



CINDERS

September-October, 2026



Chapter Website: www.nrhsphiladelphia.org

Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
Post Office Box 7302
Philadelphia, PA 19101-7302

Meeting Notice

Volume 87

Number 5

OYRHS Sets Annual Bryn Athyn Train Wreck Talk/Walk Dec. 5

The Old York Road Historical Society, in cooperation with the Pennypack Ecological Restoration Trust, has set its annual Bryn Athyn Train Wreck Talk/Walk this year on Saturday, December 5. This head-on collision between two Philadelphia & Reading Railway trains took place 105 years ago on the former Newtown Branch near Woodmont, PA, resulting in the deaths of 26 people.

The talk, presented by Philadelphia Chapter, National Railway Historical Society President Larry Eastwood, begins at 1:30 PM at The Pennypack Watershed Association's Visitor Center at 2955 Edge Hill Road, Huntingdon Valley, PA, followed by a walk to the crash site, led by OYRHS President David Rowland at 2:45 PM.

Pre-registration for the event is required through the Pennypack Trust website (www.pennypacktrust.org) by December 1, 2026. Pennypack Trust and Old York Road Historical Society members are free; non-members are \$10.00 per person.

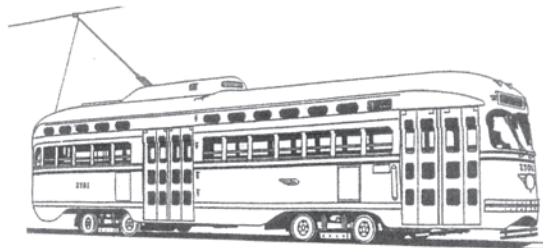
THURSDAY, OCTOBER 15, 2026

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7679 Spring Avenue, Elkins Park, PA 19027. PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!!!

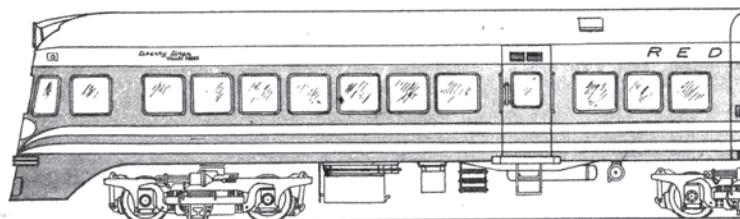
Philadelphia Chapter's meeting on Thursday, October 15 will feature noted Philadelphia historian and Chapter Member **Edward Duffy** with a program entitled **Stations on the Pennsylvania Railroad Connecting Railway**. The program includes North Penn Junction Station, North Philadelphia Station and its predecessor, Germantown Junction Station. The program will feature unusual anecdotes on this early Philadelphia rail history.

Looking forward, our program on Thursday, November 19, 2026 will be John Titterton, who worked for Sperry Rail Service on working and living of a Perry Rail Detector Car.

Chapter Member Christopher Schulte who has written a book on Railroad Infrastructure. Chris worked as an FRA Inspector for 24 years. **PLEASE NOTE: OUR DECEMBER MEETING IS ON THE SECOND THURSDAY IN DECEMBER!!!**



(Artwork by Chapter Member Joe Mannix)



CORPORATE ADDRESS:

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

CHAPTER WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhsphiladelphia.org

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Senior Vice President Steve Ferrell (610) 812-1020
stfarrel@aol.com
Secretary Marie K. Eastwood (215) 947-5769
mkecat@comcast.net
Treasurer.....Robert Young (215) 808-5136
Rob_young@verizon.net
National Representative.....William Welk (215) 681-1957
welk899@gmail.com

COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Equipment Chair.....David R. McGuire (610)-544-2749
emd645e3@verizon.net
Webmaster.....Daniel Knouse (814) 631-9436
djknouse@hotmail.com

