



MEDIA GUIDE

November 2009

The purpose of the Media Guide is to provide news organizations with information to assist them in working effectively and efficiently with SEPTA’s Media Relations Department.

TABLE OF CONTENTS	PAGE
SEPTA History	2
Media Information and Inquiries	3
Media Team	3-4
News Releases	4
Press Conferences and Media Events	4
Public Meetings	5
Filming and Photography	5
Serious and Police Incidents	6
Inclement Weather	6
Public Access to Records Policy	6
General Manager	7
Board Members	7-9
Facts at a Glance	10-17
Service Area	10
Ridership	11
Passengers	12-15
Operations and Fleet	15-18
Elevators and Escalators Department	19
Environmental “Green” Facts	19
Access Paratransit Service	20
Personnel	21
Transit Police Department	21
Budgets	22
Fares	23
Glossary	24-31

SEPTA HISTORY

On February 18, 1964, the Pennsylvania General Assembly established the Southeastern Pennsylvania Transportation Authority (SEPTA) to provide public transit services for Bucks, Chester, Delaware, Montgomery and Philadelphia Counties.

SEPTA acquired the following companies over the years:

Philadelphia Transportation Company (PTC)	1968
Philadelphia Suburban Transportation Company (also known Red Arrow)	1969
Schuylkill Valley Lines (Frontier)	1976
Commuter Rail — Conrail	1983

Center City Commuter Tunnel - Opened in November, 1984, joined the previously separate Penn Central and Reading Railroads by turning the two terminal stations into through-stations, resulting in a more efficient system.

Today SEPTA is the nation's fifth largest public transportation system, with a vast network of fixed route services including bus, subway/elevated, trackless trolley, light rail, and commuter rail serving a 2,202 square mile service region. SEPTA is also one of the region's largest employers, with a workforce of more than 9,000 employees.

MEDIA INFORMATION AND INQUIRIES

The Media Relations Department schedules all media interview and inquiries for the General Manager and other key SEPTA officials. All media calls to any SEPTA employee about SEPTA business and issues are required to go through the Media Relations Department.

Press Officers are available to answer your questions or arrange interviews for you. All interviews requests should be made in advance to the Media Relations Office at (215) 580-7842. We will try to provide a spokesperson or expert who can best address the topic of the interview.

A media relations representative will assist reporters, editors and producers by providing information concerning general agency issues including policy, rail, bus and paratransit service, operations, government relations, labor, law, safety, marketing, real estate and filming requests.

More information about SEPTA can be found at www.septa.org/media.

We will make every effort to meet media deadlines, however, we ask that media representatives provide us with ample time, particularly when requesting an interview or detailed information that may require research.

Office hours are 6 a.m. to 6 p.m. Monday through Friday. In the event of an after hours or weekend operations emergency, media should call (215) 580-7842 to speak to a press officer on duty.

MEDIA TEAM

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NEWS RELEASES

News releases and advisories are issued to describe SEPTA service changes, customer service enhancements, breaking news, new initiatives, Board approved actions, and notices to passengers during severe weather.

At their request, representatives of wire services, newspapers and television and radio outlets may have releases and advisories e-mailed directly to them. If you would like to be included on our media distribution list or if your e-mail has changed, please call the Media Relations Office at (215) 580-7842 and ask to be added to the list.

PRESS CONFERENCES/MEDIA EVENTS

When SEPTA has a major announcement that will affect SEPTA passengers, or would like to draw the public's attention to an issue of significance, a news conference may be held. Media advisories will be issued via email a day in advance to alert representatives of the media of the upcoming event and press releases and other material will be provided at the event.

PUBLIC MEETINGS

Journalists are welcome to observe SEPTA Board Meetings which are open to the public. You may film and/or record these meetings. We will gladly assist you with placement of cameras and microphones, as needed.

Most meetings are held on the third Thursday of each month. A schedule for the public hearings on specific issues can be found at www.septa.org/media on the Newsroom page under public notices.

