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NARPnews

Tucson has been a rail city since 1880 and continues to support rail passenger service. I am so happy to be here with you today to welcome the clock to Tucson.”

MAYOR JOANTHAN ROTHCHILD ON THE REDEDICATION OF THE PHOENIX AMTRAK STATION CLOCK IN TUCSON

Rail Legislation Part of Crowded Fall Congressional Schedule

The U.S. Congress will return from its August recess on Sept. 7 with a full agenda, including the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. DRIVE includes provisions in the Senate’s Railroad Reform, Enhancement, and Efficiency Act of 2015.

Before leaving for its recess, the Senate managed to pass a long-term transportation bill on July 30 by a vote of 65 to 34. But House leaders were not able to pass anything before the July 31 recess, so instead it passed a three-month patch to current law, which means the issue will have to be resolved this fall. It was the 34th short term extension of the highway bill since it expired in 2009.

One big issue that must be addressed is that the Senate bill only provides three years’ worth of rail funding, not the six-year authorization. That bill provided \$1.8 billion for Amtrak and passenger rail grants in Fiscal Year 2016, steadily increasing funding levels over the duration of the authorization to \$2.8 billion in FY 2019.

In an August 17 interview with a local television station, Sen. John Thune (R-S.D.), who has been a true champion of rail reform, said the patches are a terrible way to run the highway system. “In the bill that we passed through the Senate, we found a way of paying for it by reducing spending in other areas

without a gas tax increase. Three years is about all we could do. At some point we’re going to have to confront that reality,” he told KOTA-TV.

Congress is scheduled to adjourn on December 18. Between now and then the Senate has planned two recesses (October 10-18 and November 21-29), while the House has planned four (September 19-27, October 10-19, November 6-15 and November 20-29).

With all the other legislation in play, including myriad appropriations bills, one must question exactly how much Congress will be able to get passed before its December adjournment. Sen. Thune noted this in his interview, predicting lots of fights and a big spending battle at end of fiscal year on September 30, 2015. “Going into election year, he said, people start moving into their corners.”

When Congress returns in January, it will be facing a huge election cycle, with 34 Senate seats and all 435 House seats up for grabs in November 2016. It is also a presidential election year, which has its own distractions.

NARP members will need to work at the grassroots level this fall to ensure that their congressional delegations know how important it is to ensure passage of a transportation bill that includes the dedicated rail funding needed to maintain the current system. ■

Phoenix Union Station Clock Rededicated At Tucson Amtrak Train Station

In 1992, Arizona passenger train activists donated a large wall clock for use by travelers at Phoenix Union Train Station. It was large – 30 inches in diameter – and its design was one visitors would expect to see in a train station. Every year the train activists met and serviced the clock.

In 1996, Amtrak service to Phoenix was discontinued after the merger of the Southern Pacific and Union Pacific Railroads. In the process of shutting down the train station in Phoenix, Joy Smith of Amtrak had the foresight to have the clock and its accompanying plaque removed and put in secure storage in hopes there would be the right time and place to move the clock back to Arizona.

Fast forward to 2015, where the city of Tucson revitalized its downtown area, installed a modern street-car system and – most importantly – included its train station with Amtrak service as a focal point. Contact was made with Smith at Amtrak and she agreed that it was time to return the clock to Arizona-with the renovated Tucson Train Station as the ideal location.

NARP members Dr. Kenneth V. Karrels, chairman, and Dr. Rodney Pratt, board member of the Southern Arizona Transportation Museum and Rob Bohannon, president of the Arizona Rail Passenger Association, organized the event and played a key part in moving the clock from Fort Worth back to Tucson.



Dr. Ken Karrels, Amtrak Agent Armida Leyva and the clock.

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Thomas Girsch: More Than Just an Amtrak Discount

Thomas Girsch, a Council Member in Massachusetts, originally joined NARP in 2007 for a simple reason: the Amtrak discount. "I joined NARP when my wife and I were taking an expensive rail trip for the holidays because the airfare was even more expensive. We wanted to get the NARP discount to travel home on the overnight train," he recalled. "But once we took the trip, we found we liked it very much."

