

SPORTS C1
EAGLES
ACQUIRE
HOWELL
AT QB,
JOHNSON
ATTACKLE



SPORTS C1
SUAREZ
STRIKES
OUT 11
AS PHILS
DEFEAT
NATIONALS



LIFE &
CULTURE B4
SUMMER
AT SHORE:
HOW DID
IT GO?

PHILLY
& REGION B1
A SECOND
FALSE ALARM
PROMPTS
POLICE SEARCH
AT VILLANOVA

The Philadelphia Inquirer

ALWAYS ASKING. ALWAYS PHILLY.



Phillies fans follow a familiar route from SEPTA's NRG Station to Citizens Bank Park on Sunday afternoon, but many were unsure if newly adopted service cuts would lead to longer commutes home. David Maialetti / Staff Photographer

Phils fans slowed but not deterred by SEPTA cuts

Some drove to the game at Citizens Bank Park while public transit riders hoped for the best on the first day of the system's steep cutbacks.

By Beatrice Forman and David Gambacorta
Staff Writers

Three hours before a pitch was thrown in the Phillies' Sunday afternoon matchup against the

Washington Nationals, a handful of fans were already idling in cars outside Citizens Bank Park, waiting for parking lot gates to open. Partially sunny skies and mild August temperatures served as a sharp contrast to a transportation doomsday scenario that was beginning to take effect across the city, as SEPTA implemented the first day of steep service cuts to its bus, trolley, and subway lines. Confronted with a \$213 million operating deficit for the 2026 fiscal year — which began July 1 — the agency determined that it had to eliminate 32 bus lines, shorten 16 other routes, and reduce the overall

number of trips it offers, guaranteeing longer commutes for workers, school students, and fans who regularly flock to South Philly's stadium complex. Bill Small, of Ambler, ordinarily prefers to take the Broad Street subway line to Phillies games, riding south from Fern Rock to the NRG Station at Broad Street and Pattison Avenue. But grim predictions about the effect that the SEPTA cutbacks will have on highways and bridges spooked Small, 66. The Phillies, too, warned ticket holders in an email to allow extra time to get to and from the ballpark.

So Small drove his Honda Ridgeline truck on Sunday morning to Citizens Bank Park. The trip took about 30 minutes, similar to a Broad Street Line express train ride from Fern Rock. Small hoped the Phillies would beat the Nationals, to balance the negative energy surrounding the SEPTA reductions. "That's how this stuff always works," he said. (Fortunately, the home team obliged, with a 3-2 victory over the Nationals.) Future trips might not be as smooth. The Delaware Valley Regional

→ SEE SEPTA ON A4

Trump may send troops to Chicago

The Pentagon has been planning a military deployment there for weeks, officials say. Illinois leaders insist there is no need for it.

By Dan Lamothe
Washington Post

The Pentagon has for weeks been planning a military deployment to Chicago as President Donald Trump says he wants to crack down on crime, homelessness, and undocumented immigration, in a model that could later be used in other major cities, officials familiar with the matter said. The planning, which has not been previously disclosed, involves several options, including mobilizing at least a few thousand members of the National Guard as soon as September to what is the third most populous city in the United States. The mission, if approved, would have parallels to the polarizing and legally contested operation that Trump ordered in Los Angeles in June, when he deployed 4,000 members of the California National Guard and 700 active-duty Marines despite the protests of state and local leaders. The use of thousands of active-duty troops in Chicago also has been discussed but is considered less likely at this time, said two officials who, like others interviewed, spoke on the condition of anonymity because of the sensitivity of the issue. The Chicago effort would further expand Trump's use of military force domestically, even when state and local authorities call the idea unwelcome and unwarranted. Administration officials have defended such deployments, arguing that they are taking necessary steps to bring back law and order. Trump on Friday touted his ongoing National Guard intervention in

→ SEE CHICAGO ON A5

At Harvard, Trump funding cuts hit young scientists' careers hard

Experts fear the losses could imperil U.S. research in everything from cancer to quantum physics for decades.

By Susan Svrluga
Washington Post

BOSTON — When Tal Scully wanted to inspire visitors to her lab at Harvard Medical School, she would show them the sea squirts she was studying. At first glance they look like rubbery little plants. But when seen through the lens of a scientist, they can trigger wonder. "The first time I looked down a microscope at the beating heart of one of these animals, I felt like I was an explorer," said Scully, who just finished the seventh year of her Ph.D. studies and is expecting to graduate at the end of this semester. "It was just an amazing experience." But the Trump administration's decision to eliminate billions of dollars in research funding to Harvard and elsewhere — in the name of fighting antisemitism and discrimination on campus — made her question whether her dream of

working as an academic scientist in the United States is still possible. The cuts and uncertainty could disrupt the science pipeline and threaten experiments targeting cancer, autism, quantum physics, military robotics, and hundreds of other realms, including Scully's work in systems biology. At Harvard, more than 700 graduate students and nearly 800 postdoctoral researchers get their salaries, stipends, or tuition support from federally funded research, according to court documents. Early-career researchers such as Scully are most at risk. "It is really easy to destroy scientific infrastructure," said Shirley Tilghman, a molecular biologist and president emerita of Princeton University. "It's really hard to build it back up again, because what you are losing are the young people.... The people who are most vulnerable are the graduate students and the postdoctoral fellows and the young assistant professors who are just getting their careers underway." A White House spokesperson, Kush Desai, said that the United States is home to the largest publicly and privately funded ecosystem of gold-standard research

→ SEE HARVARD ON A8

Is your car 'liberal' or 'conservative'? Where you live can offer some clues

An Inquirer analysis shows that opinions about electric vehicles, pickup trucks, and American brands, have led to different types of cars being popular in Pa.'s most political strongholds.

By Lizzie Mulvey and Dylan Purcell
Staff Writers

The car is having a moment. No longer just a grocery getter or a signal of wealth and status, the kind of vehicle you drive is increasingly tied to partisanship. From expiring EV tax breaks, tariffs on imports, and new tax incentives for cars built in the United States, Pennsylvania drivers — already divided along party lines — are impacted. Tesla owners are also caught up in Elon Musk's support of the Trump administration.



Jennifer Senzick of Bucks County with her orange Jeep Wrangler, which she calls Boujeep. The Jeep Wrangler is one of the few vehicles that transcends political divisions. Tyger Williams / Staff Photographer

As a battleground state, Pennsylvania is ideally suited to examine how consumer car choices diverge in strongly Republican and Democratic regions. To understand this divide, The Inquirer talked to car owners, industry experts, and analyzed data on over 11 million

registered vehicles in the state as of April 2025 from the Pennsylvania Department of Transportation, comparing the most popular brands by zip codes based on the Republican or Democrat lean of the drivers there.

→ SEE CARS ON A6

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