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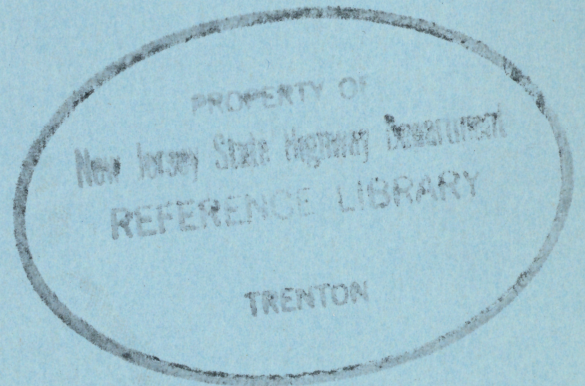
DRAFT REPORT

NEWARK TRANSPORTATION STUDY  
BASIC DATA ON MASS TRANSIT

Prepared for

THE NEW JERSEY HIGHWAY DEPARTMENT  
IN COOPERATION WITH  
THE U. S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

MAY 1961



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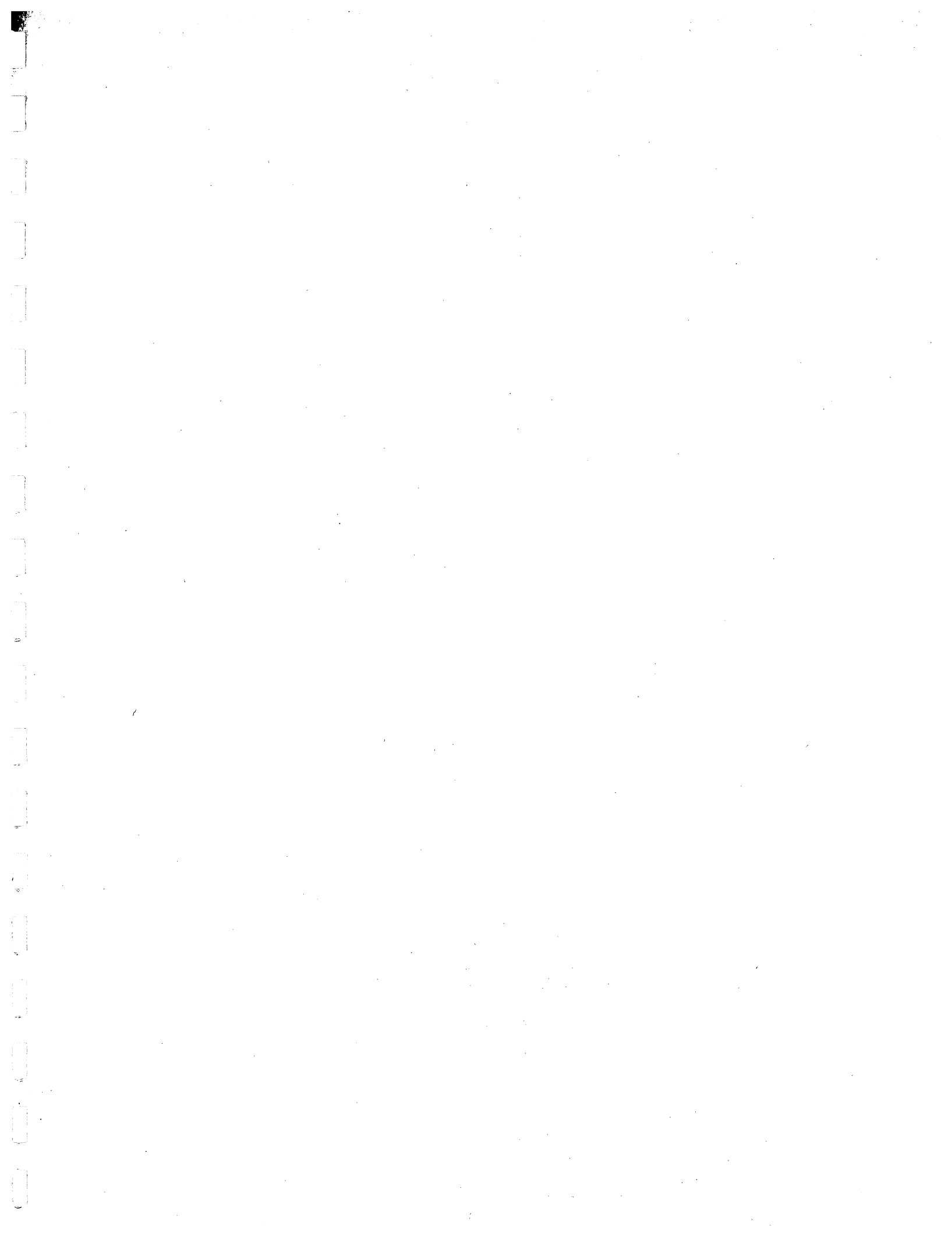
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EDWARDS AND KELCEY, INC. - DE LEUW, CATHER & COMPANY  
(Letterhead)

May 3, 1961

Mr. Dwight R. G. Palmer  
State Highway Commissioner  
New Jersey State Highway Department  
1035 Parkway Avenue  
Trenton 25, New Jersey

SUBJECT: Newark Transportation Study  
Basic Data on Mass Transit

Dear Commissioner Palmer:

We submit herewith our report entitled "Basic Data on Mass Transit." It is the purpose of this report to include the tabulations of the transit surveys so that the technical personnel concerned with such detailed data will have the information available without incorporating this rather voluminous data in the main report.

We appreciate the cooperation of the staff members and officials of your department, other state departments, the Bureau of Public Roads, and various city and county agencies. We are also grateful to the officials of the various bus and railroad companies who provided us with data and permitted the surveys to be made.

Very truly yours,

EDWARDS AND KELCEY, INC.

DE LEUW, CATHER & COMPANY

George H. Leland

Robert B. Richards



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LIST OF EXHIBITS

<u>Exhibit Number</u>	<u>Item</u>
1	Postal Questionnaire Card
2	Destinations of Newark Transit Passengers Newark and Adjacent Communities
3	Destinations of Newark Transit Passengers Outlying Communities
4	CBD Origins of Newark Transit Passengers
5	Bus Passengers Leaving Newark CBD
6	Buses Leaving Newark CBD
7	Outbound Rail Passengers
8	Inbound Rail Passengers



## INTRODUCTION

Existing counts, schedules and other transit data were collected from bus and railroad companies as well as from various city and state departments. Studies were made of transit facilities serving the Newark Central Business District and other areas of the city. Summaries of these studies will be presented in the main report on the Newark Transportation Study. This Basic Data book presents detailed tabulations of survey results which have been omitted from the main report because of their bulk and the limited interest in such detailed data.

The material included in this data book should be useful in further study of mass transit problems for Newark and Northern New Jersey transit riders.



## MASS TRANSIT SURVEYS

Investigations were made to determine the origins and destinations of users of the mass transit facilities in Newark. The data were assembled as a prelude to studies of improvement of rail and bus service.

### Railroad Surveys

Outbound surveys were conducted between 2:00 P.M. and 6:00 P.M. on a weekday in August at the Broad Street, Ferry Street and East Ferry Street Stations of the Jersey Central, at Pennsylvania Station, Newark, and at the Lackawanna Broad Street Station.\* The Newark Branch of the Erie Railroad operates three trains per day in each direction. The trains leave Newark between 7:21 A.M. and 8:39 A.M. for Hoboken and between 5:18 P.M. and 6:10 P.M. for Paterson. Since the evening rush period trains carry less than 100 Newark passengers, it was decided that it would not be necessary to include the Erie Railroad in the survey.

Traffic checkers, stationed at the platform entrances handed postal questionnaire cards to passengers entering the stations. Passengers were asked to complete the cards and to return them by mail. A copy of the questionnaire card requesting origin-destination and other information is shown as Exhibit 1. The number of passengers in each 30-minute period was obtained by tallying the number of cards handed out and the number of passengers refusing cards. There were very few refusals. Of the 8,473 outbound passengers surveyed, 2,964 or 35 percent returned usable cards. Table 1 summarizes pertinent information from the railroad survey.

\*-Although the Erie and the Lackawanna Railroad merged to form the Erie-Lackawanna in November of 1960, their former names will be used throughout this report as a means of distinguishing the several individual routes.



Inbound surveys were conducted at the Jersey Central Stations and at Pennsylvania Station, Newark. Traffic checkers at platform exits handed postal questionnaire cards to passengers who had disembarked from inbound Jersey Central, Pennsylvania, and Hudson & Manhattan trains. Inbound passengers disembarking from Pennsylvania Railroad trains from the south and west were not recorded. The information requested and survey method were similar to those used in the outbound survey.

#### Bus and Subway Surveys

Passenger volume counts as well as origin and destination data were obtained on virtually all bus routes and the city subway serving Newark's Central Business District in July and August of 1960. All routes were surveyed in the outbound direction. The Newark-New York City routes (108 and 118) were checked in the inbound direction as well. (The Newark-New York routes have heavy peak hour riding in both directions, while riding is more directional on the other routes.) During the survey period (2:00 P.M. to 6:00 P.M.) approximately 2,000 bus trips leave the Newark Central Business District. Traffic checkers rode the buses and passed out questionnaire cards to the passengers on approximately 35 percent or 700 of these trips. Of the 24,000 passengers riding the surveyed bus trips, approximately 80 percent accepted the questionnaire cards. Many of the passengers filled out the cards and returned them directly to the traffic checkers before alighting. Approximately 12,500 cards were returned by mail or collected on the buses. This represents a return of 65 percent of the cards handed out and provided information on 52 percent of the riders. The traffic checkers recorded the number of passengers for each trip. Total riding for each line for each hour was calculated by multiplying the average number of passengers



on buses surveyed by the total number of buses operating on the line during that particular hour. Table 2 shows pertinent information for each outbound route surveyed. Table 3 shows similar information for the inbound routes surveyed.



## MASS TRANSIT STUDIES

The origin and destination information was coded to the same zone system used in the parking and traffic surveys. Since the flexibility of travel by transit is limited, it was decided not to combine zones as was done when summarizing the traffic survey. Exhibits 2, 3 and 4 show the zone system. For certain tabulations, zones were grouped together in districts. The first two digits of a zone number indicate the district number. (Zones 150, 151, 152, 153 and 154 are in district 15.) Table 4 gives the district locations. Separate expansion factors were determined for each bus line and each railroad for each hour. The coded information was transferred to punch cards. Factors were then applied by machine methods for each hour, bus line and railroad, to expand the number of usable interviews to the total count for the survey period.

### Survey Results

Table 5 is a district-to-district summary of the outbound origin and destination survey. Passengers riding in all carriers are included in this table. Table 6 shows similar information for the inbound surveys.

Table 7 gives the destination zone and mode of transportation for the outbound survey. Rounding off to the nearest whole number has caused the totals shown on this table to be slightly different from those shown in other tables. Exhibits 2 and 3 are companion pie charts showing Table 7 information in graphic form. Exhibit 2 shows destinations of passengers within Newark and adjacent communities while Exhibit 3 shows similar information for areas beyond the limits of Exhibit 2.

Table 8 shows origin zones and mode of transportation for the inbound survey.



A flow chart showing outbound rail passengers between 2:00 P.M. and 6:00 P.M. is shown as Exhibit 7. The chart excludes through rail passengers regardless of whether or not they transferred in Newark. The largest volume of transfer passengers excluded were the 1,204 westbound H&M passengers who transferred to the PRR. Almost all passengers boarding rail lines within Newark have destinations outside of Newark.

Exhibit 8 shows similar information for inbound rail passenger routes. Inbound volumes on the DL&W and eastbound on the PRR were not large enough to be a factor in this study.

The Pennsylvania Railroad carried approximately 1,000 passengers in each direction between Newark and New York during the survey period. The H&M carried 3,415 passengers inbound (2,211 destined to Newark plus the 1,204 transferring to the Pennsylvania Railroad). During the same period the No. 108 and No. 118 bus routes carried 2,304 passengers from Newark to New York and Jersey City as well as 2,464 into Newark from these two cities.

#### Expansion of Data

Expansion factors were determined for each zone and district based on 1960 population and estimated 1980 population as discussed in Chapter IV of the main report. Estimated 1980 transit volumes for each district-to-district movement were determined by multiplying the average of the two factors times the 1960 volume. These volumes do not include potential patronage of 1980 expanded automobile riders who might turn to transit if the system of highways proves inadequate to provide for all potential automobile users. Table 9 shows the district-to-district outbound origin and destination transit passenger trips expanded to 1980.



Exhibit 4 shows the Central Business District origins and mode of transportation for the outbound survey.

Of the 83,000 outbound transit passengers surveyed between 2:00 P.M. and 6:00 P.M., 85.0 percent rode in buses, 4.8 percent in the city subway and 10.2 percent on railroads. The following table shows peak hour and four-hour volumes by major carriers:

Carrier	Outbound		Peak Hour Passengers*
	2:00 P.M. to 6:00 P.M. Passengers	Percent	
CNJ**	861		677
PRR	3,947		2,118
H&M	1,541		617
Lehigh	30		-
DL&W	<u>2,094</u>		<u>1,619</u>
Railroad Total	8,473	10.2	5,021
City Subway	3,952	4.8	2,250
Buses**	<u>70,511</u>	<u>85.0</u>	<u>28,800</u>
Grand Total	82,936	100.0	36,071

\*-4:30 P.M. to 5:30 P.M.