2026-2027 ANNUAL MEMBERSHIP DUES: Effective September 1, 2026, \$25.00 per person, which covers Philadelphia Chapter dues through December 31, 2027. (NRHS National membership dues for 2026 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during November, 2026 via separate mailing from *Cinders*. Become a member of Philadelphia Chapter, NRHS by forwarding remittance, in the amount of \$25.00 payable to **Philadelphia Chapter, NRHS** to Post Office Box 353, Huntingdon Valley, PA 19006-0353. *Please be sure to include your name, valid mailing address, telephone number and E-mail address, as applicable.*

ADDRESS CHANGES: Send to Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.) Beginning in early 2023, we have effected electronic delivery of *Cinders* to those who elect to receive same.

Cinders is published bi-monthly six times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P.O. Box 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.

Important Phone Numbers

Cinders lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

LESLIE J. DEAN

April 5, 2026

We regret to inform you of the passing of Chapter Member Leslie J. Dean, of Ridley Park, PA on April 5, 2026, at the age of 92. Dean's membership in Philadelphia Chapter spanned 54 years, from 1972 through 2026.



Notice of his passing was received from the Cremation Society of Pennsylvania during late August. No services were held and our Chapter only learned he had left this life when his Summer issue of *Cinders* was returned to us by the Postal Service.

Like many members, Frank Tatnall recently commented, "I have just learned of Les's passing and was so saddened to hear of his death. I knew him over a period of many years at the Pennsylvania and Penn Central Railroads, and socially for a long time thereafter. I even kept in touch with him during his assignments in Europe. In later years I would often have dinner with Dean and his group of friends until he became confined at home. A wonderful, knowledgeable gentleman—and railroader—he will certainly be missed."

DO WE HAVE YOUR CURRENT AND/OR CORRECT E-MAIL ADDRESS?

If you are not receiving CINDERS by electronic delivery, we recommend that you consider making this change now. For the fourth time in two years, the Postal Service has increased the one-ounce postage rate and this affects Philadelphia Chapter members who receive CINDERS by U. S. Mail.

The Postal Service snuck another SURPRISE postage increase to everyone, including its own employees on July 21, 2025 when First Class was hiked from 73 cents for the first ounce to 78 cents for the first ounce. There was no advance warning what so ever, either to employees, customers or news media.

It is more important now that we have on file your CURRENT and CORRECT E-mail address. To that end, we would ask that you E-mail your correct and current E-mail address to mkecat@comcast.net upon receipt of this issue of CINDERS. We need to keep control of the cost of mailing CINDERS to both members and, more importantly, to "exchange" newsletter recipients, from whom we have no revenue source.

MARIE K. EASTWOOD, Secretary
October 1, 2026



FRANK G. TATNALL, JR.

The lead story in the July-August *Cinders* concerned a \$44 million project to make the 11th & Market subway station fully accessible. On August 27 a formal groundbreaking ceremony for the project was held onsite with SEPTA and elected officials posed while holding stainless steel shovels. The station will be closed until approximately August 30, 2027 as the work progresses, with Market-Frankford (L) line passengers instructed to use the 8th Street or 13th Street stations instead. Regional Rail riders should now transfer to and from Suburban Station instead of at Jefferson. A major goal of the 11th Street project is to provide elevator access from street level to both the eastbound and westbound L platforms.

Moody's Ratings, a respected Wall Street firm, has upgraded SEPTA's future financial outlook from negative to stable. This comes less than year after the Authority was forced to cut service in order to close a budget deficit and pay for repairs to its 50-year-old fleet of 223 Silverliner IV Regional Rail cars (see January-February *Cinders*). The revised outlook "reflects SEPTA's better-than-expected financial performance" in Fiscal Year 2026, which ended in June, not September as mistakenly indicated in the last issue of *Cinders*. A treasury official at SEPTA said that "Our hope is that this external validation supports the message that we want to send to our stakeholders in Harrisburg that SEPTA is a sound investment and that we are good stewards of taxpayer dollars."