FILMING AND PHOTOGRAPHY REQUESTS

While media and commercial filming and photography are permitted in clearly defined areas of the SEPTA system, they should not interfere with the safe movement of people or operation of vehicles. The safety of our customers and employees is paramount throughout the entire SEPTA system.

For example, camera lights or flash bulbs should never be aimed in the direction of an oncoming vehicle or used within a moving vehicle. Camera tripods and other equipment should not be placed in any location that might interfere with the free and safe movement of people or vehicles.

Media photography requests must be coordinated through the SEPTA Media Relations Department by calling (215) 580-7842.

Commercial photographers and film makers are required to receive written permission, provide liability insurance coverage and meet other policy requirements. Charges will be assessed for use of SEPTA locations, vehicles and facilities as they relate to film productions. Questions regarding rates and fees should be directed to press officer Sylvana Hoyos at (215) 580-8367. All filming requests must be sent in writing via email to shoyos@septa.org.

SERIOUS AND POLICE INCIDENTS

It is our policy to share information on serious incidents with the media as soon as possible. We also are eager to provide you with updates as more information on serious incidents becomes available to us.

In the event of a serious service incident or police incident, you can reach us at any time of the day or week by calling the press line at (215) 580-7842.

INCLEMENT WEATHER

Adverse weather conditions such as snow accumulation and ice conditions could affect SEPTA service or SEPTA operations. The Media Relations Department will provide up-to-date information on any weather-related service changes. The best place to call for information is SEPTA's press line at (215) 580-7842.

RIGHT TO PUBLIC RECORDS

Media request for public records should be made to the SEPTA Media Relations Department. Some documents may require that a written request be submitted under the Pennsylvania Right-to-Know Law (Act 3 of 2008).

SEPTA MANAGEMENT TEAM

GENERAL MANAGER – JOE CASEY

Joseph M. Casey, a career public transportation executive, is the ninth General Manager of the Southeastern Pennsylvania Transportation Authority (SEPTA).

A seasoned industry professional with nearly 30 years of service to SEPTA, Mr. Casey has held senior level positions within the organization in the areas of Internal Audit and Finance and Planning. Prior to becoming General Manager, he served for six years, as the Authority's Chief Financial Officer and Treasurer. Mr. Casey began his career in the transportation industry at Consolidated Rail Corporation (Conrail), working in the Internal Audit Department, before joining SEPTA in 1982.

During his tenure in the Finance Division, he was successful in establishing balanced Operating Budgets for 11 of the last 12 years, streamlining expenses and reducing costs, and containing overall growth of the annual budget to 3 percent.

A Certified Public Accountant, Mr. Casey received a B.S. in Accounting from Drexel University in 1979 and attended Widener University for advanced business courses.

SEPTA BOARD MEMBERS

SEPTA is governed by a Board of Directors. With 15 voting members, the Board of Directors is appointed as follows:

- Two members appointed from each of the five counties in SEPTA's service area
- One member appointed by the Governor of Pennsylvania
- One member appointed by the Pennsylvania Senate Majority Leader

- One member appointed by the Pennsylvania Senate Minority Leader
- One member appointed by the Pennsylvania House Majority Leader
- One member appointed by the Pennsylvania House Minority Leader

CURRENT MEMBERS

Bucks County

Pasquale T. Deon, Sr.
Charles H. Martin

Chester County

Joseph E. Brion, Esquire
Kevin L. Johnson, P.E.

Delaware County

Thomas E. Babcock
Daniel J. Kubik

Montgomery County

Thomas Jay Ellis, Esquire
Michael J. O'Donoghue, Esquire

Philadelphia

Beverly Coleman
Rina Cutler

Governor's Appointee

Denise J. Smyler, Esquire

Senate Majority Leader Appointee

Stewart J. Greenleaf, Esquire

Senate Minority Leader Appointee

James C. Schwartzman, Esquire

House Majority Leader Appointee

Frank G. McCartney

House Minority Leader Appointee

Herman M. Wooden

SEPTA FACTS AT A GLANCE

SEPTA SERVICE AREA

SEPTA serves the five-county area of Philadelphia, Bucks, Chester, Delaware and Montgomery Counties (2,202 square miles) with a population of 3.9 million. The Authority's multi-modal transit system consists of 144 fixed routes that run approximately 1,883 one-way miles.