\*\*-Includes passengers that boarded outbound trains and buses outside of the Central Business District.

Outbound transit vehicles carry 36,000 passengers during the peak hour between 4:30 P.M. and 5:30 P.M.

Exhibits 5 and 6 show the numbers of buses and bus riders leaving the Newark Central Business District. Principally, bus routes serve the areas to the southwest, west and northwest of Newark. During the peak hour, approximately 23,600 bus passenger trips originate in the Central Business District. This is more than twice the number of people leaving the Central Business District by automobile during the same period. During the peak hour, more than three times as many Newark commuters use mass transit as use private automobiles.

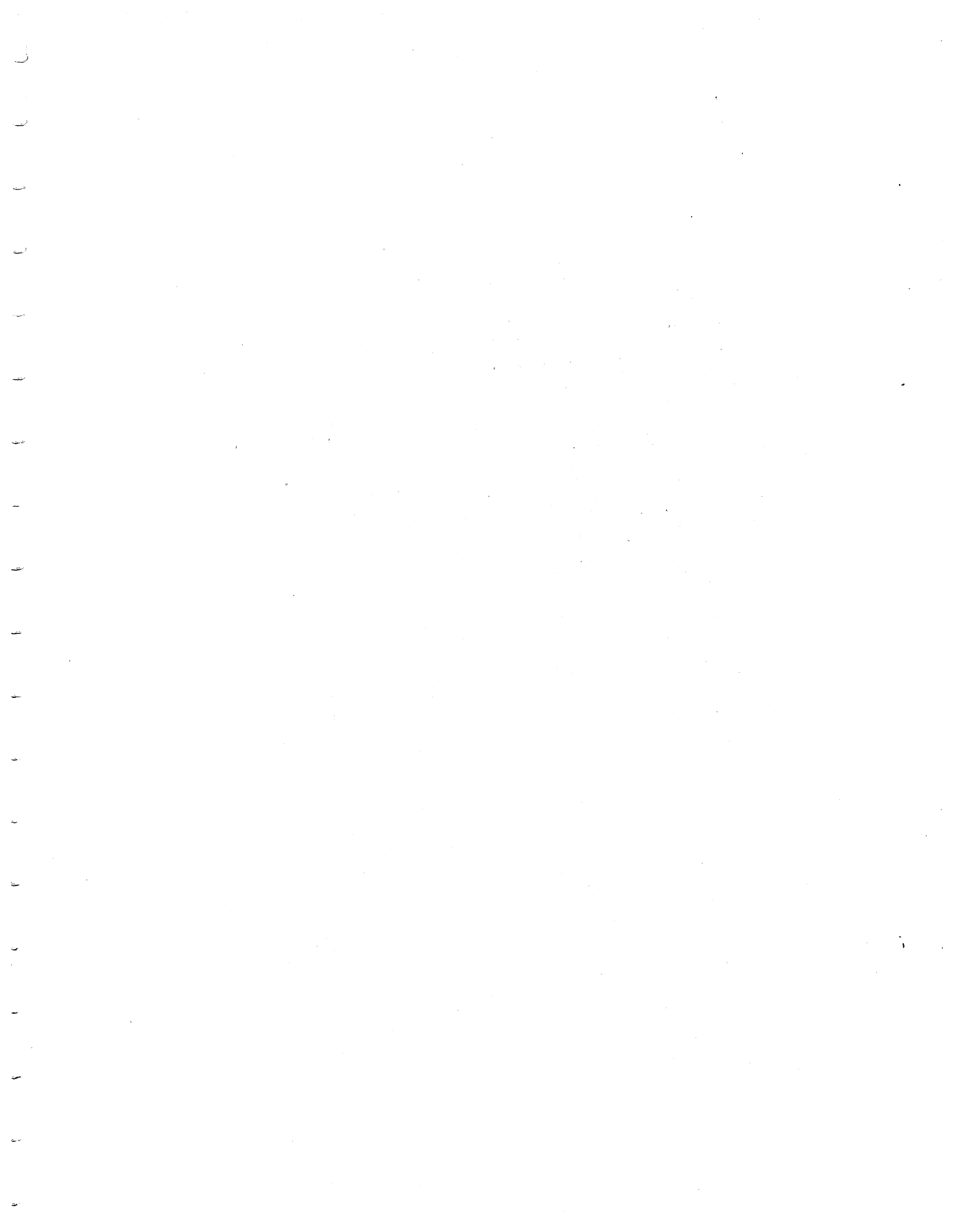


TABLE 1  
RAILROAD SURVEY SUMMARY

Outbound					
<u>Railroad</u>	<u>Direction</u>	<u>Survey Day and Date</u>	<u>Total Passengers*</u>	<u>Cards Returned*</u>	<u>Percent Return</u>
CNJ	Southbound	Wed., Aug. 24, 1960	861	487	57
PRR	Eastbound	Thurs., Aug. 25, 1960	1,024	191	19
PRR	Westbound	Thurs., Aug. 25, 1960	2,923	873	30
H&M	Eastbound	Thurs., Aug. 25, 1960	1,541	311	20
Lehigh	Westbound	Thurs., Aug. 25, 1960	30	9	30
DL&W	Eastbound	Tues., Aug. 30, 1960	68	18	26
DL&W	Westbound	Tues., Aug. 30, 1960	<u>2,026</u>	<u>1,076</u>	53
Total			8,473	2,965	35
Inbound**					
<u>Railroad</u>	<u>Direction</u>	<u>Survey Day and Date</u>	<u>Total Passengers*</u>	<u>Cards Returned*</u>	<u>Percent Return</u>
CNJ	Northbound	Wed., Aug. 24, 1960	291	32	11
PRR	Westbound	Fri., Aug. 26, 1960	1,022	57	6
H&M	Westbound	Fri., Aug. 26, 1960	<u>2,211</u>	<u>373</u>	17
Total			3,524	462	13

\*-Excludes passengers on trains passing through Newark and passengers transferring from one train to another.

\*\*-Inbound DL&W and inbound eastbound PRR were not surveyed.



TABLE 2

BUS SURVEY RESULTS BY ROUTE  
2 P.M.-6 P.M. Outbound

Route	Direction	Name	Surveyed		Returns		Expanded Volume	
			Buses	Passengers	Cards	%	Buses	Passengers
1	E	P.S.-Newark	12	474	202	43	48	1,883
1	W	P.S.-Newark	11	449	100	22	51	2,221
2	W	P.S.-Ampere	8	291	210	72	22	860
3	E	P.S.-Bergen	8	104	68	65	22	284
3	W	P.S.-Bergen	8	281	181	64	22	818
4	E	P.S.-Port Newark	7	212	98	46	22	666
4	W	P.S.-Port Newark	8	402	113	28	18	936
5	S	P.S.-Kinney	10	433	221	51	35	1,498
7	W	P.S.-City Subway	27	1,149	659	57	85	3,952
8	S	P.S.-Lyons Ave.	7	322	107	33	25	1,228
10	S	P.S.-Hillside Newark	5	157	105	67	10	316
11	S	P.S.-Elizabeth	9	306	168	55	27	912
12	S	P.S.-Newark-Elizabeth	10	331	145	44	26	880
13	N	P.S.-Broad	21	850	361	42	79	3,306
13	S	P.S.-Broad	20	720	308	43	78	2,914
14	S	P.S.-Clinton Place- from Penn Sta.	11	529	321	61	30	1,434
14	S	P.S.-Clinton Place- from Wash. Park	5	225	97	43	15	764
16	S	P.S.-Clinton Ave.	3	84	29	35	7	214
16	S	C.A.B.C.-Clinton Ave.	3	123	82	67	7	246
18	N	P.S.-North Newark	10	294	128	44	31	1,024
18	S	P.S.-North Newark	12	99	48	48	33	292
18	N	Ind.-North Newark	7	287	129	45	21	903
18	S	Ind.-North Newark	7	126	60	48	21	362
21	W	P.S.-Orange	12	468	194	41	40	1,619
22	E	P.S.-Roseville	4	86	44	51	12	258
22	W	P.S.-Roseville	12	329	170	52	28	643
23	W	P.S.-Central	10	342	172	50	28	996
24	S	P.S.-West Orange	13	218	109	50	43	837
24	W	P.S.-West Orange	13	648	282	44	43	2,209
25	E	P.S.-Springfield	11	233	95	41	34	681
25	W	P.S.-Springfield	18	946	311	33	67	3,650
25	W	Browell-Springfield	4	165	90	55	16	660
26	W	P.S.-Springfield	2	51	38	75	3	59
27	N	P.S.-Mt. Prospect	15	646	215	33	46	2,097
27	S	P.S.-Mt. Prospect	11	571	153	27	44	2,302
28	N	P.S.-Summer Avenue	8	320	188	59	20	822
29	N	P.S.-Bloomfield-Penn Sta.	2	21	20	95	3	30
29	N	P.S.-Bloomfield- William & Wash.	9	266	160	60	25	746
30	N	P.S.-Bloomfield	7	321	128	40	19	877
31-32	W	P.S.-South Orange	30	1,563	621	40	98	5,174
31	E	P.S.-South Orange	11	294	114	39	31	831
34	E	P.S.-Market	13	291	127	44	47	1,084
34	W	P.S.-Market	11	456	199	44	44	1,994



TABLE 2--Concluded

BUS SURVEY RESULTS BY ROUTE  
2 P.M.-6 P.M. Outbound

Route	Direction	Name	Surveyed		Returns		Expanded Volume	
			Buses	Passengers	Cards	%	Buses	Passengers
35	S	Boro Buses	4	171	159	93	7	307
36	N	P.S.-Kearny-Arlington	8	182	127	70	11	245
38	N	P.S.-Kearny	13	349	151	43	16	450
38	N	Ind.-Kearny	3	106	84	79	3	106
39	N	P.S.-Harrison	26	857	422	49	33	1,146
40	N	P.S.-Davis Avenue	16	456	266	58	16	456
41	N	P.S.-River Rd.	4	43	36	84	5	54
42	S	P.S.-18th Avenue	8	303	138	46	22	892
43	N	P.S.-Jersey City	7	183	114	62	20	515
44	W	P.S.-Tremont	7	215	122	57	20	608
45	S	P.S.-Union Express	4	118	95	81	11	381
48	S	P.S.-Maple Avenue	6	221	96	43	17	656
49	S	P.S.-Union Newark	8	285	171	60	22	798
52	W	P.S.-Parker Avenue	1	47	41	87	2	94
54	W	P.S.-Devine Street	12	490	233	48	43	1,716
56	S	P.S.-Avon Avenue	9	415	265	64	26	1,183
60	N	P.S.-Montclair-Newark	8	202	118	58	30	788
62	S	P.S.-Newark-Carteret- Perth Amboy	4	82	66	80	12	256
70	W	P.S.-Newark-Morristown	8	227	183	81	24	737
72	W	P.S.-Madison-Newark (Express)	2	51	49	96	4	102
75	S	P.S.-Summit-Newark (Express)	2	64	36	56	3	88
82	N	P.S.-Watsessing	7	277	188	68	20	872
102	N	P.S.-Hackensack-Newark	8	245	186	76	23	716
103	N	P.S.-Hackensack-Newark	1	57	31	54	2	107
104	N	P.S.-Hackensack-Newark (Express)	3	80	75	94	5	135
108	E	P.S.-Newark-New York	5	160	132	83	12	387
108	E	P.S.-Newark-Jersey City	3	99	72	73	7	224
11-112	N	P.S.-Clifton-Newark	8	218	164	75	20	565
114	N	P.S.-Butler-Newark	5	107	73	68	13	244
116	N	P.S.-Denville Newark	4	126	97	77	8	266
118	E	P.S.-Newark-N.Y. Express via Lincoln Tunnel	14	523	361	69	46	1,693
126	N	P.S.-Paterson-Newark via Allwood	4	76	73	96	7	138
128	N	P.S.-Paterson-Newark via Bloomfield	4	97	63	65	11	282
134	S	P.S.-Newark-New Brunswick	4	128	101	79	10	327
140	S	Somerset Newark-Westfield- Somerville	4	110	83	75	9	247
141	S	Somerset Newark-Westfield- Somerville	6	197	153	78	18	530
144	W	Newark & Caldwell	4	104	72	69	10	268
145	E	DeCamp-Livingston-N.Y.	4	79	54	68	6	135
146	E	DeCamp-Morristown-N.Y.	4	96	88	92	7	180
None	S	Bayshore-Middle Road	4	72	66	92	5	87
Grand Total Outbound			701	24,401	12,474	51	2,012	74,463