On the return trip out of Chicago, there was bad weather, said Girsch. "Had we flown, we would have been stranded. But the train left on time," he said. "I saw that the train ride could be better, but I still liked it a lot." But it wasn't until Girsch moved to Massachusetts in 2013 that he decided to get more involved with NARP. "I went to my local ARP meeting [APT-MARP] and met members and learned more about the organization," he said. "When [NARP] had elections, there were three people running for three council seats and I was one of them."

The biggest issue facing rail in Massachusetts is the North-South Rail Link, a fight that has gone on for decades, said Girsch. "When a train comes into Boston, it arrives at the North or South Station. They are 1.5 miles apart, but there is no direct connection

between them. So if you take the train from Baltimore to Maine, you have to get off at South Station and make two subway transfers to North Station."

The rail link was supposed to be part of Boston's "Big Dig" project, said Girsch. "But when the project went over budget and past its deadlines, that part of it never happened," he said. "So we're still stuck with a situation where two train stations don't connect."

And this doesn't just affect Amtrak, said Girsch. "It's also a real problem for commuter trains. I live on the South Shore of Boston. If I got a job on the North Shore, I would either have to drive through Boston during rush-hour traffic or take a commuter rail trip, connect with the subway, make two transfers to another commuter rail line."

The link hasn't been complete in part because it will cost around \$8 billion according to the latest estimates, said Girsch. "And people are so afraid of what happened with the Big Dig going over budget and past its deadlines, there's a fear of taking on another project like this," he said. "Former Massachusetts governors Michael Dukakis and Bill Weld wrote an op-ed in the Boston Globe urging the state to build the link."



Thomas Girsch with Sen. Elizabeth Warren (D-Mass.) at the Spring Council meeting.

It's issues like this that should spur NARP members to become more active on the local level, said Girsch. "Go to your local ARP meeting and learn what the local issues are," he said. "And attend the Fall Meeting in Indianapolis in October. You'll meet like-minded people who will give you ideas you can take back to your local ARP." For NARP volunteer opportunities, go to <http://bit.ly/1N0cyjQ>. ■

Reminder: Register Now for Indianapolis Fall Meeting

Planning continues for NARP's 2015 Fall Council and Membership Meeting, -- Friday, October 16 to Sunday, October 18 -- in Indianapolis.


The event kicks off on Friday with a tour of Amtrak's Beech Grove Maintenance Facility, from 9:00 a.m. to 2:00 p.m., including lunch. Bus service to and from the facility will be provided. Amtrak bought the facility from the Penn Central Transportation Company on April 1, 1975, then launched a five-year, \$22 million improvement plan to modernize the facility.

Beech Grove primarily rebuilds and overhauls the Superliner, Viewliner, Surfliner (California service cars), Heritage and Horizon car fleets. It also overhauls and rebuilds P32, P42, and F59 locomotives, along with equipment for Amtrak's state partners and other passenger railroads. The tour is open only to NARP members, who must be registered to participate in Saturday's 'A Connected America' Advocacy Day in order to attend.

On Saturday, October 17, members will participate in 'A Connected America' Advocacy And Learning Day from 8:00 a.m. to 5:00 p.m. It will include presentations and panel discussions for rail advocates and supporters, along with a keynote address by Ed Ellis, president of Iowa Pacific Holdings. On Sunday, October 18, members will participate in NARP business sessions and will hear a keynote lunch speaker.

Registration is \$200 for the full events package, which includes the Beech Grove tour lunch, Saturday breakfast, lunch and breaks and Sunday breakfast, lunch and break; \$130.00 for the Beech Grove tour and Saturday events; \$95 for attendees and \$35 for students to attend Saturday's events; \$175.00 for Saturday and Sunday events; and \$85 for Sunday events. You must be a NARP member to be eligible for the full events and Beech Grove/Saturday events.

The Fall Meeting is being held at the Crowne Plaza at Union Station. Due to higher-than-expected demand, all group hotel rooms are sold out. NARP staff will be researching alternative suggestions for Thursday through Saturday night; that information will be posted on the website. Due to a Sunday night football event and a large convention, the Crowne Plaza and other downtown hotels are sold out on October 18. For the latest updates on the Fall Meeting, please go to the website: <http://bit.ly/1UpHniv> ■



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NARP Responds to Call for Increased Rail Security

In the wake of the train attack on a line from Amsterdam to Paris, the news media began publishing a series of stories on rail security in the United States, asking if current efforts were adequate.