SEPTA now is working harder to control costs and increase income from its advertising, parking and real estate activities. Ridership has generally remained steady except when it spiked this year during the FIFA World Cup, celebrations of America's 250th birthday and the Major League Baseball All-Star Game. SEPTA's credit rating remains good because it is backed by steady State and Federal income streams, not passenger revenues.

Given SEPTA's past reluctance to expand its small trackless trolley network, it's interesting to note that the three surviving routes based at Frankford Depot represent one of only four such operations in the U.S. And SEPTA's is the second oldest trolleybus system in the world, having been established by the old Philadelphia Rapid Transit Company in 1923! The 38 present vehicles were acquired by SEPTA from New Flyer in 2007-08 and now operate on Routes 59-Castor Avenue, 66-Frankford Avenue and 75-Wyoming Avenue. SEPTA also has experimented with electric buses from Proterra, but their lithium-ion batteries have caused fires—such as a serious yard fire in 2025—and all such buses are out of service.

Speaking of buses, the historic PCC trolleys on Route 15 (G) along Girard Avenue still are replaced as needed with standard diesel buses due to the frequent track and street repair work along the route. The most recent news to come to our attention in August is that the G line through North and West Philadelphia is being run both with the old trolleys and substitute buses. In the evening, after 6 PM, and during overnight, the operation tends to be exclusively with buses.

A funny story emerged on Thursday evening, September 3, when a southbound Route 47 bus got stuck in freshly poured concrete in the 1600 block of South 8th Street—right outside a local bakery! Business owners had been trying for several months to get a pothole filled in the street and the work was finally done that afternoon. For some reason when the bus arrived in the area two passengers got off, moved the barriers away from the pothole and gestured for the bus to pull forward. Which it did, but its front wheels quickly became mired in the fresh concrete, and it remained there for several hours until towed away!

Nonetheless, in August SEPTA finally began to roll out its long-planned New Bus Network, with its many changes systemwide. Phase 1 includes two new routes, extensions of six other routes, frequency improvements on six routes, changed alignments for six routes, reduced service on five routes, and discontinuance of seven low-ridership or duplicative routes. Phase 2 of the massive bus route reshuffling—and hopefully improvement—will begin in February 2027. New streetside signs are going up along the affected routes, including red signs on frequently-run routes, which are now intended to operate every 15 minutes or less from 6 AM to 9 PM weekdays and with enhanced service on weekends.

The crime rate on SEPTA continues to go down, according to a new quarterly report issued in July. Transit police reported a 21% reduction in serious crimes in the second quarter of 2026 compared with the year-ago period, and a 40% drop in aggravated assaults. There were double-digit percentage-point reductions on the Market-Frankford (L) and Broad Street (B) Lines. The reports came in just after SEPTA played a key role in moving crowds of people during recent major events including the FIFA World Cup games.

SEPTA and Temple University have struck a deal which will give students free rides on the Broad Street Line between Cecil B. Moore South station near the campus and NRG station for all Temple home football games this season. The University will fund the program and it is presumed that students need to use their Temple ID's to enjoy the free rides. Incidentally, Temple won its first game of the season on Saturday, September 5, beating rival Rhode Island 38-14 before a home crowd.

SEPTA began running its Paoli-Thorndale service on a new schedule, effective Sunday, September 6. Only inbound service to Philadelphia has been changed, with five minutes added to the schedules of all trains due to an "AMTRAK infrastructure project." The announcement did say that SEPTA Paoli-Thorndale trains would be "rerouted" east of Overbrook, which most likely means that inbound trains will be shifted to an outbound track. In effect, the new schedule will begin on Tuesday the 8th due to the Labor

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

Day holiday on the 7th and continue for about two months. This project actually is an early step in Amtrak's extensive and long-discussed effort to replace the entire 1915-era electrical catenary and transmission system from Philadelphia to Paoli. Riders on other Regional Rail lines also have been warned of delays of up to ten minutes due to an infrastructure project near 30th Street Station.....On August 8 AMTRAK finally closed the old, manually-operated "Thorn" tower on the Harrisburg line in Thorndale, where the interlocking is now controlled remotely. Amtrak's long-range plan is to eventually place the entire Harrisburg line under centralized control, finally eliminating the historic manned towers at "Zoo," Overbrook and Paoli.