TABLE 3

BUS SURVEY RESULTS BY ROUTE  
2 P.M.-6 P.M. Inbound

<u>Route</u>	<u>Direction</u>	<u>Name</u>	<u>Surveyed</u>		<u>Returns</u>		<u>Expanded Volume</u>	
			<u>Buses</u>	<u>Passengers</u>	<u>Cards</u>	<u>%</u>	<u>Buses</u>	<u>Passengers</u>
108	W	P.S.-Newark-New York	5	190	130	68	12	498
108	W	P.S.-Newark-Jersey City	4	58	38	66	12	174
118	W	P.S.-Newark-N.Y. Express	<u>15</u>	<u>553</u>	<u>379</u>	<u>69</u>	<u>46</u>	<u>1,792</u>
		Total Inbound	24	801	547	68	70	2,464



TABLE 4

LOCATION OF DESTINATION DISTRICTS

<u>District Number</u>	<u>Cities</u>	<u>County</u>	<u>State</u>
00-04	Downtown Area of Newark	Essex	New Jersey
05-32	Remainder of Newark	Essex	New Jersey
40	Elizabeth	Union	New Jersey
41	Roselle and Roselle Park	Union	New Jersey
42	Linden	Union	New Jersey
43	Rahway	Union	New Jersey
44	Borough of Richmond (Staten Island)		New York
45		Middlesex	New Jersey
46		Mercer	New Jersey
47		Monmouth	New Jersey
48		Ocean	New Jersey
49		Southern New Jersey Counties	New Jersey
		Pennsylvania Counties, south of line between Harrisburg, Reading and New Hope	Pennsylvania
			Delaware, Maryland, West Virginia, Ohio, Michigan, etc.
50	Irvington, South Orange, Maplewood and Milburn	Essex	New Jersey
52	Summit, Plainfield, Westfield, etc.	West Portion of Union	New Jersey
53	Madison, Morristown, etc.	South Half of Morris	New Jersey
54		Somerset	New Jersey



TABLE 4 --Concluded

LOCATION OF DESTINATION DISTRICTS

<u>District Number</u>	<u>Cities</u>	<u>County</u>	<u>State</u>
55		Hunterdon	New Jersey
56		Warren	New Jersey
60	Orange, East Orange, West Orange, Livingston, Glen Ridge and Montclair	Essex	New Jersey
61	Caldwell, etc.	Northwest Portion of Essex	New Jersey
62	Tatowa, Wayne Township, etc.	West Portion of Passaic	New Jersey
63		North Half of Morris	New Jersey
64		Sussex	New Jersey
70	Belleville, Bloomfield and Nutley	Essex	New Jersey
72	Clifton, Passaic, etc.	East Portion of Passaic	New Jersey
73		Northwest Portion of Bergen	New Jersey
79		Portion West of Hudson River	New York
80		Southeast Portion of Bergen	New Jersey
83		Hudson	New Jersey
90	New York City except Staten Island		New York
91		Nassau and Suffolk (Remainder of Long Island)	New York
92		Westchester	New York
93		Putnam and Area North to Town of Hudson	New York
99			New England States



**TABLE 5**

**OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS**

Destination District	Origin District																		
	1	2	3	4	5	6	7	8	9	10	14	15	16	17	18	19			
1	200	337	48	4	-	11	22	-	-	8	4	-	17	-	28	-			
2	425	627	242	-	42	55	98	-	-	31	8	-	-	8	9	10			
3	7	18	17	-	-	-	-	-	-	13	-	-	27	-	-	-			
4	15	6	-	-	6	-	-	7	-	-	-	-	8	-	-	-			
5	270	101	66	39	10	11	12	-	-	-	-	11	53	-	4	-			
6	365	89	78	-	6	56	-	7	-	49	7	24	47	-	-	-			
7	671	261	76	9	6	-	-	-	-	4	-	27	35	13	-	-			
8	656	137	64	41	18	29	13	10	-	20	-	73	63	-	-	-			
9	69	135	38	-	-	-	-	-	-	7	-	13	-	-	-	-			
10	198	799	182	-	37	18	-	7	-	14	-	5	21	26	81	23			
14	389	578	197	-	-	-	-	-	15	24	30	-	-	-	23	-			
15	387	1,274	320	6	-	53	31	22	-	130	-	93	47	23	95	23			
16	36	744	191	8	24	64	21	75	-	43	-	27	64	-	-	-			
17	144	313	90	4	-	12	2	-	23	30	-	21	-	-	-	-			
18	423	531	27	-	14	-	-	-	26	33	21	18	-	-	-	-			
19	931	1,120	56	-	-	-	7	-	23	15	-	8	-	-	40	-			
20	785	904	74	-	-	-	-	12	-	51	11	16	11	8	132	30			
21	324	855	265	-	-	-	-	-	-	43	35	84	-	-	27	-			
22	548	1,339	183	9	-	21	38	7	16	81	10	116	36	-	96	-			
23	180	2,866	582	7	50	80	45	62	-	85	5	78	84	-	14	-			
24	53	1,571	231	27	50	19	28	20	23	18	-	110	79	6	6	-			
25	303	1,490	480	-	32	9	20	17	28	40	-	59	74	68	4	-			
26	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
27	215	177	40	-	-	-	3	-	-	8	-	-	-	8	11	8			
30	380	569	115	-	-	21	4	-	-	28	-	-	52	62	-	-			
31	136	1,774	412	8	22	-	9	49	12	4	9	11	53	44	29	19			
32	87	2,169	465	8	48	-	39	-	-	20	-	-	87	10	-	-			
40	287	1,055	162	-	3	12	10	-	5	70	5	14	-	-	13	-			
41	31	136	12	-	2	-	-	-	-	-	-	-	-	2	-	-			
42	39	110	60	-	-	-	-	-	-	-	-	14	-	-	-	-			
43	24	128	100	-	-	-	-	8	-	-	-	-	-	2	-	-			

-4-

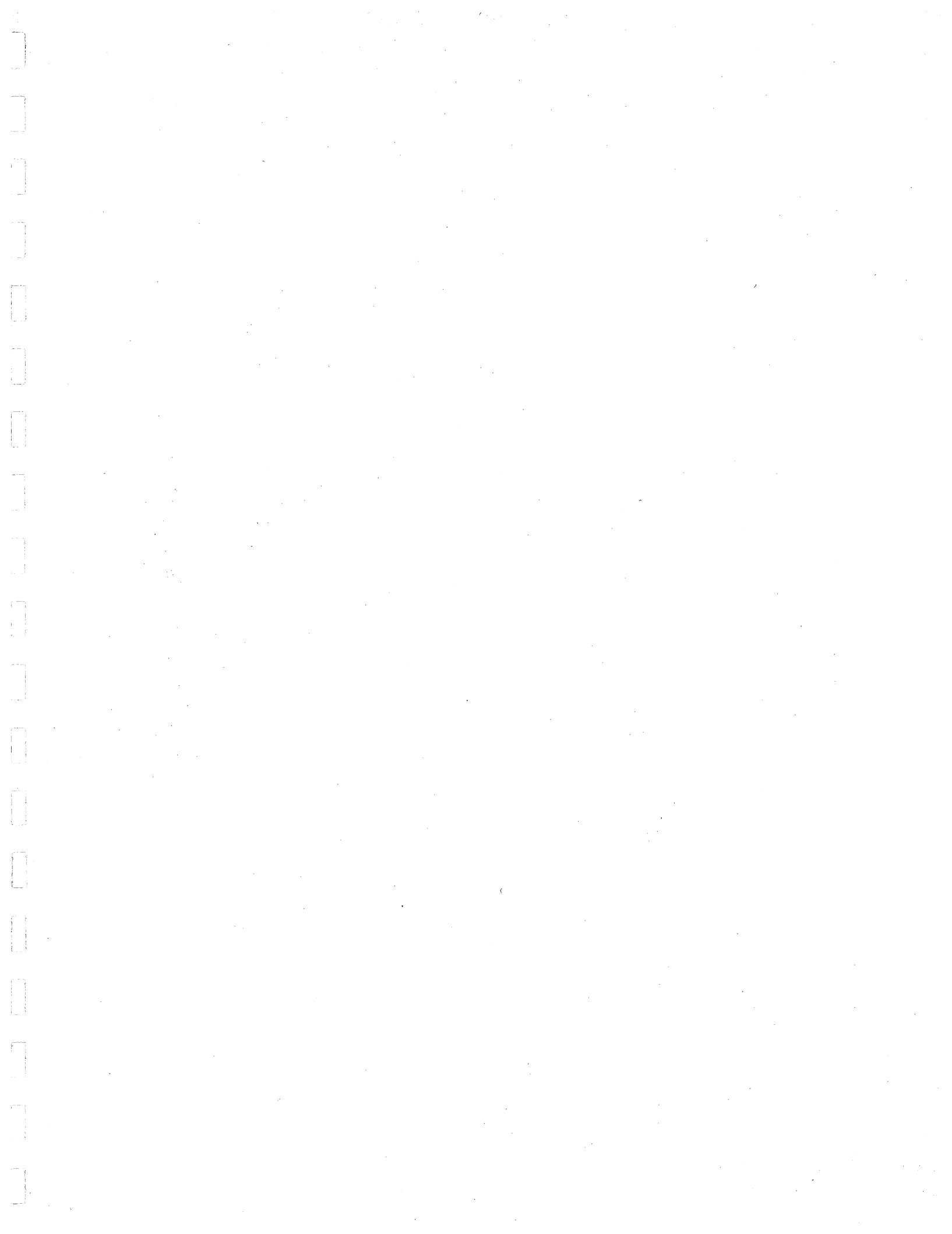


TABLE 5--Continued

OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District																
	20	21	22	23	24	25	26	27	30	31	32	40	43	44	45	46	47
1	28	-	-	4	40	29	-	24	24	-	8	-	-	-	-	-	-
2	28	8	8	35	-	11	-	14	115	-	-	-	-	-	-	-	-
3	-	-	-	18	14	10	-	-	-	6	-	-	-	-	-	-	-
4	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	6	18	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	39	21	8	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	6	12	40	-	-	10	-	27	-	-	-	-	-	-
8	-	-	-	18	-	48	-	-	-	14	-	-	7	-	-	-	-
9	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-
10	55	-	5	7	-	23	-	-	4	-	-	-	-	-	-	-	-
14	32	-	7	5	-	-	-	-	-	-	-	-	-	-	-	-	-
15	36	7	7	-	33	-	-	-	18	-	-	-	-	-	-	-	-
16	-	-	-	4	-	-	-	-	75	-	-	-	-	-	-	-	-
17	-	-	5	7	-	6	-	-	12	-	-	-	-	-	-	-	-
18	-	-	13	13	-	-	-	-	-	-	-	-	-	-	-	-	-
19	-	11	-	-	-	18	-	-	13	-	-	-	-	-	-	-	-
20	22	27	18	-	14	13	-	-	10	-	-	2	-	-	-	-	-
21	14	15	65	5	-	-	-	-	-	-	-	-	-	-	-	-	-
22	-	3	98	14	-	2	-	24	22	-	-	-	-	-	-	-	-
23	-	8	10	51	-	6	-	-	30	-	-	-	-	-	-	-	-
24	6	-	-	32	27	15	-	-	6	10	-	10	-	-	-	-	-
25	-	-	4	22	68	34	-	-	154	-	-	6	-	-	-	-	-
26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-
30	-	-	4	40	45	100	-	-	7	-	14	-	-	-	-	-	-
31	-	-	-	-	77	85	-	-	22	30	-	-	-	-	-	-	-
32	-	-	-	-	77	-	-	-	8	-	21	9	-	-	-	-	-
40	-	-	4	-	-	10	-	-	10	-	-	-	-	-	-	-	-
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-
43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