Bus: One-hundred seventeen (117) routes run 1,445 one-way miles, served by a fleet of 1,417 vehicles.

Trolley, Light Rail & High-Speed Rail: Nine (9) routes run 68 one-way miles, utilizing a fleet of 185 vehicles.

Trackless Trolley: Three (3) routes run 15 one-way miles, with 38 vehicles.

Subway/Subway Elevated: Two (2) lines run 25 one-way miles, utilizing a fleet of 343 train cars.

Regional Rail: Thirteen (13) lines cover 280 one-way miles, with a fleet of 357 train cars.

SEPTA RIDERSHIP

SEPTA serves hundreds of thousands of riders everyday. Most customers make two trips per weekday and more than half transfer from one route to another.

The 2000 census shows that 35.7% of all households in the City of Philadelphia area do not have access to a vehicle, and recent studies show that up to 70% of employees working in Center City Philadelphia use SEPTA to access their employment site from throughout the city and region.

Fiscal Year 2009 (Year Ending 6/30/09) (Note: "Ridership" refers to total trips)

Average Weekday Ridership

City Transit – 928,400

Suburban Transit – 68,500

Regional Rail – 123,600

Total – 1,120,500

Annual Ridership by Division

City Transit Division - 273,892,000

Suburban Transit Division - 20,247,000

Railroad Division - 35,443,000

Total SEPTA Ridership - 329,582,000

Ridership for Fiscal Year 2009 increased by about 4.5 million or 1.4% compared to Fiscal Year 2008. Seniors riding constitutes 7.6% of SEPTA's total annual ridership.

SEPTA PASSENGERS

As part of the SEPTA 2008 Customer Satisfaction survey, SEPTA recorded and compiled demographic data for adult passengers aged 18 or older.

The survey found that nearly two-thirds of SEPTA's adult passengers throughout the system are female:

Overall Ridership

Female: 64.2%

Male: 35.8%

City (Philadelphia) Bus and Rail

Female: 63.5%

Male: 36.5%

Suburban Bus and Rail

Female: 62.2%

Male: 37.8%

Regional Rail

Female: 61%

Male: 39%

The survey also found the majority of riders are between the ages of 18-54:

Overall Ridership by Age

18-34: 30.5%

35-54: 41.5%

55-64: 16.3%

65 and older: 11.7%

City (Philadelphia) Bus and Rail

18-34: 31.6%

35-54: 41.8%

55-64: 15.7%

65 and older: 10.9%

Suburban Bus and Rail

18-34: 31.4%

35-54: 39.9%

55-64: 17.1%

65 and older: 11.6%

Regional Rail

18-34: 30.2%

35-54: 42.4%

55-64: 19%

65 and older: 8.4%

The survey also revealed most riders have an income of at least \$35,000 a year:

Overall Ridership by income

\$35,000 or more: 56.1%

Less than \$35,000: 43.9%

City Bus and Rail (Within Philadelphia)

\$35,000 or more: 49.5%

Less than \$35,000: 50.5%

Suburban Bus and Rail

\$35,000 or more: 32.9%

Less than \$35,000: 67.1%

Regional Rail

\$35,000 or more: 79.4%

Less than \$35,000: 20.6%

City (Philadelphia) Bus and Rail by Gender

Female: 63.5%

Male: 36.5%

Results also showed a diverse ridership, largely reflecting the populations of the areas SEPTA serves:

Overall Ridership

African American: 50.6%

Caucasian: 41.4%

Hispanic: 3.1%

Asian: 1.8%

Other: 3.1%

City (Philadelphia) Bus and Rail

African American: 56.7%

Caucasian: 34.8%

Hispanic: 3.6%

Asian: 1.6%

Other: 3.1%

Suburban Bus and Rail

Caucasian: 54.1%

African American: 37.4%

Hispanic: 2.3%

Asian: 2.3%

Other: 3.9%

Regional Rail

Caucasian: 59.4%

African American: 34.6%

Asian: 2.3%

Hispanic: 1.4%

Other: 2.3%

OPERATIONS AND FLEET

Surface Transportation: Includes Bus, Trolley/Light Rail, Trackless Trolley and the Norristown High Speedline. Bus routes and rail lines serve Philadelphia, Delaware, Montgomery, Chester and Bucks Counties

- Average Weekday Ridership: 630,000 (FY 09)
- Average Saturday Ridership: 355,000 (FY 09)
- Average Sunday Ridership: 225,000 (FY 09)

Districts: Nine Districts serve three SEPTA Transit Divisions. These are mainly bus depots, but they are also responsible for the operations of three trackless trolley routes, eight trolley/light rail lines, and the Norristown High Speedline.

- City Transit Division (Philadelphia): 7 Districts
 - Allegheny: 7 bus routes
 - Callowhill: 13 bus routes; 2 trolley routes
 - Comly: 12 bus routes
 - Elmwood: 4 trolley routes
 - Frankford: 13 bus routes, 3 trackless trolley routes
 - Midvale: 22 bus routes
 - Southern: 19 bus routes
- Victory Transit Division (Delaware County): 20 bus routes, 2 trolley lines & the Norristown High Speedline
- Frontier Division: (Bucks, Montgomery & Chester Counties): 23 bus routes

Surface Fleet Details

Bus: 1,455 Vehicles

- Fleet includes more than 250 diesel-electric hybrids manufactured by New Flyer of America, Inc.
- Stops: Over 15,000
- Vehicle Miles: 45,606,100 (FY 09)

Trolley: 159 Vehicles

- Kawasaki Heavy Industries – 141 in service (Rts. 10, 11, 13, 34, 36, 101 and 102)
- St. Louis Car/BEC – 18 in service (Rt. 15)
- Vehicle Miles: 4,627,000 (FY 09)

Trackless Trolley: 38 Vehicles

- New Flyer 40' Trolley/Bus
- Vehicle Miles: 953,600 (FY 09) on routes 59, 66 and 75

Norristown High Speedline:

- Fleet of 26 cars; ABB (Sweden)

Subway/Subway Elevated: Two Lines serve approximately 300,000 customers daily within Philadelphia and Delaware County.

Market-Frankford Line:

- Average Weekday Ridership: 180,000 (FY 09)
- SEPTA's heaviest traveled line
- Stations: 28
- Track Miles: 13
- Vehicles: 220 Cars

Broad Street Subway and Broad-Ridge Spur

- Average Weekday Ridership: 120,000 (FY 09)
- Stations: 25
- Track Miles: 12
- Vehicles: 123 Cars

Regional Rail: Thirteen commuter rail lines that run as far north as Trenton, N.J., and as far south as Newark, Del.

- Average Weekday Ridership: 123,600 (FY 09)
- Average Saturday Ridership: 40,800 (FY 09)
- Average Sunday Ridership: 29,700 (FY 09)
- Annual Passenger Ridership: 35,444,000 (FY 09)
- System size: 447 Route miles
- Rail stations: 153

Regional Rail Fleet: (Number of cars and manufacturers)

- Silverliner II – 53 in service (Budd Co.)
- Silverliner III – 20 in service (St. Louis Car)
- Silverliner IV – 231 in service (General Electric)
- Push-Pull Commuter – 45 in service (Bombardier)
- Silverliner V – manufacturer Hyundai-Rotem - 120 (not yet in service)

SEPTA ELEVATORS AND ESCALATORS

SEPTA has a total of 68 elevators and 34 escalators in its City Transit Division, 3 elevators and 1 escalator in its Suburban Transit Division and 25 elevators and 15 escalators in its Regional Rail Division.