Since January 2025 SEPTA has been renovating the ex-Reading station at Chestnut Hill East. Work is expected to be completed by this fall. Included in the project are a new high-level ADA-accessible platform, new track, upgraded restrooms, a new fire alarm system, better lighting, new roofing and general building repairs. Sidewalks along the station also have been replaced The sole surviving car of SEPTA's 20 Silverliner III cars is #238, built for the PRR by St. Louis Car in 1967. It is now owned by Northeast Rail Heritage, Inc. Reportedly, it is stored at an SMS Rail facility in Fairless Hills, after having been held at Morrisville yard for eventual scrapping before the scrap yard donated the car to NRH. Former Chapter Member Frank Lancaster recalls while working his engineer job he towed the car from SEPTA's Frazer shop to Morrisville yard in November 2024.

Governor Shapiro announced in late August that AMTRAK's long-awaited second train between New York and Pittsburgh will begin service in mid-November. The State has invested more than \$80 million in the expansion, much of it spent on improvements to the 248 miles of the ex-PRR, now NORFOLK-SOUTHERN-owned main line west of Harrisburg, as well as station and other support facilities. The State has also received \$143 million in Federal passenger rail funding to help complete the physical upgrading of the route. Pennsylvania is home to 65 operating railroads, the most of any state in the country.

The famed B&O Railroad Museum in Baltimore, originally opened by the railroad in 1953, has been given a new name. With a much larger mission in the field, the museum is moving beyond its former focus on the B&O alone. Now renamed the National Museum of Railroad History & Innovation, its campus is in the midst of a \$38 million project which includes renovation of the historic South Car Works building that will become the new main entrance..... One of Pennsylvania's many shortlines, the 11-mile UPPER MERION & PLYMOUTH which served the now-closed Cleveland-Cliffs steel mill near Conshohocken, has been purchased by developer MLP Ventures. MLP says it will create a new Conshohocken Rail organization to take over the railroad. The industrial property, formerly owned by Alan Wood Steel, is being considered for development into a large-scale data center on the site. But it's reported that the data center proposal is creating widespread controversy in the Conshohocken community.

NJ TRANSIT has issued new timetables for all of its lines, including Atlantic City. The weekend schedules became effective

on Sunday, August 30, and the weekday schedules on Monday, August 31. Special severe weather schedules will be issued online when required.....BNSF has begun a campaign to encourage shippers, online residents—and all citizens—to oppose the huge UNION PACIFIC-NORFOLK SOUTHERN merger now awaiting government approval. BNSF, of course, is UP's major competitor today and would obviously be affected by the proposed transcontinental merger. If the UP-NS combine is approved, BNSF says that there will be less price competition for shippers, higher costs for consumers, a "shakier supply chain" and an increase in train traffic for many communities.

If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

ATTN: Reading Railroad Modelers!!

A NEW Book is Coming!!

STATIONS, SHELTERS, STRUCTURES, SIGNS & SIGNALS OF THE PHILADELPHIA, NEWTOWN & NEW YORK RAILROAD

and as noted the
Philadelphia & Frankford R.R.
and
New York Short Line Railroad

COMPILED AND EDITED
BY
RICHARD N. MANSLEY
FROM
HIS DRAWINGS

Plus additional drawings of
1887 maps for stations along the Newtown Branch
and
1878 maps of the original line including a proposed extension
connecting with the PRR's Mercer & Somerset Railroad

Available Dec. 1, 2026 through the

Newtown Historic Association

<https://newtownhistoric.org/shop>

SEPTA Speed Line Featured in New R&R

SEPTA's Norristown High Speed Line was featured in a well-written, well-illustrated article in the September issue of *Railfan & Railroad Magazine* on the history and present operation of this very interesting suburban route. A nice collection of 21 vintage and contemporary color photos illustrate what was long-known as the "P&W," or Philadelphia & Western, opened in 1912 between 69th Street Terminal and Norristown as a third-rail electric operation.