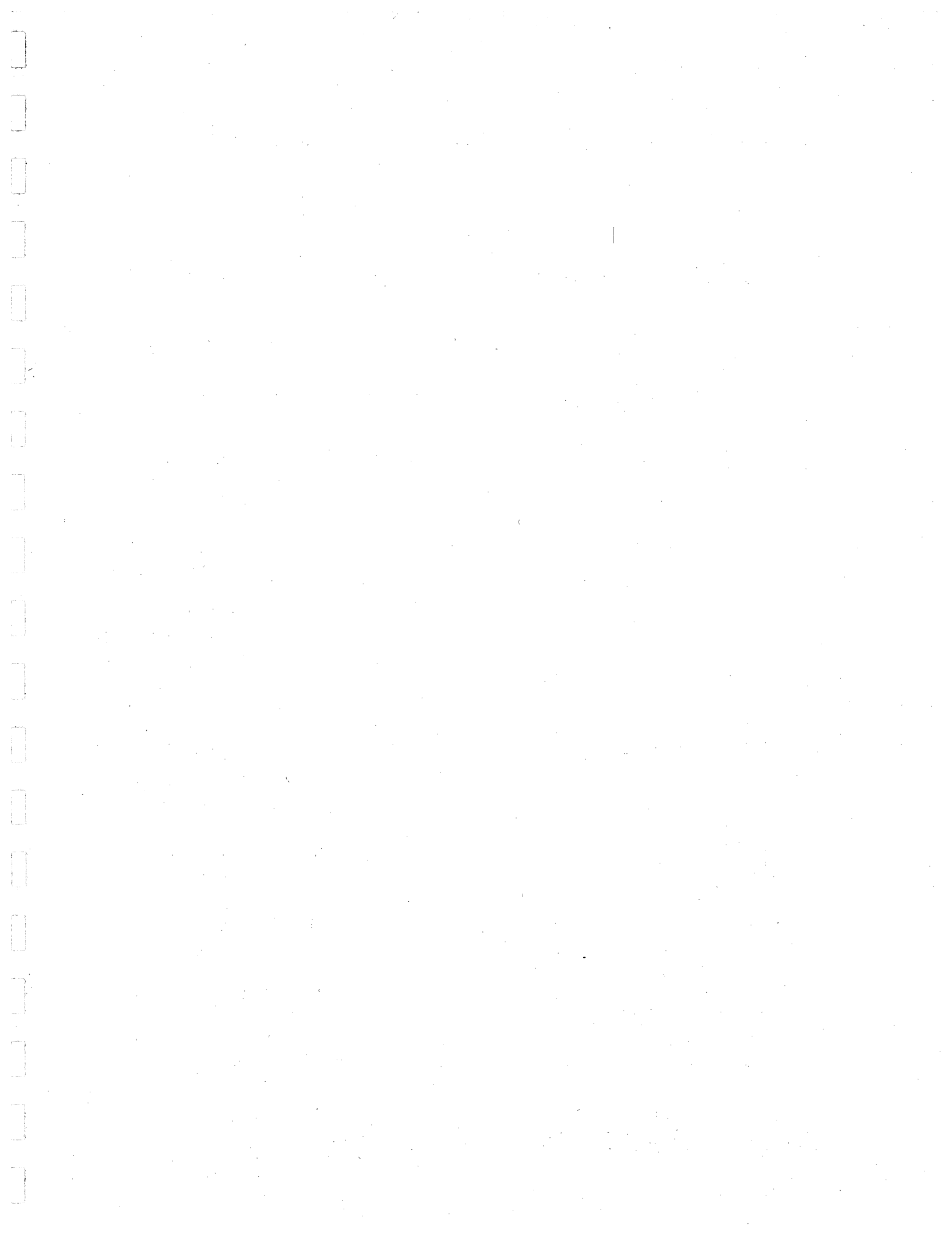


TABLE 5--Continued

OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District														Total	
	50	52	53	60	62	63	64	70	72	73	80	83	90	93		99
1	-	-	-	26	-	-	-	21	-	-	-	-	-	-	-	883
2	11	-	-	-	-	-	-	9	-	-	3	-	-	-	-	1,797
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	601
6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	804
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,204
8	-	-	-	7	7	-	-	-	14	-	-	-	-	-	-	1,239
9	-	-	-	20	-	-	-	-	-	-	-	-	3	-	-	307
10	6	-	-	18	-	-	-	9	-	-	-	-	-	-	-	1,538
14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,300
15	8	-	-	-	-	-	-	23	-	8	7	-	7	-	-	2,658
16	-	-	-	-	-	-	-	-	-	-	-	-	9	-	-	1,385
17	-	-	-	-	-	-	-	-	-	-	16	-	-	-	-	685
18	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,138
19	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,285
20	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,172
21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,732
22	-	-	-	-	-	-	-	14	-	-	-	-	-	-	-	2,677
23	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	4,250
24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,347
25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,912
26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	477
30	-	-	-	26	-	-	-	-	-	-	9	-	-	-	-	1,476
31	-	9	-	-	-	-	-	-	-	-	6	-	-	-	-	2,820
32	-	-	-	-	-	-	-	3	-	-	9	-	-	-	-	3,060
40	-	12	-	6	-	-	-	-	-	-	14	-	-	-	-	1,692
41	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	184
42	-	2	-	6	-	-	-	-	-	-	4	-	-	-	-	239
43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	262

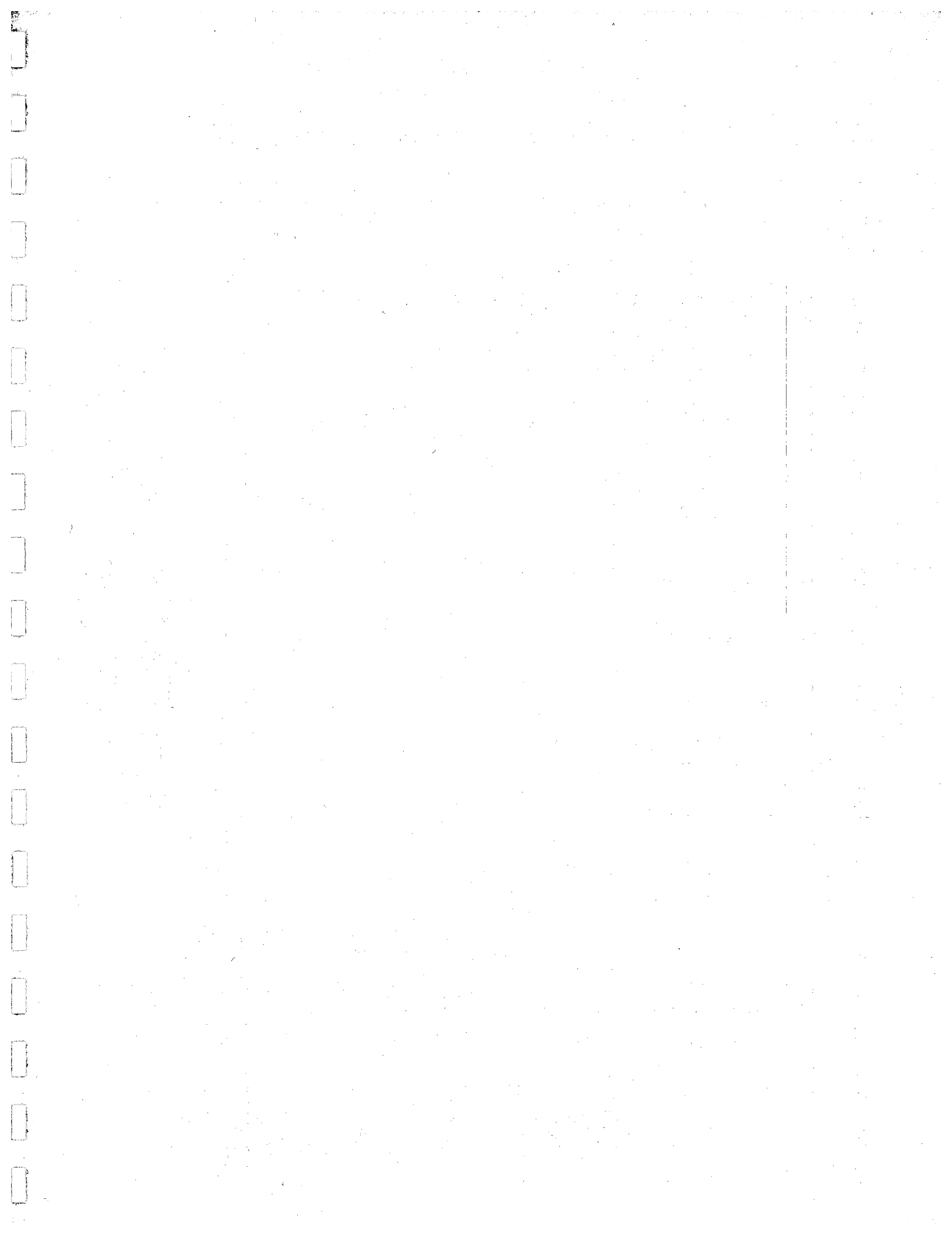


TABLE 5--Continued

OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District															
	1	2	3	4	5	6	7	8	9	10	14	15	16	17	18	19
44	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	91	459	412	4	4	4	7	15	2	4	-	-	2	6	2	-
46	30	87	103	-	-	-	-	2	-	-	-	-	-	2	-	-
47	293	962	424	1	34	8	66	34	2	3	2	-	18	11	9	6
48	8	12	2	-	-	-	-	4	-	-	-	-	-	2	-	-
49	-	34	190	-	10	3	-	-	-	2	-	2	-	4	4	-
50	454	4,580	1,473	-	50	75	12	10	16	44	30	107	63	32	41	4
52	415	1,647	294	17	2	-	29	4	2	38	20	19	7	17	4	14
53	44	598	36	-	-	-	-	-	-	1	3	-	13	25	12	-
54	29	219	9	-	1	1	2	2	-	1	-	-	3	4	3	-
55	13	8	7	-	-	-	-	-	-	3	-	-	3	-	-	-
56	-	18	7	-	-	-	-	-	-	-	-	-	-	-	-	-
59	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	650	4,546	1,280	-	-	21	38	12	47	40	-	61	85	99	40	18
61	82	449	111	-	-	-	-	-	-	-	-	-	-	-	7	-
62	-	103	44	-	-	-	-	3	-	-	-	-	-	-	-	-
63	18	276	45	-	2	-	-	8	-	-	-	-	2	4	-	3
64	-	29	1	-	-	-	-	2	-	-	-	-	-	-	-	-
70	841	2,766	422	38	-	-	22	-	-	39	3	14	5	44	115	63
72	14	439	86	-	3	-	-	-	-	1	-	-	-	-	2	-
73	5	64	15	-	-	-	-	-	-	-	-	-	-	-	-	-
79	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-
80	1,949	1,786	437	5	46	9	37	5	2	13	10	105	94	3	9	10
83	149	718	205	-	4	-	-	-	-	7	-	-	-	-	-	-
90	127	1,761	1,106	4	46	13	13	62	4	32	4	4	20	63	41	14
91	9	89	27	-	6	-	4	-	-	-	-	7	-	6	4	-
92	-	13	6	-	-	-	-	4	-	-	-	-	-	-	-	-
93	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	-	4	-	-	-	-	-	6	-	-	-	-	-	-	-	-
Origin Total	13,802	43,901	11,624	239	578	605	632	476	246	1,097	217	1,141	1,173	602	905	245