ENVIRONMENTAL "GREEN" FACTS

SEPTA continued to build and maintain one of the greenest, most energy-efficient transportation systems in the nation.

- Hybrid buses: SEPTA has one of the largest public transit hybrid bus fleets in the country. There are more than 250 hybrids in service. Plans call for adding over 220 additional hybrids through 2011.
- New electric low-floor trolley buses: A total of 38 rolled in to make the air cleaner.
- New electrified rail cars: Regional Rail ordered 120 electrified Silverliner V cars. They will save a great deal of energy with regenerative braking.

SEPTA has created a better quality of life for both riders and non-riders. We employ practices in design, construction and operations that make good sense for both business and people. Measures included integrating green building technologies throughout the system, purchasing renewable energy and converting lighting systems in subways for greater efficiency.

PARATRANSIT SERVICE

SEPTA Customized Community Transportation (CCT) provides paratransit service — **CCT Connect** — to individuals with disabilities and senior citizens. In addition, SEPTA's bus fleet is 100% accessible.

ADA Paratransit Service

In accordance with the Americans with Disabilities Act (ADA), SEPTA provides comparable service for people with disabilities who are functionally unable to use regular accessible fixed-route bus service for some or all of their transportation needs. Eligible individuals can travel whenever and wherever buses operate in SEPTA's five-county service region.

Shared-Ride Program

The Shared-Ride program is a door-to-door, advance-reservation, ride-sharing service, offered on a space-available basis to senior citizens 65 years of age and residents of Philadelphia. This service can be used to travel within the City of Philadelphia and to any location in the surrounding counties within three miles of the City's border. Pennsylvania's Lottery Fund contributes to the cost of operating this program.

Both ADA Paratransit Service and the Shared-Ride Program are provided by contract carriers within the City of Philadelphia and each suburban county.

SEPTA oversees the carriers provides and centralized driver training.

SEPTA PERSONNEL

The Authority's total number of employees as of October 1, 2009 is 9,356.

SEPTA Workforce Demographics (as of October 2009)

African American	56%
White	40%
Hispanic	2.5%
Asian	1.3%
Native American	Less than 1%
Male	81%
Female	19%

SEPTA TRANSIT POLICE DEPARTMENT

Authorized Sworn Officers: 256

Budget: \$16.2 million (FY 2010)

The Southeastern Pennsylvania Transportation Authority (SEPTA) Police Department has an authorized strength of 256 sworn and 13 civilian personnel.

Officers provide a variety of law enforcement and public safety services in the Philadelphia Metropolitan and Southeastern Pennsylvania region.

SEPTA Transit Police Officers have jurisdiction and arrest powers throughout 2,202 square miles of SEPTA's service area that includes Pennsylvania as well as portions of New Jersey and Delaware. The SEPTA Transit Police Department serves a population of 3.9 million.

SEPTA BUDGETS

SEPTA has operated with a balanced budget for nine of the past 10 years.

OPERATING BUDGET-FISCAL YEAR 2010

Operating Budget \$1.132 billion
Operating Expenses \$1.132 billion
Operating Revenue \$466.8 million
Subsidies \$665 million

CAPITAL BUDGET-FISCAL YEAR 2010

Capital Budget \$339.6 million

SEPTA FARES

SEPTA's last fare increases went into effect in 2007. Base cash fare is \$2.00. Starting with the highest fares the following information shows where SEPTA's base cash fare ranks compared to other public transportation agencies in the United States.