The original P&W line had been opened five years earlier between 69th Street and Strafford. That's where the "Western" in the company name came from, amid grandiose plans to link it up with other lines to eventually create a transcontinental rail system. (Obviously, that never happened and the P&W instead became a local commuter line for residents of Philadelphia's western suburbs.) The three-mile segment of the original P&W line between Villanova and Strafford was abandoned in 1956 and eventually became the present Radnor walking trail.

The wide variety of passenger cars used on the Norristown Line varied from its 11 signature streamlined "Bullet" cars, 14 older heavyweight "Strafford" cars and even the two Electroliner trainsets purchased in 1963 from the defunct North Shore Line in Chicago. A few regauged SEPTA Market-Frankford el cars also were used for a time in the 1972 era. The Bullets and Strafford cars were built by Philadelphia's own J.G. Brill Company. SEPTA took over operation of the entire Red Arrow suburban trolley-bus system in 1970, which by then included the P&W, eventually retiring some of its old equipment. This became SEPTA's Suburban Division headquartered at 69th Street Terminal, and the P&W line was designated as Route 100—then most recently as the "M" line. It is still operated with third-rail equipment.

R&R Magazine should be available at certain local shops for \$10.99 per copy. *The author, John Levai, was a participant at an early session of Basic RailCamp at Steamtown National Historic Site in Scranton, PA, hosted by Chapter President Larry Eastwood.*

Florida's Brightline files for Bankruptcy

The Nation's largest private passenger railroad has filed for Chapter 11, buckling under the weight of \$5.6 billion in debt after more than a year of negotiations with creditors failed to stave off bankruptcy, according to a report published in the **Wall Street Journal** on Saturday, September 26, 2026.

Brightline, which is backed by Fortress Investment Group, operates roughly 235 miles between Miami and Orlando filed its bankruptcy plan in New Jersey on Thursday, September 24.

Train operations are expected uninterrupted during the proceedings. Bond insurer Assured Guaranty, together with some existing stakeholders has agreed to provide while the company restructures its debt through financing to fund the continuing train services and the court proceedings.

Brightline is also facing a series of lawsuits stemming from deaths and injuries on its tracks in Florida. Keeping its operating company outside Chapter 11 helped Brightline avoid potential damages from these lawsuits.

Some Reading Terminal Market Facts

A recent **Philadelphia Inquirer** article detailed some interesting facts about the famed Reading Terminal Market and its impact on the economy of the City of Philadelphia. The Market attracts some 6 million annual visitors, who spent \$1.2 billion last year according to a recent study on the famed Market and its impact on the Philadelphia economy.

It's the first time the nonprofit Reading Terminal Market Corp. has commissioned such a report, and the stats solidify the market's status as a "beloved civic institution, and a powerful and vital economic engine for Philadelphia and Pennsylvania" said the CEO, who encourages continued investment in the Market, its merchants and its infrastructure.

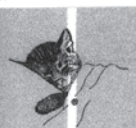
Every dollar spent here as a dollar invested in Philadelphia—in our merchants, our hospitality industry, our neighbors and our future, said Annie Allman, CEO and general manager of the Market. These figures represent direct spending at the Market's 75 vendors, as well as the subsequent spending, as well as the subsequent spending those vendors and the employees they pay.

Other accolades noting that Reading Terminal was recently named the #1 public market in America by **USA Today** travel experts. It's been noted that just over half of the Market's visitors last year, 3.1 million customers were visitors staying overnight in the region, while the rest were Philadelphia area residents. It's been found that Reading Terminal reached 10.8 billion people through various kinds of media attention, equaling \$81 million in publicity value.

