

Major Parts of SEPTA Region  
Unserved by Its Trains

More than half of the five-county SEPTA region's land area and a large fraction of its population remain unserved by SEPTA's commuter rail system. Some of this service has been discontinued by SEPTA. In other cases, railroad lines still in existence (the dashed lines) have been without commuter service for decades beginning at a time when the areas served were largely rural.

Most SEPTA commuters travel two miles or less to reach their trains. The shaded areas of this map represent localities more than two miles from a commuter rail line currently in service.

Appropriate Extensions:

NT=Fox Chase-Newtown; would serve 80,000 persons.

NH=Warminster-New Hope; 20,000.

NY=Cheltenham-Neshaminy Falls ("New York Short Line"); would serve 60,000 and shorten route for passengers Neshaminy Falls-West Trenton.

Q=Lansdale-Quakertown; 110,000.

SC=Norristown-Lansdale ("Stony Creek"); would serve 80,000.

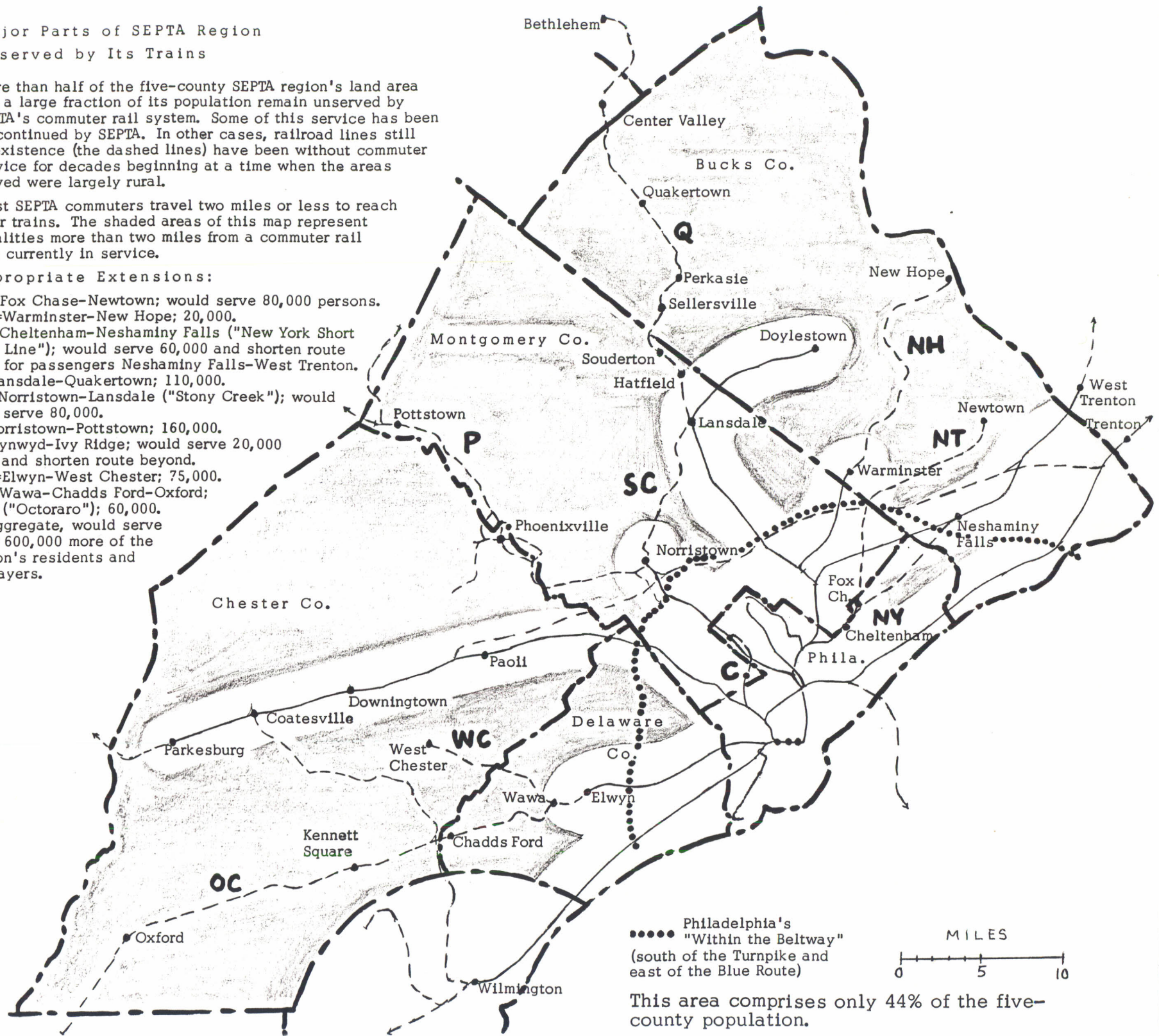
P=Norristown-Pottstown; 160,000.

C=Cynwyd-Ivy Ridge; would serve 20,000 and shorten route beyond.

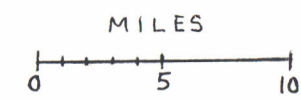
WC=Elwyn-West Chester; 75,000.

OC=Wawa-Chadds Ford-Oxford; ("Octoraro"); 60,000.

In aggregate, would serve over 600,000 more of the region's residents and taxpayers.



..... Philadelphia's  
"Within the Beltway"  
(south of the Turnpike and  
east of the Blue Route)



This area comprises only 44% of the five-county population.