CITY	TRANSIT AGENCY	FARE
No. 1 (2 tied)		
Sacramento, CA	Sacramento Regional Tr District	\$2.50
Monterey, CA	Monterey-Salinas Transit	\$2.50
No. 2 (5 tied)		
San Diego, CA	San Diego Tr. System	\$2.25
San Diego, CA	San Diego Trans. Corp.	\$2.25
Chicago, IL	Chicago Transit Authority	\$2.25
New York, NY	MTA New York City Transit	\$2.25
Garden City, NJ	MTA Long Island Bus	\$2.25
No. 3 (11 tied)		
Milwaukee, WI	Milwaukee County Tr. System	\$2.00
Waukesha, WI	Waukesha Metro Transit	\$2.00
Oakland, CA	Alameda-Contra Costa Tr. District	\$2.00
Concord, CA	Central Contra Costa Tr. Auth.	\$2.00
San Jose, CA	Santa Clara Valley TA	\$2.00
Reno, NV	Regional Transportation Comm.	\$2.00
Atlanta, GA	Metro Atlanta Rapid Tr. Auth.	\$2.00
St. Louis, MO	Metro	\$2.00
Research Triangle, NC	Triangle Transit Authority	\$2.00
Bowling Green, KY	Community Action of So. KY	\$2.00
Philadelphia, PA	SEPTA	\$2.00
No. 4		
San Francisco, CA	BART	\$1.75
No. 5		
Baltimore, MD	Mass Transit Admin. Of MD	\$1.60

SEPTA GLOSSARY

AGM - Assistant General Manager

Arcing Insulator - An insulator along the third rail that may be giving off sparks or smoke.

Articulated Buses - Extra-long buses with two connected passenger compartments. The rear body section is connected to the main body by a joint mechanism that allows the vehicles to bend when in operation for sharp turns and curves yet maintain a continuous interior.

At Grade - Track work constructed at the approximate level of the adjacent ground surface rather than the elevated or subway parts of the system.

Authority - Southeastern Pennsylvania Transportation Authority (SEPTA)

Brakes in Emergency - When the breaking mechanism on a rail car indicates that the brakes on a rail car need to be serviced, the train automatically brakes in a safe position/location on a track so that the brakes do not fail. Brakes in Emergency is the actual application of the emergency braking system. When there is a BIE, the train cannot move.

Bulkhead Door - The train door on the end of the car that is used for emergency passage from car to car.

Cab - The compartment of the rail car where the operator works and where the rail car's controls are located.

Canopy - The roof-type structure above SEPTA station entrances or above bus stations/terminals usually to protect the entryway or customers from inclement weather.

Cat Walk - A narrow, often elevated walkway as on the sides of a bridge.

Command Center - The facility in the SEPTA headquarters building from which bus, train, and trolley control and supervision is accomplished for the entire transit system.

Commuter Rail - An electric or diesel propelled railway for urban passenger train service consisting of local short-distance travel operating between a central city and adjacent suburbs.

Concourse - The area of a SEPTA station that is near the entrance level which contains the cashiers, turnstiles, and vending machines.

Customer - A passenger or patron who rides SEPTA, or inquiries about service.

Customized Community Transportation (CCT) - The name of the service that SEPTA provides with persons with disabilities who are certified eligible to receive this service because they are unable to access SEPTA Regional Rail or other fixed-transit services.

Coupler - A mechanical device on each end of a rail car that is used to connect one car to another.

Coverboard - The insulated cover above (and in some cases behind) the third rail to prevent inadvertent contact with the rail and to minimize snow and ice accumulation on it. The coverboard also serves as the third rail locator, especially in yards when the level is snow is above the third rail.

Cross Tie - One of the beams usually made of wood that are laid across a railroad bed to secure the rails.

Deadhead - A non-revenue vehicle marked as "not in service."

Derailment - The unintentional removal of one or more train wheels from the running rail.

DF - Diesel Fuel.

Fare - The revenue paid from a passenger to receive transit services.

Fare Box - The receptacle used to collect the customer tokens for SEPTA transit services on bus and trolley lines.

Fare Evasion - When an individual uses transit or attempts to do so without paying the posted fare.

Fleet - All of the vehicles that are owned or operated by a transit authority.