Founded in 1893, Reading Terminal pays nearly 700 full-time equivalent employees a combined \$39 million year. Too, market partners spend about \$6.1 million a year on capital improvements, which include mechanical, plumbing and electrical upgrades like the 2022 Filbert Street Project that added 15,000 square feet of pedestrian-friendly outdoor space.

The Year 2026 brought unprecedented global attention to Philadelphia. This summer, Philadelphia hosted the World Cup, the MLB All-Star Game, and America's 250th birthday celebration..





Chessie Club Service

The

George Washington

CHESAPEAKE AND OHIO

DINING CAR SERVICE

BEVERAGES

(Prices Include All Federal, State and Sales Taxes)

WINE

Champagne (Domestic) - 6.2 oz. Bottle	1.60
Sauterne (Domestic) - 6.4 oz.	.85
Sherry (Domestic) - 6.4 oz.	.85
Burgundy (Domestic) - 6.4 oz.	.85
Port (Domestic) - 6.4 oz.	.85

ALE and BEER

Ale (Domestic) - 12 oz. Bottle	.50
Beer (Domestic) - 12 oz. Bottle	.50

MINERAL WATERS, Etc.

Club Soda, Split	.15
Ginger Ale, Split	.15
"7" Up - 12 oz.	.25
Coca-Cola - 12 oz.	.25
Bromo Seltzer - Individual	.15
Bayer Tablets of Aspirin (Package of 12)	.25

CIGARS and CIGARETTES

Cigars (Imported and Domestic) - Price Indicated on Box	
Cigarettes	.40
Playing Cards (Double Deck)	1.75

(State Regulations for Sale of Alcoholic Beverages
on Reverse Side of This Beverage Menu)

ALCOHOLIC BEVERAGES, CIGARS AND CIGARETTES
WILL NOT BE SOLD TO MINORS

Chesapeake and Ohio Railway

10-66

Chessie Club Service
CHESAPEAKE & OHIO RAILWAY
"The George Washington"
October, 1966
(Note The Prices!!!!)

STATE REGULATIONS

District of

Columbia:- Not licensed to sell Alcoholic Beverages.

Kentucky:- Sale of liquors, wines, beer permitted,
except sales prohibited between Midnight
and 8:00 A.M. and during the 24 hours of
a Sunday or an election day.

Virginia:- Sale of beer and wine permitted daily,
except between hours 11:00 P.M. and
6:00 A.M.

West Virginia:- Sale of non-intoxicating beer permitted,
except between the hours 12:01 A.M. and
7:00 A.M. week days, and 12:01 A.M. and
1:00 P.M. Sundays.

SNACKS

Orange Juice .35	Tomato Juice .35
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SANDWICHES

(RYE OR WHITE BREAD)

Cold Sliced Ham	.75
American Cheese	.65
Combination Ham and Cheese	.85
Lettuce and Tomato	.65
Cold Roast Beef	1.10
Sliced Turkey	1.10
Sardine	1.00

(SANDWICHES GARNISHED WITH POTATO CHIPS AND PICKLE)

Individual Vacuum Packed Nuts - 4 oz. Can	.40
Peanuts - Bag	.10
Potato Chips - Bag	.10
Candy - Bar	.10

