

Add Priority Mail Express, Priority Mail & USPS Ground Advantage Contract 1429 to the Competitive Product List and Notice of Filing Materials Under Seal; *Filing Acceptance Date*: October 1, 2025; *Filing Authority*: 39 U.S.C. 3642, 39 CFR 3035.105, and 39 CFR 3041.310; *Public Representative*: Gregory Stanton; *Comments Due*: October 9, 2025.

7. *Docket No(s)*: MC2026-4 and K2026-4; *Filing Title*: USPS Request to Add Priority Mail Contract 936 to the Competitive Product List and Notice of Filing Materials Under Seal; *Filing Acceptance Date*: October 1, 2025; *Filing Authority*: 39 U.S.C. 3642, 39 CFR 3035.105, and 39 CFR 3041.310; *Public Representative*: Gregory Stanton; *Comments Due*: October 9, 2025.

III. Summary Proceeding(s)

None. See Section II for public proceedings.

This Notice will be published in the **Federal Register**.

Erica A. Barker,
Secretary.

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POSTAL SERVICE

Sunshine Act Meetings

TIME AND DATE: Tuesday, October 7, 2025, at 10:30 a.m. EST.

PLACE: Washington, DC, at U.S. Postal Service Headquarters, 475 L'Enfant Plaza, SW.

STATUS: Closed.

MATTERS CONSIDERED: Operations Committee of the Board of Governors of the United States Postal Service.

The Committee will consider the below matters.

1. Administrative Matters.
2. Operational Matters.

General Counsel Certification: The General Counsel of the United States Postal Service has certified that the meeting may be closed under the Government in the Sunshine Act, 5 U.S.C. 552b.

CONTACT PERSON FOR MORE INFORMATION: Lucy C. Trout, Secretary of the Board of Governors, U.S. Postal Service, 475 L'Enfant Plaza SW, Washington, DC 20260-1000. Telephone: (202) 268-4800.

Lucy C. Trout,
Secretary.

[FR Doc. 2025-19468 Filed 10-2-25; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Emergency Order No. 34, Notice No. 1; Docket No. FRA-2025-0885]

Emergency Order Establishing Additional Requirements for Ensuring the Safe Operation of Southeastern Pennsylvania Transportation Authority Passenger Trains

SUMMARY: The Federal Railroad Administration (FRA) of the U.S. Department of Transportation has determined that public safety compels the issuance of an Emergency Order (Order) requiring the Southeastern Pennsylvania Transportation Authority (SEPTA) to take immediate action in accordance with this Order to abate the risk of fires and other thermal incidents, and resulting smoke and emergency situations, on SEPTA passenger trains, notably trains comprised of Silverliner IV electric multiple-unit locomotives (Silverliner IV EMUs). This Order establishes additional requirements that SEPTA must meet to continue the safe operation of its passenger trains and, specifically, Silverliner IV EMUs.

FOR FURTHER INFORMATION CONTACT: Gary Fairbanks, Staff Director, Motive Power & Equipment Division, FRA, telephone: (202) 230-9594, email: gary.fairbanks@dot.gov; or Elliott Gillooly, Attorney Adviser, Office of the Chief Counsel, at (202) 897-8666, email: elliott.gillooly@dot.gov; or Michael Masci, Attorney Adviser, Office of the Chief Counsel, telephone: (202) 302-7177, email: michael.masci@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

SEPTA provides commuter passenger railroad service in five counties located in the southeastern portion of the Commonwealth of Pennsylvania. Its system extends south of Wilmington, Delaware, and Trenton, New Jersey, and serves a population of over 3.7 million people. SEPTA operates 13 commuter rail lines, covering approximately 300 route miles (and approximately 450 track miles) over rights-of-way owned by SEPTA, the National Railroad Passenger Corporation (Amtrak), and CSX Transportation, Inc. In addition to sharing the railroad right-of-way with freight and other passenger trains, SEPTA's commuter trains operate in tunnels and over viaducts and bridges. All of SEPTA's commuter trains are electrified, typically made up of EMU equipment, and draw electrical current from an overhead catenary system.

In 2025, there have been five instances of Silverliner IV EMUs in

commuter service on SEPTA's system catching fire or otherwise experiencing an emergency situation from a thermal event such as an electrical component overheating and associated smoke. Year to date, these incidents occurred as follows:

- *February 6, 2025*: Car #132 caught fire as it departed Crum Lynne Station in a southbound train on the Wilmington/Newark Line, resulting in the evacuation of the train's approximately 325 passengers directly onto the ballasted right-of-way and the total loss of the car.
- *June 3, 2025*: Car #442 was found to be emitting smoke from its roof at Levittown Station, while operating in a westbound train on the Trenton Line, resulting in the train's evacuation at the station.
- *July 22, 2025*: Car #114 caught fire at Paoli Station, while operating in an eastbound train on the Paoli/Thorndale Line, resulting in the total loss of the car and the train's evacuation at the station. One crewmember and one firefighter were injured.

- *September 23, 2025*: Car #442 experienced a thermal event in the vicinity of Fort Washington Station, while operating in a train on the Lansdown/Doylestown Line, resulting in the train's evacuation at the station. This was the same car involved in the incident on June 3, 2025, and involved the same cause, discussed further below.

- *September 25, 2025*: Car #396 experienced a thermal event in the vicinity of Gravers Station, while operating in a train on the Chestnut Hill East Line, resulting in the train's evacuation at the station.

As provided below, FRA has determined that public safety compels the issuance of this Order requiring SEPTA to take certain immediate actions to abate the risk of additional fires and other thermal incidents and implement steps to ensure the safe operation of its passenger trains consistent with Federal railroad safety requirements, namely 49 U.S.C. ch. 207 and 49 CFR parts 229 and 238. This Order does not require SEPTA to discontinue operation of Silverline IV EMUs at this time, except to the extent cars shall be removed from service in order to comply with the emergency mechanical inspection required by this Order.

Authority

Authority to enforce Federal railroad safety laws has been delegated by the U.S. Secretary of Transportation (Secretary) to the Administrator of FRA, 49 U.S.C. 103; 49 CFR 1.89(e). Railroads