FTA - Federal Transit Administration.

GM - General Manager

Grade Crossings - An intersection of highway roads, railroad tracks or dedicated transit rail tracks that run either parallel or across mixed traffic situations.

Headway - The time interval between vehicles moving in the same direction on a particular route.

Heavy Rail - A high-speed transit mode that is an electric railway with the capacity for a high volume of traffic.

Heavy Rail Passenger Cars - Rail cars operated with electric power configured for passenger traffic.

Information Display Signs - Electronic signs that provide information on the next train or bus to passengers on the SEPTA system.

Insulator - The protective covering along the third rail.

In Revenue - A train or bus that is being used to service paying customers; it is being used to generate revenue.

Interlocking - The part of the railroad where tracks can cross each other or change or to direct trains along different routes. The interlocking itself is an arrangement of signals and signal appliances that permit train movements over controlled routes only if safe conditions exist.

Junction - A location where train routes converge and diverge.

Kiosk - The octagonal structure near a rail station entrance that serves as the station manager's office/booth and the hub of communications for a SEPTA station.

Light Rail - A means of transit that is an electric railway with a light capacity compared to heavy rail.

Line - The route that a vehicle takes to get to its destination; usually designated as a number for a bus route or a color for a rail route.

Married Pair - Two transit railcars which are semi-permanently coupled to each other and which share certain common equipment. Metrorail trains only operate with an even number of cars because it operates married pairs.

Non-Revenue Hours - The hours when passenger service is not operated.

Operators - Individuals who are at the control of a bus.

Patron - A paying customer.

Peak Hours - Those periods on weekdays (excluding observed holidays) normally associated with morning and evening rush hours.

Plan My Trip - The on-line service provided by SEPTA that informs customers of the various routes that can take to get to their desired destination. The Plan My Trip feature is available on SEPTA's Web site at SEPTA.org.

Platform - The part of the SEPTA station that is on either side of the track bed where passengers wait for trains to arrive.

Portal - The point where trains enter and exit tunnels.

Rehabilitation - The process of renovating a rail car, train, or bus to original specifications through a rebuilding process that may include new components, mechanical systems, and interior.

Revenue - Money paid in fares.

Revenue Hour - The hours when revenue trains or buses are in service.

Revenue Service - The time when a rail car or bus is available to the paying public.

Revenue Vehicle - A SEPTA bus, train or trolley that is used by paying customers.

ROCC - Rail Operations Control Center.

Route - The regular path or direction that a bus or train takes to get to different locations.

Running Rail - The two rails on which the wheels of trains travel.

Single Track - The operation using only one main track for trains traveling in either direction by alternating the direction of traffic when the track is vacant.

Smoldering Insulator - An insulator along the third rail that may be giving off smoke.

Station Manager - The SEPTA employee who oversees activity at a SEPTA station.

Tactile Edging - Tiles with raised domes that are located along the edge of the platform to provide a tactile method of alerting passengers that they are near the edge.

Third Rail - The high voltage rail bar along the track which carries electrical energy to run the trains on the tracks. The third rail voltage is approximately 750 volts. It is also sometimes referred to as a propulsion rail or contact rail.

Token - Coin size fare instrument placed into turnstile or fare box to prior accessing SEPTA City and Suburban Transit vehicles.

Train Engineer - The qualified SEPTA employee aboard a rail vehicle who has direct and immediate control of the vehicle.

Trailpass - The weekly or monthly pre-paid card purchased by customers used to travel on the SEPTA City Transit system.

Transpass - The weekly or monthly pre-paid card purchased by customers used to travel on the SEPTA Regional Rail system.

Trespasser - An unauthorized person in the track area.

Tunnel - The underground passageway used by SEPTA subway and trolleys.

Turnstile - The machine at the entrance to passenger stations which records information from Transpasses and collects fares from riders as they enter and exit the SEPTA City and Suburban Transit system.

USDOT - United States Department of Transportation.