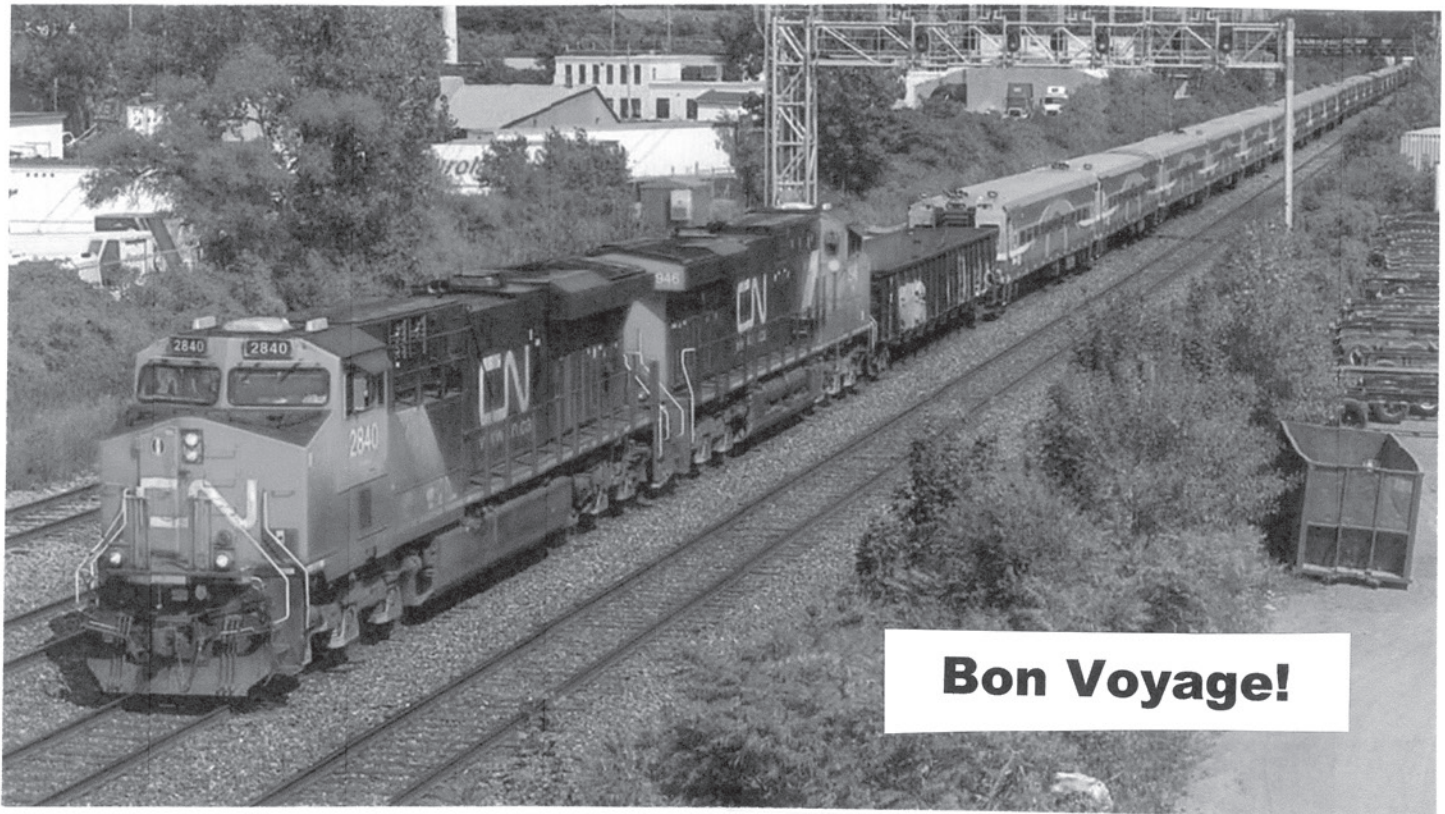
Camembert or Blue Cheese, Saltines	.50
Ice Cream (with Sweet Wafers)	.30
Baked Apple with Cream	.40

BEVERAGES

Coffee (Pot)	.35
Tea (Pot)	.35
Milk	.25
Hot Chocolate	.35

PATRONS WILL PLEASE WRITE ORDERS

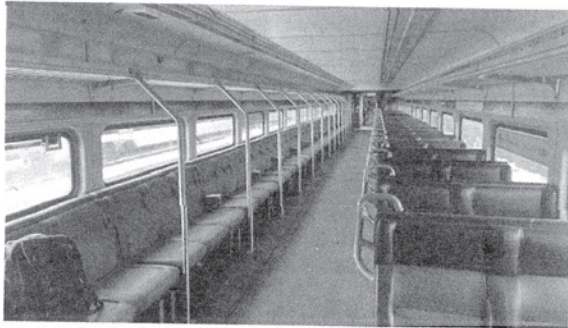
CHESAPEAKE AND OHIO
DINING CAR SERVICE



Bon Voyage!