NARP responded with a press release to answer those calling for increased rail security from the Transportation Security Administration (TSA). The association started by applauding the three American passengers—Spencer Stone, Alek Skarlatos, and Anthony Sadler—whose swift action helped thwart a tragic attack on that train, noting that without the quick actions of these two members of the U.S. military and a Californian college student, many lives could have been lost at the hands of the shooter.

The association pointed out that transit and rail systems allow people and goods to move freely between home and work, enabling access to critical goods and services. Efficient operation of these systems is essential in maintaining a healthy economy.

Transit rail carried 6.12 billion trips in 2014 and Amtrak carried more than 31 million passengers. Policymakers must not allow the threat of terrorism to bring the U.S. rail system grinding to a halt. If Americans must take off their shoes every time they ride a subway, the U.S. will be weaker for it.

Rail advocates Sens. Richard Blumenthal (D-Conn.) and Cory Booker (D-N.J.) wrote about their concerns in an August 25 letter to the TSA administrator, noting that the agency “also has a critical role to play in protecting rail and transit passengers.

“Our rail and transit networks carry significantly more people per day than our airlines do. Penn Station in New York City, for example, handles half a million passengers each day – making it busier than all three New York City regional airports combined, and the busiest transportation hub in our country,” they wrote. “While aviation security is a vital focus of the TSA, your agency also has a critical role to play in protecting rail and transit passengers.”

The two Senators called upon the administrator to move forward on implementing recommendations outlined by the 2007 9-11 Commission Act which requires, among other things, the TSA to create a regulatory framework to address threats facing passenger rail and transit agencies; this includes approving security plans for all railroads that are considered high-risk targets for a terrorist attack.

NARP asked the TSA to recognize the unique characteristics of rail, and recognize that what works for airports will not work for train stations. There are more than 500 Amtrak stations in the U.S., along with thousands of transit stops.

Many of these stations are located within the center of downtown areas, serving as centers of commerce and community gathering points. It is simply not feasible to completely seal off access and screen every passenger.

NARP expressed its commitment to work with Congress to ensure that any safety and screening provisions that are passed are done as part of a funded package. The association would also like to see more funding for Amtrak’s police department, budgeted at only \$67.5 million in FY 2014.

Too often transit providers and passenger rail operators are given unfunded safety mandates and left to figure out how to pay for these directives on their own. While instituted with the best of intentions, these provisions can have a negative impact on other safety-critical capital investments.

NARP urges members to watch this issue closely as rail legislation is addressed, and be prepared to contact their congressional delegation if and when proposed legislation is introduced in either chamber.

The U.S. rail transportation system is too important to our economy and mobility for us to allow the threat of terrorism to endanger a connected America. ■

Tucson Clock Rededication Ceremony



Mayor Jonathan Rothschild addresses attendees. Right, Event Chair Dr. Ken Karrels; left, Steve Ochoa, a descendant of the original Tucson settlers.

Continued from page 1

On Saturday, August 22, the city of Tucson held its 240th birthday party and as part of that celebration, Mayor Jonathan Rothschild officiated the return of the clock to Arizona. He presented the clock to be installed in the Amtrak Tucson Train Station to Amtrak Station Agent Armida Leyva.

“Tucson has been a railroad city since 1880 and continues to support rail passenger service. I am so happy to be here with you today to welcome the clock to Tucson,” said Mayor Rothschild.

NARP applauds efforts by local members like Karrels, Pratt and Bohannon for working in their community to not only bring rail issues to the forefront, but get local elected officials involved in their efforts. Across the U.S., NARP members and engaged citizens, often catalyzed by mayors and other local political and business leaders, recognize the importance of maintaining or enhancing their community’s connections to a regional and national transportation network.

So we urge members to get involved in realizing NARP’s vision for “A Connected America” through volunteer opportunities, including: speaking to local civic and business organizations about the importance of better passenger train service; writing letters to elected officials at all levels of government about why passenger trains matter; and organizing a meeting of NARP members in your local area to discuss current events affecting passenger train service and strategize towards affecting improvements. For more ways to help, go to <http://bit.ly/1N0cyjQ> ■

• [The Indiana Department of Transportation successfully signed](#) a long-term agreement with Amtrak, Iowa Pacific Holdings and several communities served by the Hoosier State train. INDOT promoted its commitment to improving the passenger experience: “State and local governments are contracting with the private sector to improve the service and provide new amenities, making it competitive with driving or taking the bus. Iowa Pacific will offer a full-length dome car, fresh food and drinks, including alcoholic beverages, for purchase on board. Passengers can stay productive or enjoy the journey with limited free Wi-Fi service in all passenger cars. The Hoosier State’s Wi-Fi network uses available bandwidth from cellular carriers along the tracks.”