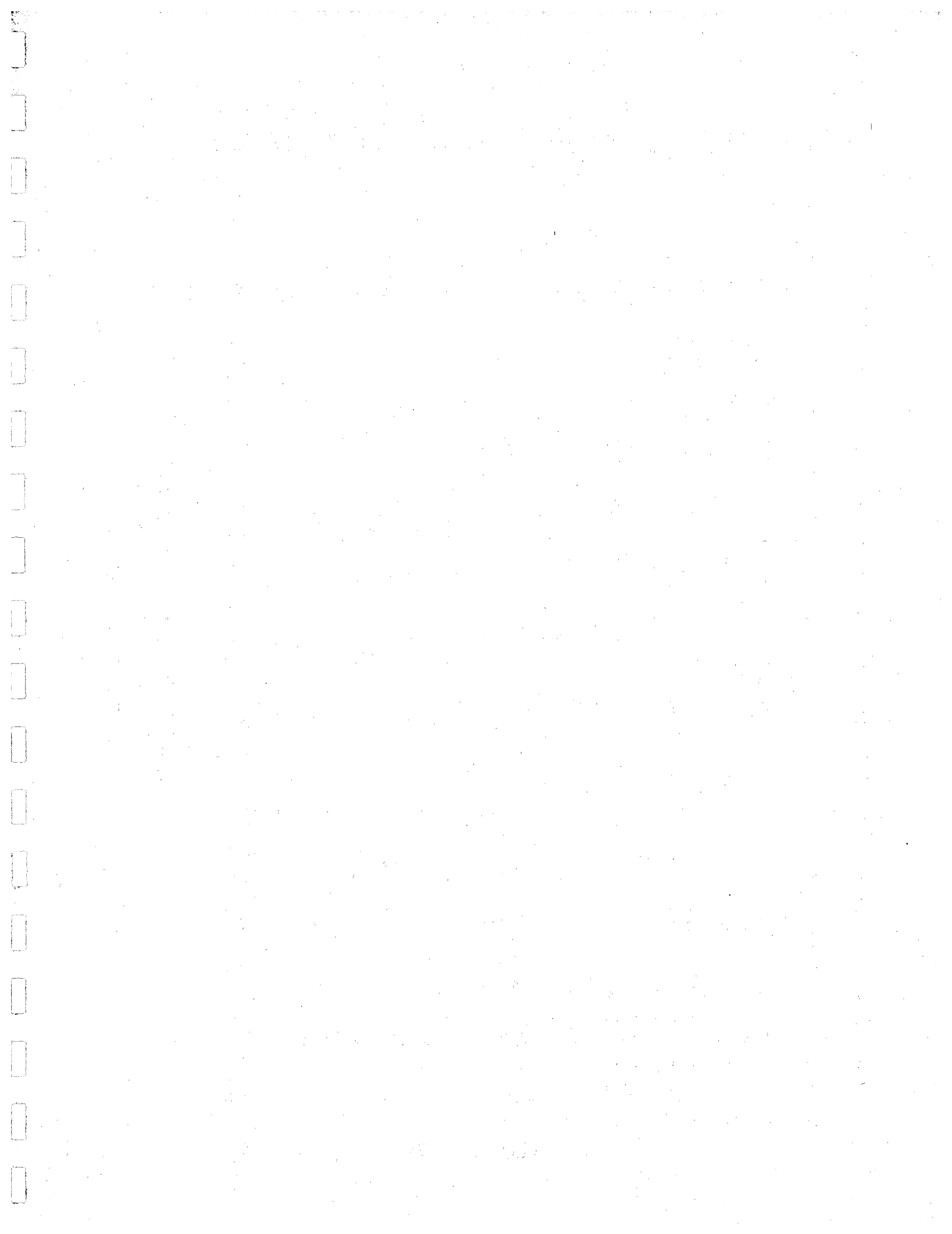


TABLE 5--Continued

OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District																
	20	21	22	23	24	25	26	27	30	31	32	40	43	44	45	46	47
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	-	-	-	2	10	4	-	-	6	2	-	-	-	-	-	-	-
46	-	-	8	-	-	-	-	-	4	-	-	-	-	9	-	-	-
47	-	2	-	-	-	6	-	4	9	-	7	-	-	-	-	-	-
48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	-	10	-	-	-	-	-	-	17	-	-	-	-	-	-	-	-
50	62	42	73	82	47	10	-	-	21	8	9	-	-	-	-	-	-
52	3	-	3	16	-	-	-	-	9	-	-	-	-	-	-	-	-
53	3	-	-	-	-	-	-	-	7	-	-	-	-	-	3	3	-
54	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-
55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
56	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	17	-	-	24	40	204	9	-	138	26	8	20	-	-	-	-	-
61	-	-	-	-	-	-	-	-	4	8	-	-	-	-	-	-	-
62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	3	-	-	4	-	-	-	-	8	-	-	1	-	-	-	-	2
64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
70	6	-	48	3	11	16	6	-	25	52	-	3	-	-	-	-	-
72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
73	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-
79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
80	5	9	2	31	28	28	-	-	8	17	-	-	-	-	-	-	2
83	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
90	4	10	4	9	-	42	-	-	81	5	8	-	-	-	-	4	6
91	-	-	-	-	-	-	-	-	6	4	-	-	-	-	-	-	-
92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Origin Total	356	152	393	491	570	826	15	73	888	182	102	51	7	9	3	7	10

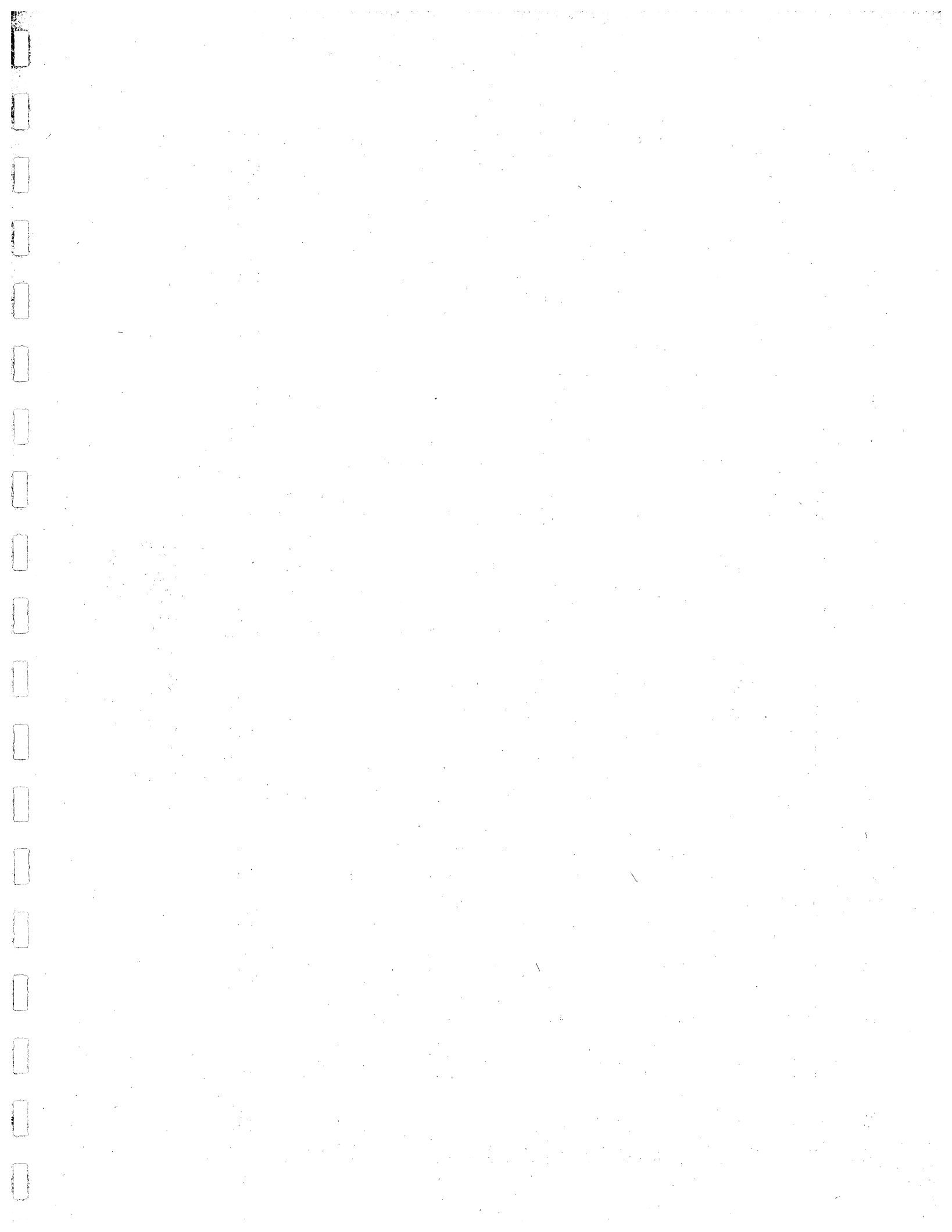


TABLE 5--Concluded

**OUTBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS**

Destination District	Origin District															Total
	50	52	53	60	62	63	64	70	72	73	80	83	90	93	99	
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
45	-	-	-	2	-	-	-	4	-	-	10	-	2	-	-	1,054
46	-	-	-	-	-	-	-	2	-	-	4	-	-	-	-	251
47	3	-	4	5	-	-	-	16	2	-	46	4	4	-	-	1,985
48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28
49	28	4	10	15	-	14	-	13	6	12	2	-	-	2	-	382
50	4	-	-	-	-	-	10	14	-	-	49	-	-	-	-	7,422
52	-	-	-	2	-	-	-	1	4	-	39	-	-	-	-	2,606
53	-	-	-	-	-	-	-	7	-	-	25	-	-	-	-	780
54	-	-	2	-	-	-	-	3	-	-	9	-	-	-	3	297
55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3
60	5	-	-	15	-	-	-	4	-	-	11	1	4	-	-	7,463
61	-	-	-	6	-	-	-	-	-	-	5	-	-	-	-	672
62	-	-	-	-	-	-	-	-	4	-	-	-	4	-	-	158
63	-	-	-	-	-	-	-	1	-	-	4	-	2	-	-	383
64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32
70	68	-	-	-	-	-	-	17	-	-	-	2	12	-	-	4,641
72	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	548
73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88
79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
80	14	1	-	7	-	-	-	4	-	-	16	-	-	-	-	4,692
83	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	1,121
90	22	32	-	46	-	6	-	18	-	-	13	9	6	-	-	3,639
91	-	15	-	-	-	-	-	4	-	-	9	-	-	-	-	190
92	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	27
93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Origin Total	271	82	16	211	7	20	10	187	30	20	320	16	53	2	3	82,866

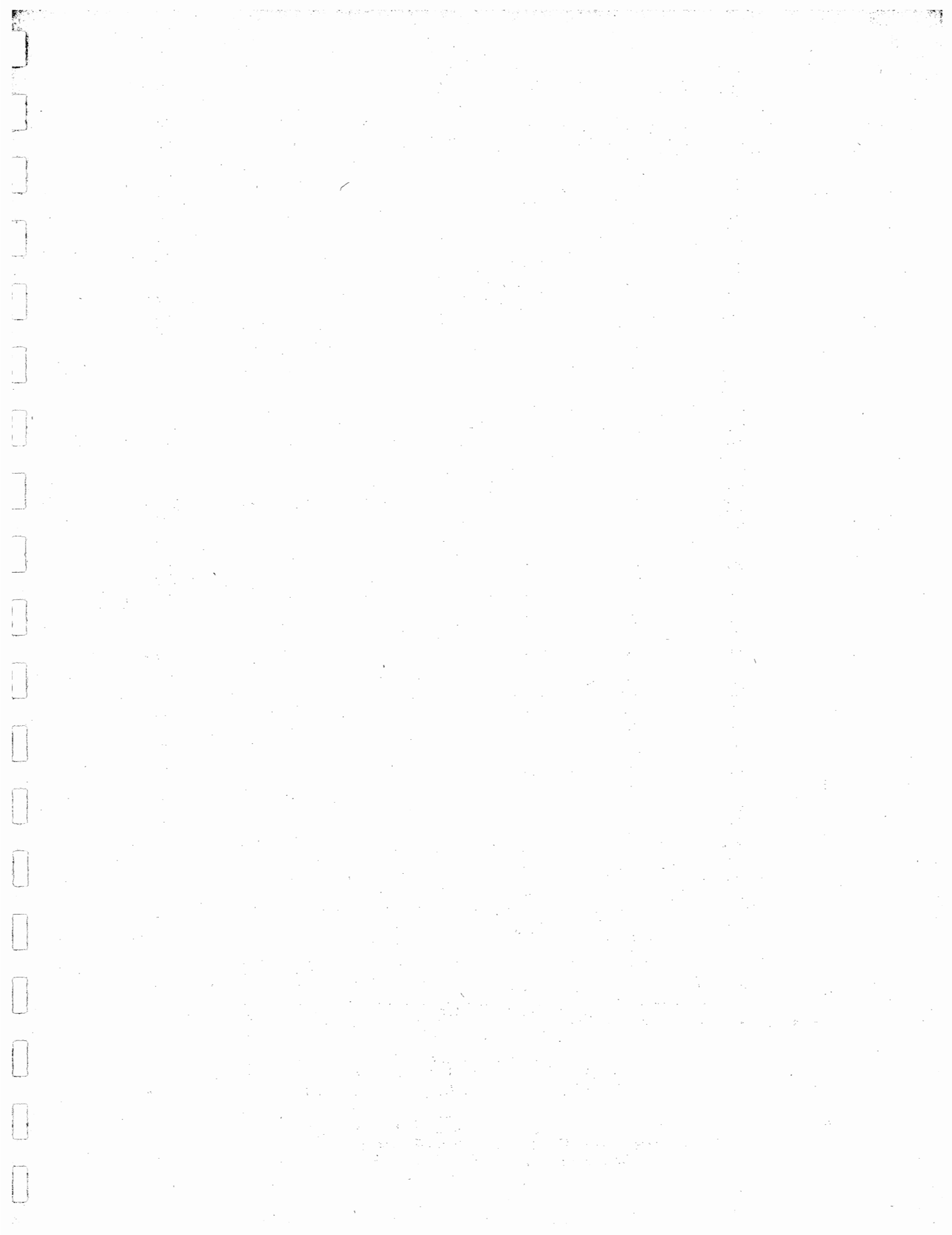


TABLE 6

INBOUND 1960 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District					Total
	40	47	49	80	90	
1	10	5	-	131	31	177
2	-	-	-	306	1,250	1,556
3	-	-	12	51	743	806
4	-	-	-	13	63	76
5	-	-	-	15	7	22
6	-	-	-	28	-	28
7	-	-	-	14	32	46
8	-	-	-	16	37	53
10	-	-	-	-	42	42
14	-	-	-	8	47	55
15	-	-	-	28	62	90
16	-	-	-	13	67	80
17	-	-	-	-	23	23
18	-	-	-	-	26	26
19	-	-	-	13	86	99
20	5	-	-	9	25	39
21	-	-	-	-	55	55
22	-	-	-	61	31	92
23	-	-	-	-	76	76
24	-	-	-	-	45	45
25	-	-	-	1	30	31
27	-	-	-	-	42	42
30	-	-	-	8	59	67
31	-	-	-	-	110	110
32	-	-	-	29	147	176
40	-	-	-	-	33	33
41	-	-	-	-	9	9
42	-	-	-	8	13	21
43	-	-	-	-	13	13
45	-	-	-	-	83	120
46	-	-	-	37	5	11
47	-	-	-	6	5	11
49	-	-	-	-	35	35
50	-	-	-	-	5	5
52	14	-	-	36	301	351
53	-	-	-	11	87	98
54	-	-	-	-	13	13
54	-	-	-	-	7	7
60	14	5	-	24	568	611
61	-	-	-	-	75	75
63	-	-	-	5	37	42
70	-	-	-	17	254	271
73	-	-	-	-	8	8
79	-	-	-	-	15	15
80	-	-	-	29	276	305
83	-	-	-	8	21	29
<b>Total</b>	<b>43</b>	<b>10</b>	<b>12</b>	<b>925</b>	<b>4,994</b>	<b>5,984</b>

