schedules now in effect.

Free trolley rides in Chestnut Hill: Sun., Sept. 8, noon to 5:00 on Germantown Ave. Sponsored by the Chestnut Hill Business Association, visit www.chestnuthillpa.com for more information.

DVRPC Regional Transportation Committee: Tues., Sept. 10, 10:00 am at DVRPC, The Bourse, 5th and Market Sts.

Norfolk Southern Exhibit Car: Fri. Sept. 13 through Sun. Sept. 22 at Strasburg RR, Strasburg (Lancaster County) PA.

WILMAPCO Public Advisory Committee: Mon., Sept. 16, 7:00 pm at 850 Library Ave., Suite 100, Newark, Delaware

NJ Transit Board Meeting: Thurs., Sept. 17 (*note change of date*), 9:00 at One Penn Plaza, Newark NJ.

DVRPC Regional Citizens Committee: Tues., Sept. 17, 12:00 noon at DVRPC, The Bourse, 5th and Market Sts.

"Transit Vote" Voter Registration Drive: Wed. Sept. 18, at various locations in Pennsylvania and New Jersey. Volunteers wanted! See page 14 for information.

DRPA Board Meeting: Wed., Sept. 18, 10:00 am at One Port Center, 2 Riverside Dr., 11th Fl., Camden, NJ.

SEPTA Board Committees: Thurs., Sept. 19, Administration at 11:00 am, Operations at 1:00 pm at 1234 Market St.

SEPTA Public Meeting on Route 100 Extension Study: Thurs., Sept. 19, 2002 7:00 pm at Holiday Inn, 260 Mall Boulevard, King of Prussia. See page 3 for details

NRHS Philadelphia Chapter Meeting: Fri. Sept. 20, 7:30 pm at Jefferson Alumni Hall, 1020 Locust St., Philadelphia, Pa. For more information call Bill Gardiner at 215-632-7018.

DVARP Amtrak Committee: Sat., Sept. 21, noon at 1601 Walnut St., Suite 1129, Philadelphia.

DVARP General Meeting: Sat., Sept. 21, 1:00 pm at 1601 Walnut St., Suite 1129, Philadelphia.

Chestnut Hill streetcar tour: Sun., Sept. 22 at 1:00. Sponsored by Walk Philadelphia and the Historic Northwest Coalition.

Fare \$22.00. For reservations and more information, call 215-848-9141 or e-mail walkphiladelphia@juno.com.

APTA Annual Meeting and International Public Transportation EXPO 2002: Sept. 22-25 in Las Vegas.

South Jersey Transportation Planning Organization: Mon., Sept. 23, 11:00 am at City Hall, 7th and Wood Sts., Vineland.

SEPTA Citizens Advisory Committee: Tues., Sept. 24, 5:45 pm at SEPTA Board Room, 1234 Market St., Mezzanine.

DVRPC Board Meeting: Thurs., Sept. 26, 10:30 am at DVRPC, The Bourse, 5th and Market Sts., Philadelphia.

SEPTA Board Meeting: Thurs., Sept. 26, 3:00 pm at 1234 Market St., Philadelphia. (subject to cancellation)

Delaware Transportation Festival: Sat., Sept. 28, 10:00 to 5:00 at Wilmington station. See page 14 for details.

SEPTA Hearing on Route 94 Express: Wed., Oct. 2, 10:00 am at Abramson Center, 1425 Horsham Rd., North Wales.

New Jersey and Pennsylvania voter registration deadline: Monday, October 7

Rail-Volution conference on transit and communities: Oct. 3-6 in Washington. For more information, see August *DVRP*.

Delaware voter registration deadline: Tuesday, October 15.

Passenger Trains on Freight Railroads Conference: October 15-16 in Washington. See August *DVRP* for details

DVARP General Meeting: Sat., Oct. 19, 1:00 pm at 1601 Walnut St., Suite 1129, Philadelphia.

To add your event to this calendar, phone DVARP at 215-673-6445 or e-mail calendar@dvarp.org

DVARP Meeting Schedule

- **Saturday, September 21, 1:00 to 4:00**
at DVARP offices, 1601 Walnut St., Suite 1129 (Medical Arts Building), Philadelphia.
Building entrance on 16th St. If entrance is closed, use annunciator or phone 215-RAILWAY.
- **Saturday, October 19, 1:00 to 4:00** at 1601 Walnut St.
- **Saturday, November 16, 1:00 to 4:00** at 1601 Walnut St.

SEPTA On Site

Schedule to be announced

DVARP Directory

New Address!

1601 Walnut St., Suite 1129
Philadelphia, PA 19102
office hours by appointment

New Telephone Numbers!

Philadelphia office 215-RAILWAY
215-564-RAIL (564-7245)
South Jersey office 856-869-0020

New Fax Number!

215-564-9415

Electronic Mail

President
Vice-President
Treasurer
Recording Secretary
Membership Secretary
Directors

Don Nigro
Tony DeSantis
Regina Litman
Michael Greene
Patricia Nigro
Tom Cooper
John Dawson
Tony DeSantis
Michael Greene
Bob Machler
Scott Maits
Matthew Mitchell
Donald Nigro
Patricia Nigro
Paul Murray
Brad Pease
Jonathan Senker
Matthew Mitchell
vacant

nigro@dvarp.org
desantis@dvarp.org
litman@dvarp.org
greene@dvarp.org
nigro@dvarp.org
cooper@dvarp.org
dawson@dvarp.org
desantis@dvarp.org
greene@dvarp.org
machler@dvarp.org
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Delaware Coordinator
Lehigh Valley Coordinator
Legislative Affairs Coordinator
Newsletter Editor
Communications Director