EDITED FROM AUDACITY.COM/KYW NEWSRADIO, APRIL 1, 2026:

Cars feature longitudinal seating & French signage



The interior of Montreal's Exo trains feature longitudinal seating along one side of the car. SEPTA is purchasing two dozen cars from the Montreal transit system. (SEPTA)



A Bombardier 700-series Comet passenger rail car in Quebec. SEPTA is purchasing 24 used coaches from Exo, operator of Montreal's public transit. Exo's 700-series Bombardier coaches were retired in August of 2022, replaced by Bombardier 3000-series bilevel cars. Built in 1989, the Montreal fleet consists of 8 cab control cars and 16 coaches. (SEPTA)

SEPTA's "new" 24 Bombardier cars from Montreal's Exo are shown departing Montreal in a special Canadian National train in the Montreal suburbs.

24 Montreal Bombardier Push-Pull Cars Arrive at SEPTA Frazer Shops for Overhaul

A total of 24 Bombardier-built push-pull passenger coaches, stored on Montreal's Exo commuter rail system, have been purchased by SEPTA to provide additional capacity for SEPTA's own fleet of 45 Bombardier push-pull fleet cars built during the 1980's. The cars will cost SEPTA \$8.58 million.

The 24 cars, which of eight cab-control cars, numbered #701-708 and 16 straight coaches numbered #720-735, were moved in a special train behind two Canadian National units north of the Border and one CSX unit in the United States from Exo's storage yard in Montreal to SEPTA's Frazer Shop facility near Exton.

In addition, SEPTA, SEPTA has been leasing 10 push-pull cars from Maryland's MARC commuter system, five of which are serving on a West Trenton round trip on weekdays and the remainder on the Trenton Line mixed with other cars. Because MARC could only spare one one locomotive, a West Trenton round trip operates with one of SEPTA's ACS64 electric locomotives on each end of the train. (Train #6387 inbound and Train #6380 outbound).

Some considerable modifications will need to be made on the cars, such as doors, language stickers and other changes to make the cars compatible with the SEPTA fleet. The cars, when on Exo, have longitudinal seating on one side of the aisle. Whether seating patterns will need adjustment for SEPTA operations is to be determined.



**FRIENDS OF PHILADELPHIA TROLLEYS &
WEST JERSEY CHAPTER-NRHS
PRESENT A CHARTER ON
SEPTA'S MEDIA-SHARON HILL LINE**



The West Jersey Chapter-NRHS and the Friends of Philadelphia Trolleys invite you on this exciting joint charter with a SEPTA Kawasaki car. There will be plenty of quality photo stops on the Media-Sharon Hill Line. Safety vests are required. In addition, feel free to bring your own snacks and soft drinks with you as no lunch stop is scheduled.

- DATE:** Sunday, October 25, 2026
- TIME:** 10:00 A.M. until 2:00 P.M.
- LOCATION:** 69th Street Transit Center, Upper Darby Township, PA 19082; board car at the D-1-D2 outbound stop.
- EQUIPMENT:** SEPTA Kawasaki car; routing and equipment are subject to change.
- FARE:** \$65.00 per person.

PayPal Link for payments: [HTTPS://PY.PL/1ZPZBKIMUHE](https://py.pl/1zPZBKIMUHE). Please note that there are no refunds or tickets sales after October 10, 2026. Need more information? Contact Bill Monaghan at FPT2799@COMCAST.NET.