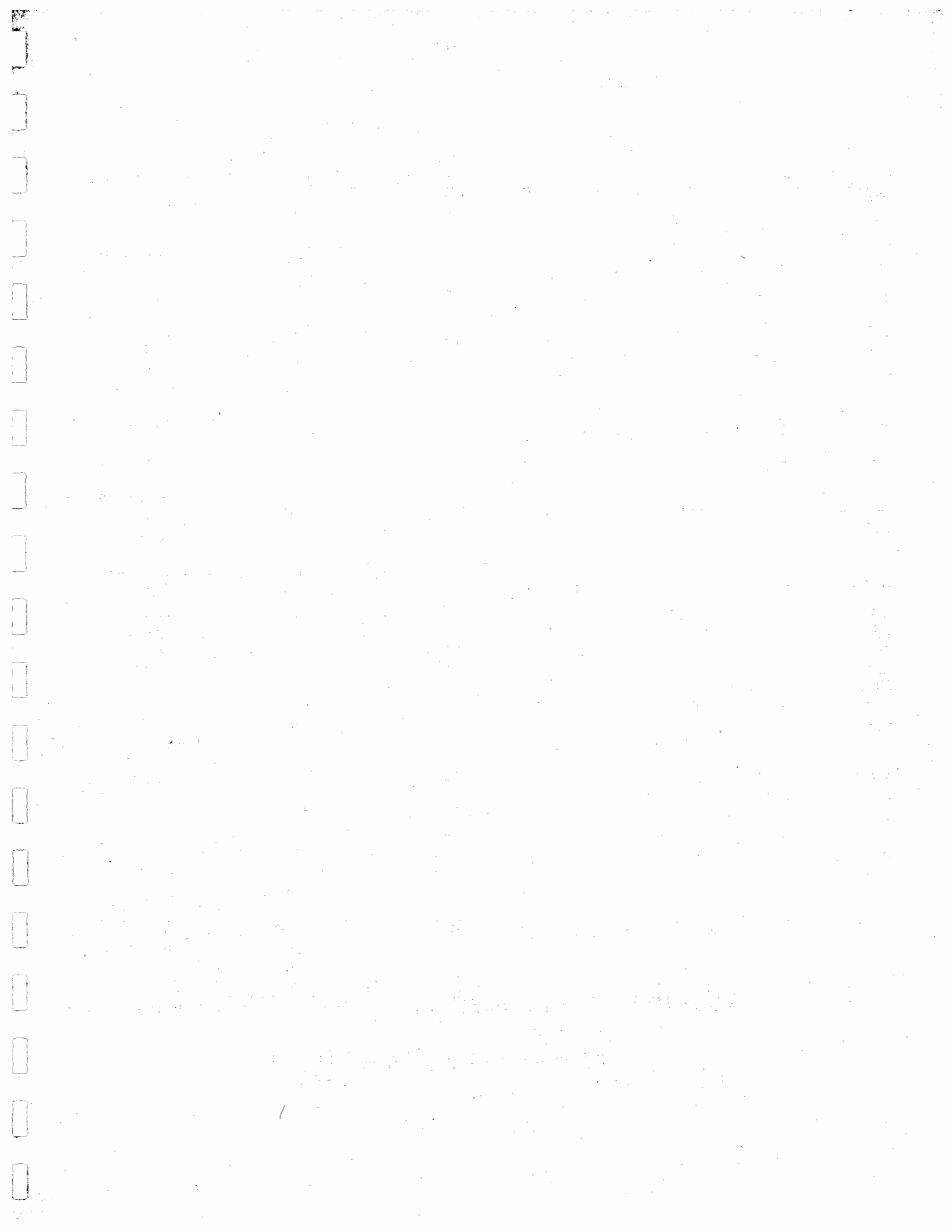


TABLE 7

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
(1960)

<u>Destination Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
11	153	-	-	-	-	-	-	153
12	165	-	-	-	-	-	-	165
13	32	-	-	-	-	-	-	32
14	76	-	-	-	-	-	-	76
15	148	-	-	-	-	-	-	148
16	282	-	-	-	-	-	-	282
17	27	-	-	-	-	-	-	27
District 1 Total	<u>833</u>	-	-	-	-	-	-	<u>833</u>
21	365	11	-	-	-	-	-	376
22	199	6	-	-	-	-	-	205
23	51	19	-	-	-	-	-	70
24	97	11	-	-	-	-	-	108
25	60	-	-	-	-	-	-	60
26	88	6	-	-	-	-	-	94
27	204	6	-	-	-	-	-	210
28	671	3	-	-	-	-	-	674
District 2 Total	<u>1,735</u>	<u>62</u>	-	-	-	-	-	<u>1,797</u>
31	13	-	-	-	-	-	-	13
32	111	6	-	-	-	-	-	117
District 3 Total	<u>124</u>	<u>6</u>	-	-	-	-	-	<u>130</u>
41	10	-	-	-	-	-	-	10
42	39	-	-	-	-	-	-	39
District 4 Total	<u>49</u>	-	-	-	-	-	-	<u>49</u>
50	197	-	-	-	-	-	-	197
51	97	-	-	-	-	-	-	97
52	306	-	-	-	-	-	-	306
District 5 Total	<u>600</u>	-	-	-	-	-	-	<u>600</u>
60	54	-	-	-	-	-	-	54
61	749	-	-	-	-	-	-	749
District 6 Total	<u>803</u>	-	-	-	-	-	-	<u>803</u>
70	461	-	-	-	-	-	-	461
71	743	-	-	-	-	-	-	743
District 7 Total	<u>1,204</u>	-	-	-	-	-	-	<u>1,204</u>

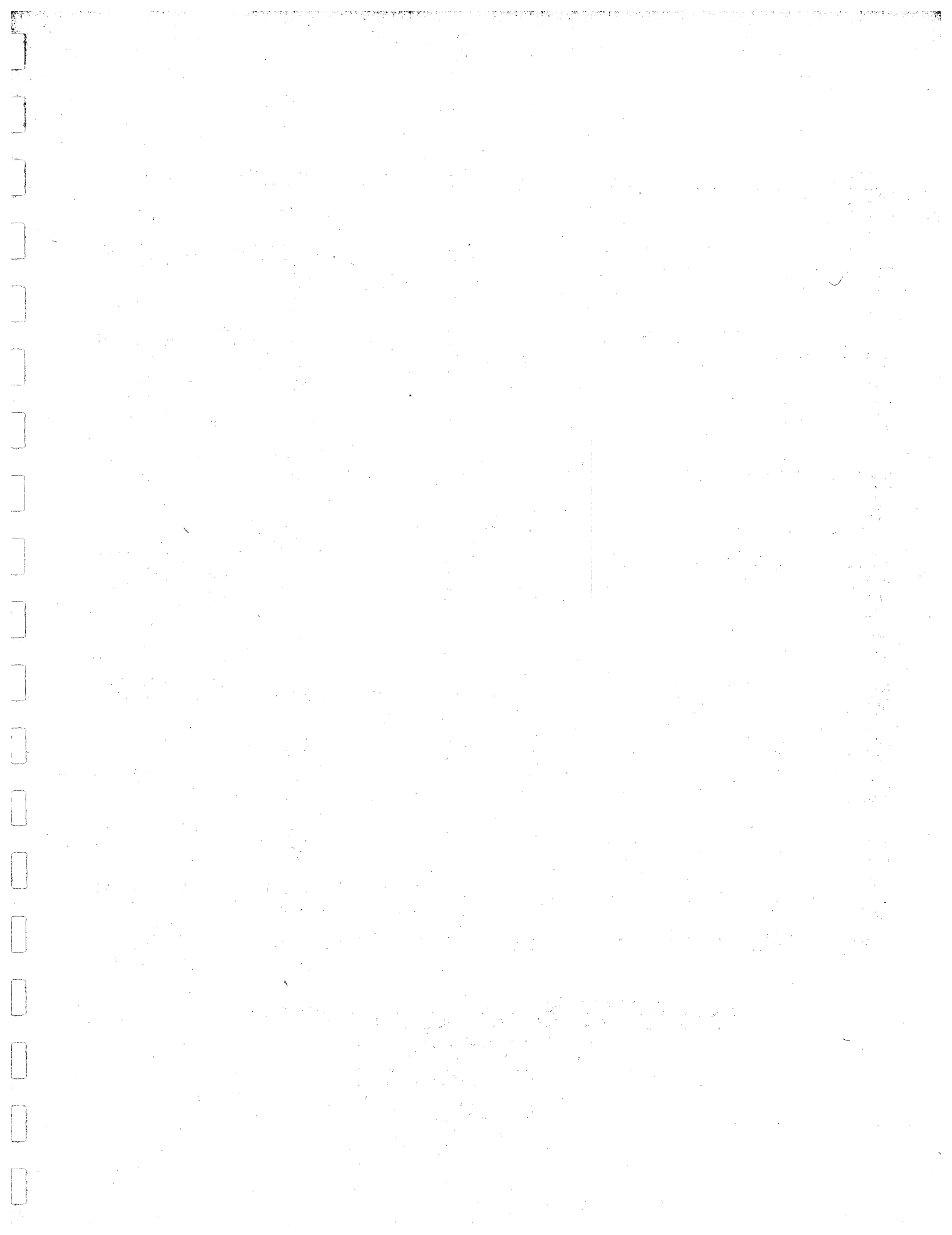


TABLE 7--Continued

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
 (1960)

<u>Destination</u> <u>Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
80	1,238	-	-	-	-	-	-	1,238
District 8 Total	1,238	-	-	-	-	-	-	1,238
90	308	-	-	-	-	-	-	308
District 9 Total	308	-	-	-	-	-	-	308
100	1,086	-	-	-	-	-	-	1,086
101	323	-	-	-	-	-	-	323
102	130	-	-	-	-	-	-	130
District 10 Total	1,539	-	-	-	-	-	-	1,539
140	1,299	-	-	-	-	-	-	1,299
District 14 Total	1,299	-	-	-	-	-	-	1,299
150	1,152	-	-	-	-	-	-	1,152
151	376	-	-	-	-	-	-	376
152	405	-	-	-	-	-	-	405
153	576	-	-	-	-	-	-	576
154	150	-	-	-	-	-	-	150
District 15 Total	2,659	-	-	-	-	-	-	2,659
160	674	-	-	-	-	-	-	674
161	589	-	-	-	-	-	-	589
162	120	-	-	-	-	-	-	120
District 16 Total	1,383	-	-	-	-	-	-	1,383
170	229	95	-	-	-	-	-	324
171	29	-	-	-	-	-	-	29
172	106	-	-	-	-	-	-	106
173	219	7	-	-	-	-	-	226
District 17 Total	583	102	-	-	-	-	-	685
180	504	-	-	-	-	-	-	504
181	121	-	-	-	-	-	-	121
182	514	-	-	-	-	-	-	514
District 18 Total	1,139	-	-	-	-	-	-	1,139
190	1,277	6	-	-	-	-	-	1,283
191	967	36	-	-	-	-	-	1,003
District 19 Total	2,244	42	-	-	-	-	-	2,286



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TABLE 7--Continued

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
 (1960)

<u>Destination</u> <u>Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
200	2,142	29	-	-	-	-	-	2,171
District 20 Total	2,142	29	-	-	-	-	-	2,171
210	1,731	-	-	-	-	-	-	1,731
District 21 Total	1,731	-	-	-	-	-	-	1,731
220	2,676	-	-	-	-	-	-	2,676
District 22 Total	2,676	-	-	-	-	-	-	2,676
230	1,202	-	-	-	-	-	-	1,202
231	2,407	14	-	-	-	-	-	2,421
239	626	-	-	-	-	-	-	626
District 23 Total	4,235	14	-	-	-	-	-	4,249
240	2,339	6	-	-	-	-	-	2,345
District 24 Total	2,339	6	-	-	-	-	-	2,345
250	2,317	64	-	-	-	-	-	2,381
251	256	69	-	-	-	-	-	325
255	201	6	-	-	-	-	-	207
District 25 Total	2,774	139	-	-	-	-	-	2,913
267	9	-	-	-	-	-	-	9
District 26 Total	9	-	-	-	-	-	-	9
270	389	87	-	-	-	-	-	476
District 27 Total	389	87	-	-	-	-	-	476
300	10	-	-	-	-	-	-	10
301	694	-	-	-	-	-	-	694
302	131	-	-	-	-	-	-	131
303	-	-	-	-	-	-	-	-
304	122	-	-	-	-	-	-	122
305	42	-	-	-	-	-	-	42
306	172	-	-	-	-	-	-	172
307	301	-	-	4	-	-	-	305
District 30 Total	1,472	-	-	4	-	-	-	1,476