• [The Fresno Bee is reporting that the Fresno County Council of Governments \(Fresno COG\) is moving ahead](#) with a plan to use \$750,000 in a local transportation sales tax revenue to help secure land for the maintenance facility for the statewide high-speed rail corridor.

Fresno COG is partnering with the California High-Speed Rail Authority and a local developer to secure a parcel of land for the facility, which would bring 1,500 rail-related jobs to the region. The effort is being led by Fresno Works, a coalition of leaders representing local businesses, the community, and elected officials that are working to convince the state of California to select Fresno to build the maintenance base. “

We know we’re going to have to acquire the property,” said Fresno County Supervisor Henry Perea, who is also co-chair of Fresno Works. “This just gets the ball rolling a little earlier. It’s important to secure the options on the land.”

• [Texas transportation officials released cost estimates for the planned Lone Star Rail District](#), which would connect San Antonio, New Braunfels, San Marcos, Austin, and Georgetown. The line would link several key business centers and travel hubs, including the San Antonio airport, Texas State University, the University of Texas at Austin, and the Texas state capitol.

Initial costs are estimated at \$500,00 for an initial study, but planners would be looking a predictable level of long-term investment to lay a solid foundation for the service.

“Five years from now, the city would be contributing \$3.6 million, and 15 years from today their ask from the city would be \$9.2 million,” said Mike Frisbie, San Antonio’s Director of Transportation. “It’s not just about cash payments, it is also about



California Gov. Jerry Brown at the ground-breaking ceremony for the state’s high-speed rail.

a 36-year agreement, which would lock in the city to paying for the Lone Star Rail District for 36 years.”

• [The Associated Press is reporting that Massachusetts-based Boston Surface Railroad Co.](#) has expressed interest in launching a privately operated commuter rail service between Worcester, Massachusetts, and Providence, Rhode Island.

The service would take advantage of a 45-mile stretch of track owned by Providence and Worcester Railroad Co. Passengers could expect to travel end-to-end in under an hour, and company officials say operations could begin as early as 2017.

“Because we’re private, because it’s an existing railroad, because they’re willing to operate it for us, we don’t have to spend ridiculous money,” said C.E.O. Vincent Bono. The project can explore if a private company can use existing infrastructure for rail service for relatively little money.

• [NARP has been championing the cause of “A Connected America,”](#) where all transportation modes—road, air, water and rail—work together in balance doing what each mode does best to move people, goods and ideas seamlessly together across states and regions as part of a 21st century transportation system.

One of the private sector groups that should play an important role in A Connected America is your local Chamber of Commerce, according to an August NARP blog post (see Web Extra, page 6).

An example of this is Jill Meyer, the new CEO of the Cincinnati USA Regional Chamber. In an inter-

view with the Cincinnati Enquirer, she defended the city’s new streetcar system, which has faced its fair share of opposition.

“Whether you voted for it or against it, it’s here and it’s in everyone’s interest that it is a success. There were a lot of hurt feelings and angry words and people who have strong positions on both sides. Everyone is entitled to their opinion.”

• [As Connecticut’s Bradley Airport begins to tear down Terminal B, the state’s airport authority would like to use part of the land to build a new transportation center,](#) reports WNPR. Kevin Dillon, executive director of the Connecticut Airport Authority, said the public transit center will have a more regional impact. “One of the things that we would like to do as the new airport authority is enhance regional bus service, to enhance that mode of ground access to the airport,” he said.

Dillon also noted that the state’s work on the Hartford rail line from New Haven to Springfield has the airport authority looking at running a high-frequency bus service between the new transit center and the Windsor Locks Amtrak station.