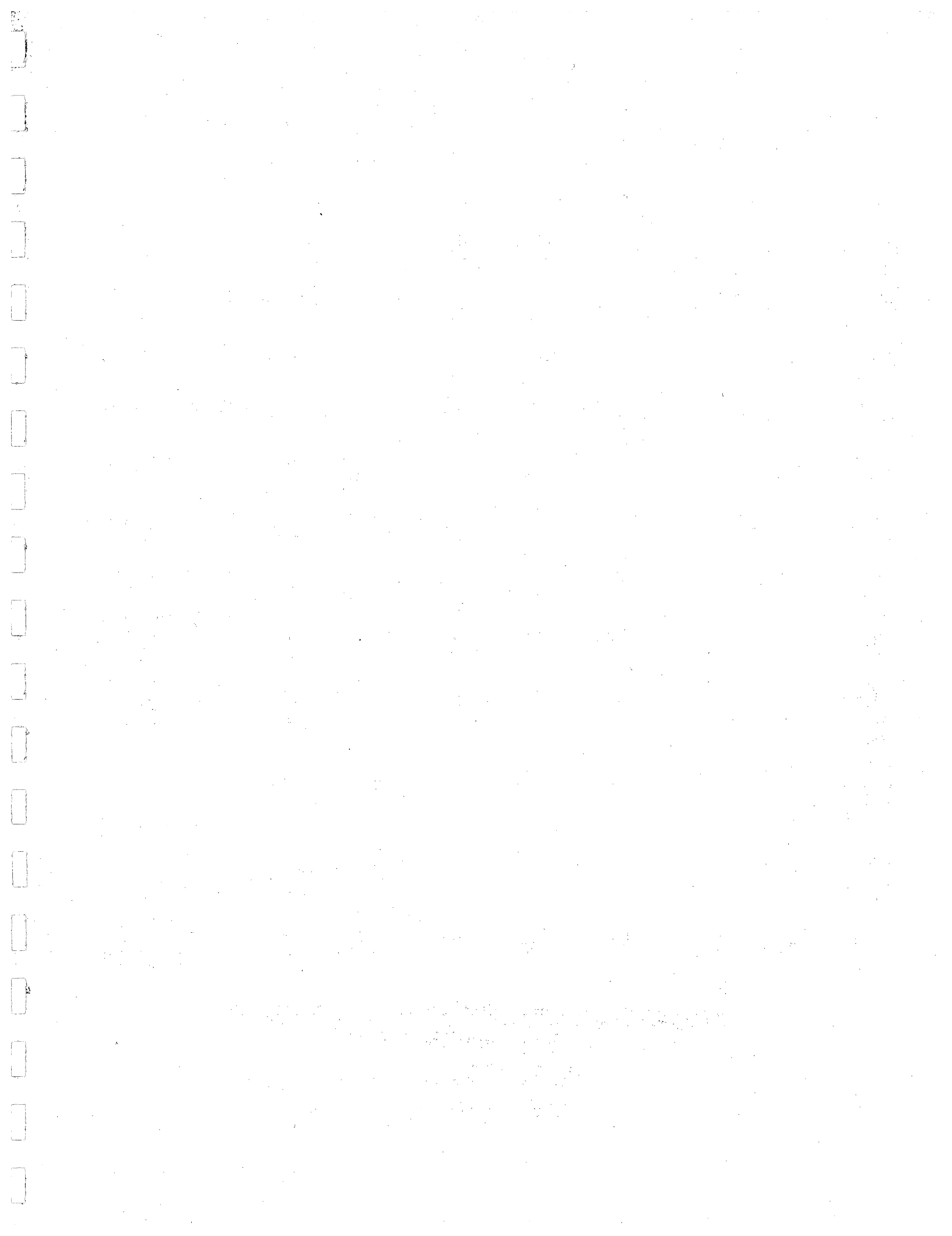


TABLE 7--Continued

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
(1960)

<u>Destination Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
310	50	694	-	-	-	-	-	744
311	676	341	-	-	-	-	-	1,017
312	666	388	-	-	-	-	3	1,057
District 31 Total	1,392	1,423	-	-	-	-	3	2,818
320	1,190	-	-	-	-	-	4	1,194
321	1,195	-	-	-	-	-	-	1,195
322	671	-	-	-	-	-	-	671
District 32 Total	3,056	-	-	-	-	-	4	3,060
400	469	-	2	2	-	-	-	473
401	1,099	-	20	100	-	-	-	1,219
District 40 Total	1,568	-	22	102	-	-	-	1,692
410	153	-	17	15	-	-	-	185
District 41 Total	153	-	17	15	-	-	-	185
420	140	5	-	96	-	-	-	241
District 42 Total	140	5	-	96	-	-	-	241
430	95	-	-	167	-	-	-	262
District 43 Total	95	-	-	167	-	-	-	262
440	-	-	-	-	-	-	3	3
District 44 Total	-	-	-	-	-	-	3	3
450	223	8	45	764	-	7	9	1,056
District 45 Total	223	8	45	764	-	7	9	1,056
460	19	-	-	233	-	-	-	252
District 46 Total	19	-	-	233	-	-	-	252
470	382	-	521	1,083	-	-	-	1,986
District 47 Total	382	-	521	1,083	-	-	-	1,986
480	-	-	10	19	-	-	-	29
District 48 Total	-	-	10	19	-	-	-	29

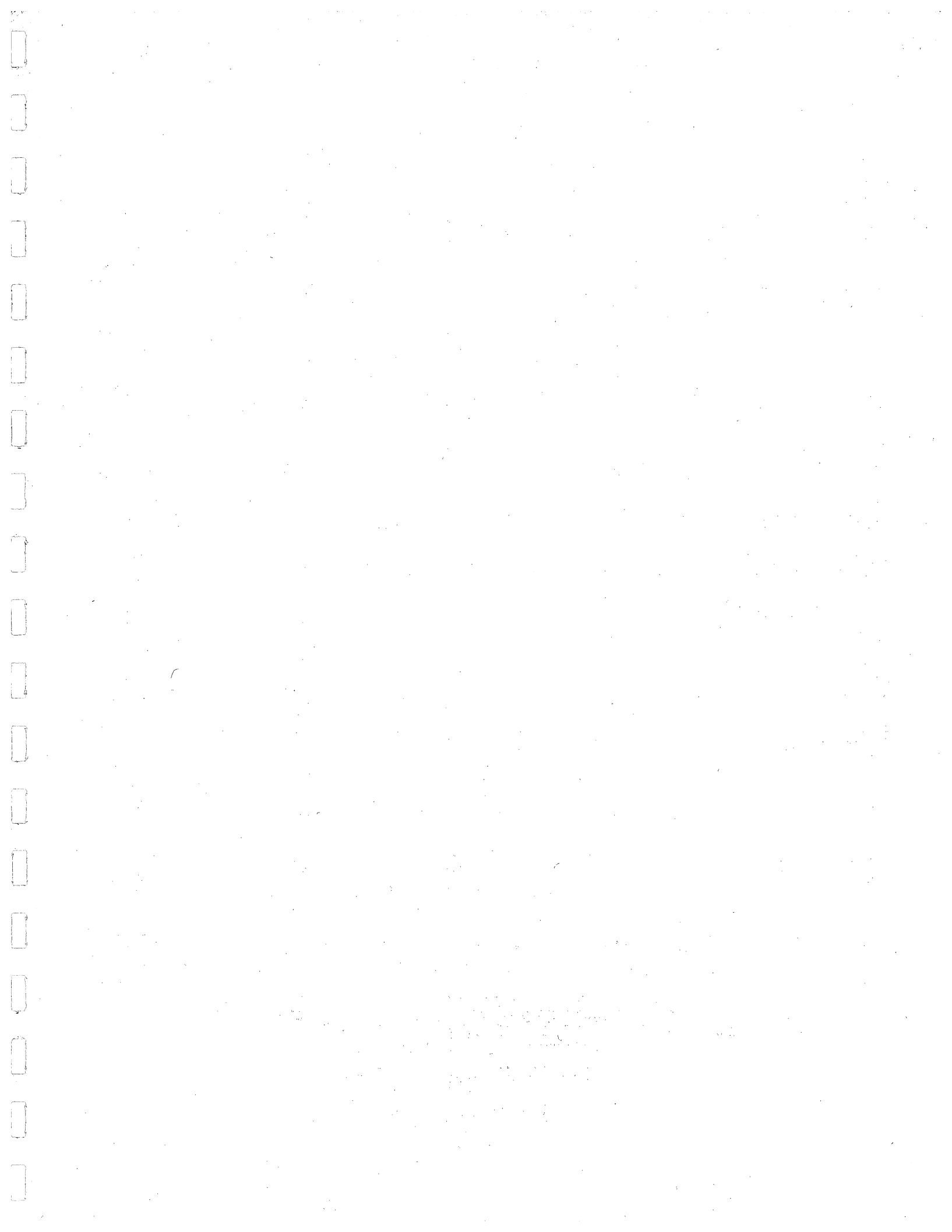


TABLE 7--Continued

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
 (1960)

<u>Destination</u> <u>Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
490	-	-	1	17	-	-	-	18
491	-	-	-	114	-	-	-	114
492	9	-	-	238	-	3	-	250
District 49 Total	9	-	1	369	-	3	-	382
501	2,643	-	-	-	-	-	-	2,643
502	2,490	-	-	-	-	-	-	2,490
503	1,000	-	-	-	-	-	96	1,096
504	636	-	-	-	-	-	64	700
505	318	-	-	-	-	-	176	494
District 50 Total	7,087	-	-	-	-	-	336	7,423
520	566	-	-	2	-	-	-	568
521	143	-	-	-	-	-	-	143
522	137	-	-	2	-	-	-	139
523	485	-	-	6	-	-	-	491
524	185	-	-	-	-	-	11	196
525	165	-	-	-	-	-	342	507
526	371	-	156	36	-	-	-	563
District 52 Total	2,052	-	156	46	-	-	353	2,607
530	148	-	-	2	-	-	630	780
District 53 Total	148	-	-	2	-	-	630	780
540	40	-	35	15	-	-	208	298
District 54 Total	40	-	35	15	-	-	208	298
550	-	-	11	-	-	20	3	34
District 55 Total	-	-	11	-	-	20	3	34
560	19	-	-	-	-	-	7	26
District 56 Total	19	-	-	-	-	-	7	26
590	-	-	-	-	-	-	3	3
District 59 Total	-	-	-	-	-	-	3	3
600	2,069	37	-	-	-	-	61	2,167
601	1,357	347	-	-	-	-	79	1,783
602	269	40	-	-	-	-	-	309
603	789	32	-	-	-	-	51	872
604	273	29	-	-	-	-	8	310

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NEW YORK, N.Y. 10029



TABLE 7--Continued

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
 (1960)

<u>Destination Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
605	93	34	-	-	-	-	20	147
606	332	15	-	-	-	-	31	378
607	373	40	-	-	-	-	12	425
608	643	144	-	-	-	-	28	815
609	235	19	-	-	-	-	3	257
District 60 Total	6,433	737	-	-	-	-	293	7,463
610	243	75	-	-	-	-	1	319
611	252	84	-	-	-	-	12	348
612	4	-	-	-	-	-	1	5
District 61 Total	499	159	-	-	-	-	14	672
620	116	35	-	-	-	-	1	152
621	6	-	-	-	-	-	-	6
District 62 Total	122	35	-	-	-	-	1	158
630	209	23	-	4	-	-	147	383
District 63 Total	209	23	-	4	-	-	147	383
640	8	7	-	-	-	-	16	31
District 64 Total	8	7	-	-	-	-	16	31
700	118	12	-	-	-	-	-	130
701	282	232	-	-	-	-	-	514
702	1,118	60	-	-	-	-	-	1,178
703	744	176	-	-	-	-	-	920
704	863	384	-	-	-	-	18	1,265
705	494	141	-	-	-	-	-	635
District 70 Total	3,619	1,005	-	-	-	-	18	4,642
720	233	32	-	-	-	-	-	265
721	141	-	-	-	4	-	-	145
722	129	-	-	-	7	-	2	138
District 72 Total	503	32	-	-	11	-	2	548
731	3	14	-	-	-	-	-	17
732	14	6	-	-	-	-	-	20
733	13	8	5	9	-	-	1	36
734	6	-	-	2	7	-	-	15
District 73 Total	36	28	5	11	7	-	1	88