• [Georgia is looking at redeveloping an old General Motors auto assembly plant in Doraville into a multimodal transportation center](#) that would include an Amtrak station, linking intercity passenger rail and Xpress bus service to the existing Doraville MARTA station. That, in turn, could provide access to Atlanta’s Hartsfield-Jackson International Airport, reports AJC.com. ■

Cities Explore Multimodal Transportation Options

The cities of White Plains, New York, and San Antonio, Texas, are exploring future multimodal transportation options that include many of the priorities outlined in NARP's "A Connected America" initiative. Under this initiative, all transportation modes – rail, road, air and water – will work together to do what each does best to move people and goods under a 21st century transportation system.

The city of White Plains' Multimodal Transportation Center Redevelopment Project Study Area includes Westchester County's Bee-Line TransCenter bus transit lines, the Metropolitan Transit Authority's White Plains Metro-North Station, along with private shuttle buses and taxis.

The existing station, built in 1987, is functionally obsolete and therefore can't leverage the level of private investment needed to facilitate sustainable transit-oriented development. "An enhanced modern Multimodal Project Area is a key component in reaffirming the city's position as a regional employment center, preeminent retail shopping destination and home for new and existing residents," says the city's request for proposal on the center's preliminary design.

There is a pressing regional need to provide a central county hub for multimodal trip transfers in White Plains where BRT, commuter rail, local bus

and taxi riders will make seamless connections to and from destinations in White Plains, Yonkers, New Rochelle, New York City, and other local areas.

"The multimodal project area can be reinvented with a vibrant mix of land uses that includes retail, restaurant, residential, and entertainment," says the proposal. "In the longer-term, a modern Multimodal Project Area will serve as a catalyst for further economic investment, redevelopment, and increased commercial and pedestrian activity in the downtown business district."

San Antonio has been in the news for its efforts to build a light rail in the city, along with a commuter train to the state capital of Austin. The city will continue to experience significant population growth over the next 25 years, so it created the SA Tomorrow initiative.

This planning effort will explore how to increase San Antonio's livability by ensuring housing and transportation choices as the city grows. And part of the effort is the Multimodal Transportation Plan, covering the city and its extraterritorial jurisdiction, which will look at all modes of transportation including auto, freight, rail, transit, biking and walking.

The city council has funded studies for three growth-related transportation plans, covering the fiscal year 2015 and 2016 budgets.



The White Plains, N.Y. rail station

When complete, the plan will: communicate the City's transportation strategy for the future; develop proposed improvements that address all modes; and provide for a method of prioritizing projects.

The Multimodal Transportation Plan serves as a tool that will be used to analyze transportation priorities to best meet overall community goals. The Alamo Area Metropolitan Planning Organization also awarded the city of San Antonio \$2 million for its transportation plan. According to the city's timeline, a draft plan will be completed by November, with a final plan due in April 2016. ■

NARP Membership Includes Discounts From Select Vendors

One of the benefits of NARP membership are the discounts available from companies that support the association's goals of providing safe and efficient rail travel as part of a multimodal system across America. Below are a review of benefits available to NARP members.

- Members save 10% on most Amtrak rail fares [accommodation charges for sleepers, Business Class and Acela First Class-classified on Amtrak.com as "Premium" fares) are not discounted; only the rail fare portion of the ticket is discounted. Reservations must be made three days or more in advance of travel to receive the discount.
- Members save 10% off the best available fare for all Via Rail Canada trains and all classes of service, except for Prestige Sleeper Class, and Supersaver fares on the Windsor-Quebec City Corridor, subject to the Terms & Conditions.
- Members save 20% on all Adventure Class fares on Alaska Railroad trains, summer and winter. The discount applies for Adventure Class fares on the Denali Star, Coastal Classic, Glacier Discovery, Hurricane Turn and the Aurora Winter Train.
- Members save 20% on a round-trip ticket on the Grand Canyon Railway, which runs between Williams, Arizona (connecting to Amtrak's Southwest Chief) and the South Rim of the Grand Canyon. You can also get 10% off a Grand Canyon Railway vacation package, which includes a stay in the Grand Canyon Hotel in Williams and meals there.



- Members can save up to 25% off when making a reservation with Avis Worldwide Discount (AWD) number A031500. Go to www.avis.com/narp to find out more.
- Members receive a 15 discount on all Travelpro Luggage products at travelproluggageoutlet.com by using the discount code NARP15.
- Members save 10% off the regular nightly room rates at the train-themed Depot Inn & Suites resort hotel in La Plata, Missouri (a stop on Amtrak's Southwest Chief). The hotel also offers guests shuttle service to the Amtrak stations in Ottumwa, IA and Quincy, IL. Call 1-888-814-3669 and say you're a NARP member.

For complete details go to the website: <http://bit.ly/1IFc8Jc> ■

A New Ally for A Connected America: Your Local Chamber of Commerce

NARP has been championing the cause of “A Connected America,” where all transportation modes—road, air, water and rail—work together in balance doing what each mode does best to move people, goods and ideas seamlessly together across our states and regions as part of a 21st century transportation system.

If we as a country are to build this multimodal transportation system, we will need both public and private money. We will also need good ideas and leadership at all levels and for the private and public sector to work together to get the U.S. back to rebuilding our transportation network.

One of the private sector groups that should play an important role in A Connected America is your local Chamber of Commerce. NARP wants to work with its members to make chambers real allies, while doing something more systematic to cultivate them and reward them.

An example of this is Jill Meyer, the new CEO of the Cincinnati USA Regional Chamber. In an interview with the Cincinnati Enquirer, she was asked about the city’s streetcar system, which has faced its fair share of opposition.

“Whether you voted for it or against it, it’s here and it’s in everyone’s interest that it is a success,” she said. “There were a lot of hurt feelings and angry words and people who have strong positions on both sides. Everyone is entitled to their opinion.”

NARP President and CEO Jim Mathews immediately sent a letter to Meyer thanking her for her stance on the streetcar project, and her larger vision for vibrant mixed communities. “Your remarks about the streetcar and the communities, restaurants and neighborhoods of the city struck a chord with me because they dovetail so well with the new vision I’m rolling out here at

our association,” he wrote. “There are chamber leaders in key areas of the U.S. that are really helping to lead the conversation nationally about transit, transportation, mobility and how those things combine to drive sustainable economic success, and it was heartening to see that Cincinnati now has the same kind of leadership for its chamber.”

Mathews noted seeing first-hand what happens when the business community joins in partnership with transit agencies working on light rail and streetcars in places like Denver, Salt Lake City and Charlotte, North Carolina. “Those partnerships inevitably help spur creation of a new gateway, bringing people, goods and ideas into a vibrant downtown with safe and walkable streets where people will want to live, work and play,” he wrote.

Leaders across the political spectrum and local citizens know that only connected communities and regions have a chance of attracting the jobs and people that make an economy grow by creating vibrant places to live and work. So working with groups including Chambers of Commerce, NARP and its members can push for investments in intermodal transportation options. That includes rail service; air service for smaller markets; intercity, local and connecting bus service; sensible highway spending; plus bike and walking paths—all the types of transportation that meet both local and regional economies needs.

We should partner with everyone -- including Chambers of Commerce -- who will benefit from NARP’s shared vision of A Connected America. Everything we do should be win-win. Start by reaching out to your local chamber and see how you can partner with it to help create the 21st century transportation system that our country deserves. ■

NARP TRAVELER’S ADVISORY

-- Significant track and infrastructure improvements will affect trains operating along the Empire Corridor between Schenectady and Poughkeepsie, N.Y. between now and December. Trains will continue to operate during construction, but passengers may experience delays of up to 20 minutes when traveling through the work area at the Albany-Rensselaer station. Once this work is completed, train capacity will be increased at platforms resulting in improved quality and reliability of our service.

-- Due to CSX track work being performed in New York between Albany and Buffalo, Maple Leaf (numbers 63 and 64), Lake Shore Limited (48/448 and 49/449) and select Empire Service (280, 281, 283, 284 and 288) trains may encounter delays of up to 45 minutes, with track work is expected to be complete by October 31, 2015.

-- Track work being performed between New Haven, Conn., and Springfield, Mass., will affect Northeast Regional and Vermonter service at the following stations: Wallingford, Meriden, Berlin, Hartford, Windsor, Windsor Locks and Springfield through December 13, 2015.

-- Northbound Acela Express Trains Depart Earlier from Washington, BWI Marshall Airport, Baltimore, Wilmington and Philadelphia through November 20, 2015. Track work will affect the northbound Acela Express schedules, as follows: All northbound Acela Express trains will depart Washington, BWI Thurgood Marshall Airport and Baltimore five minutes earlier; and all northbound Acela Express trains will depart Wilmington and Philadelphia one minute earlier. The Acela Express schedules will not change at stations north of Philadelphia.