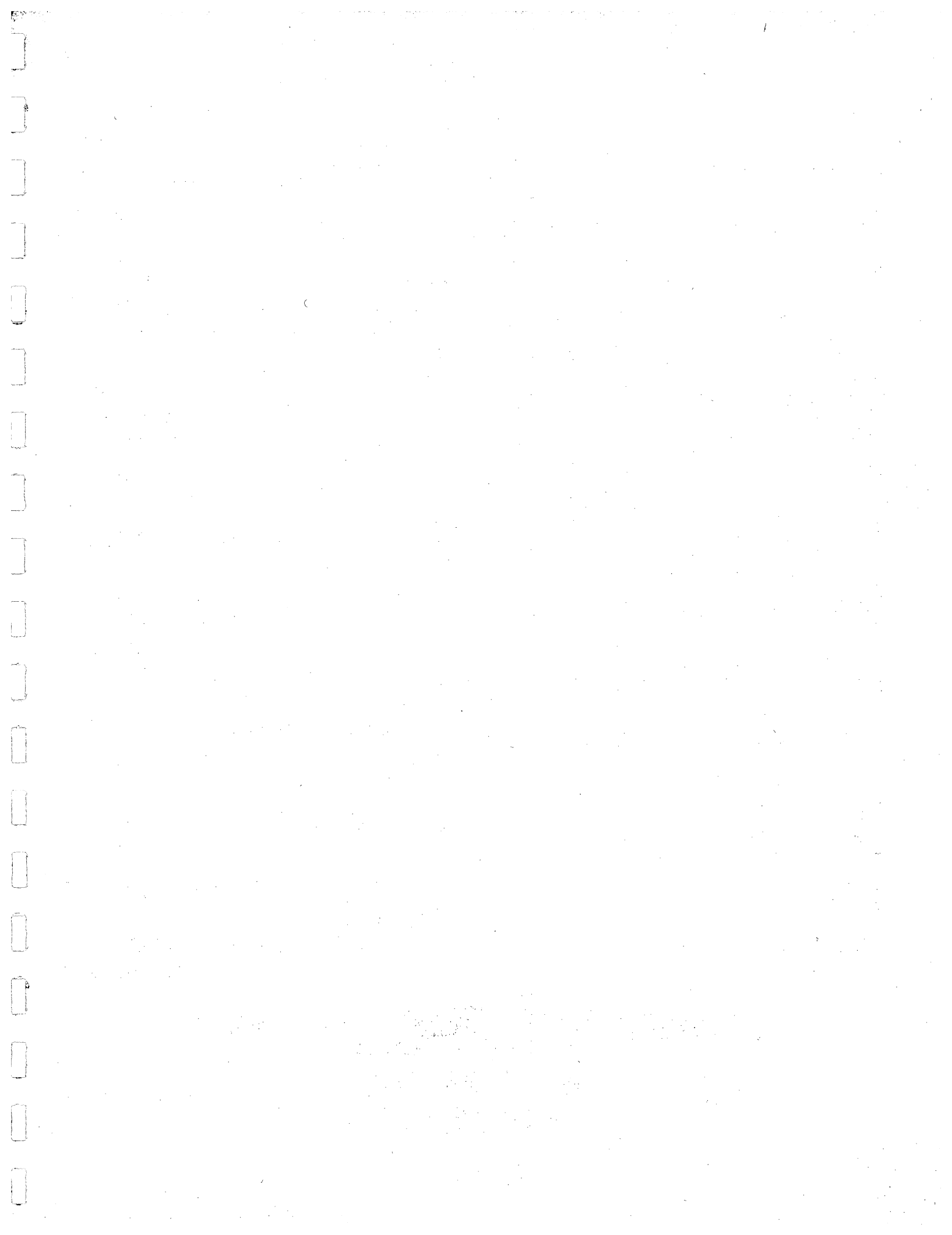


TABLE 7--Concluded

NEWARK TRANSPORTATION STUDY

DESTINATIONS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED OUTBOUND TRANSIT PASSENGERS  
 (1960)

<u>Destination Zone</u>	<u>Bus</u>	<u>Subway</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Lehigh</u>	<u>DL&amp;W</u>	<u>Total</u>
790	-	-	-	9	-	-	-	9
District 79 Total	-	-	-	9	-	-	-	9
800	4	-	-	-	-	-	-	4
801	758	-	-	-	17	-	-	775
802	2,115	-	-	-	-	-	-	2,115
803	218	-	1	-	-	-	-	219
804	18	-	33	10	5	-	-	66
805	1,113	6	-	-	367	-	10	1,496
806	5	-	-	-	11	-	3	19
District 80 Total	4,231	6	34	10	400	-	13	4,694
831	502	-	-	-	-	-	-	502
832	265	-	-	-	-	-	-	265
833	157	3	-	-	-	-	-	160
834	159	-	-	-	-	-	-	159
835	18	-	-	6	13	-	-	37
District 83 Total	1,101	3	-	6	13	-	-	1,123
900	19	-	-	107	474	-	28	628
901	1,380	6	-	466	236	-	9	2,097
902	56	-	-	26	15	-	-	97
903	49	-	-	46	305	-	4	404
904	65	-	-	157	55	-	2	279
905	91	-	-	26	15	-	-	132
District 90 Total	1,660	6	-	828	1,100	-	43	3,637
910	-	-	-	180	-	-	9	189
District 91 Total	-	-	-	180	-	-	9	189
920	9	-	-	6	13	-	-	28
District 92 Total	9	-	-	6	13	-	-	28
930	9	-	-	-	-	-	-	9
District 93 Total	9	-	-	-	-	-	-	9
990	10	-	-	-	-	-	-	10
District 99 Total	10	-	-	-	-	-	-	10
<b>Grand Total</b>	<b>70,389</b>	<b>3,964</b>	<b>857</b>	<b>3,969</b>	<b>1,544</b>	<b>30</b>	<b>2,116</b>	<b>82,869</b>

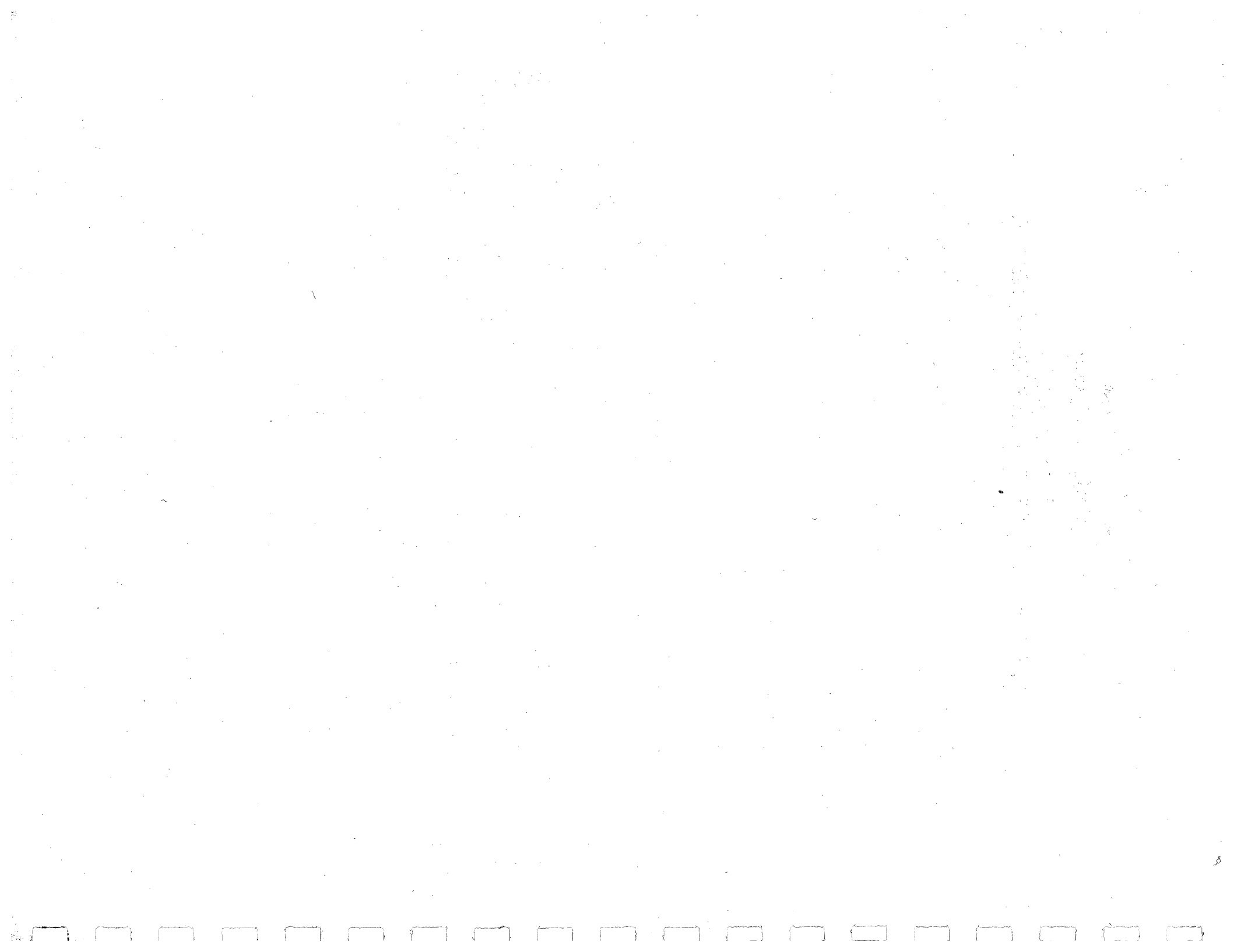


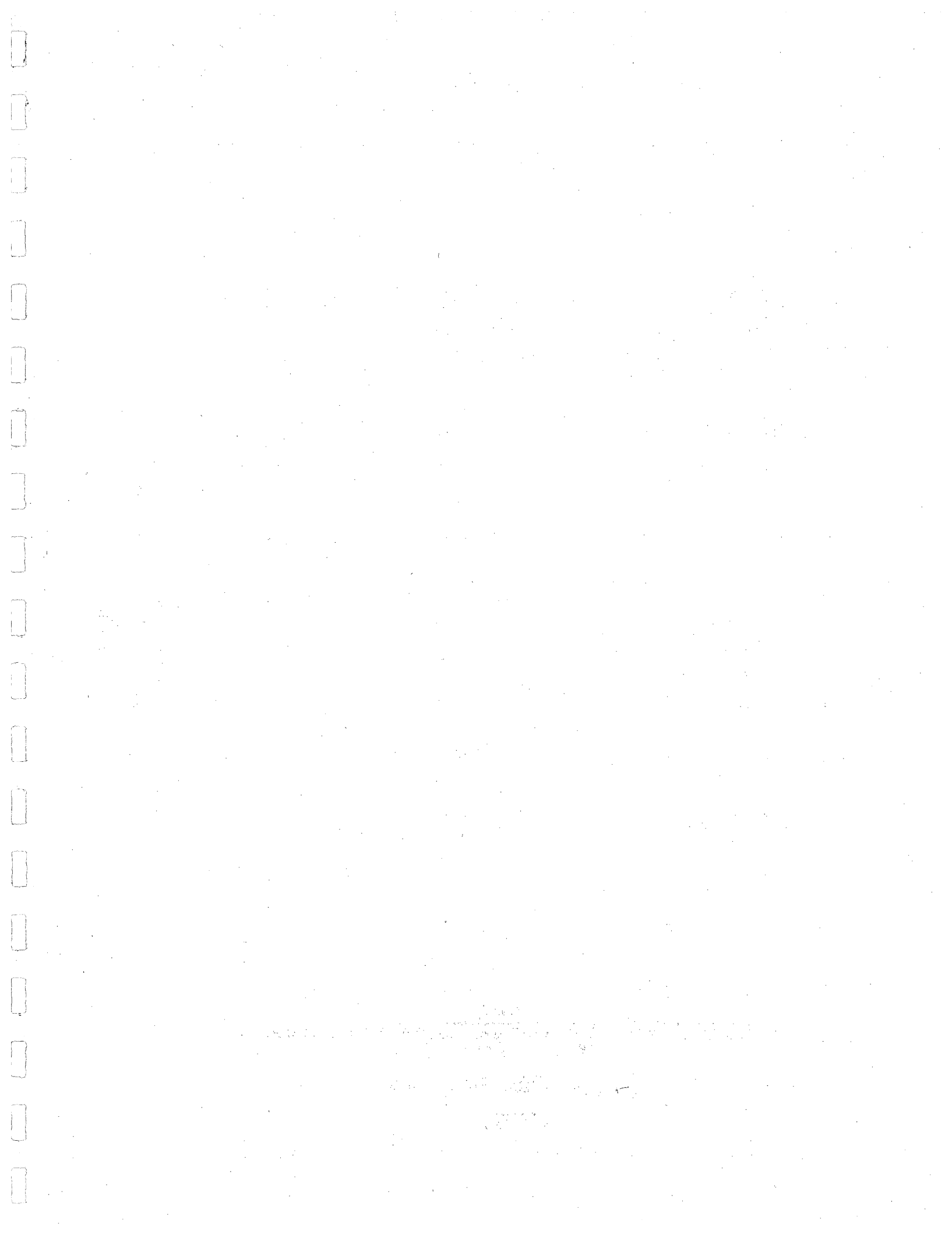
TABLE 8

NEWARK TRANSPORTATION STUDY

ORIGINS AND CARRIER OF  
2:00 P.M.-6:00 P.M. EXPANDED INBOUND TRANSIT PASSENGERS

(1960)

<u>Origin Zone</u>	<u>Bus</u>	<u>CNJ</u>	<u>PRR</u>	<u>H&amp;M</u>	<u>Total</u>
400	-	14	-	-	14
401	-	30	-	-	30
District 40 Total	-	44	-	-	44
470	-	10	-	-	10
District 47 Total	-	10	-	-	10
492	-	-	12	-	12
District 49 Total	-	-	12	-	12
801	7	-	-	32	39
802	-	40	-	-	40
803	49	197	-	-	246
805	357	-	-	242	599
District 80 Total	413	237	-	274	924
900	10	-	-	1,547	1,557
901	2,001	-	987	286	3,274
902	7	-	25	13	45
903	-	-	-	87	87
904	17	-	-	5	22
905	9	-	-	-	9
District 90 Total	2,044	-	1,012	1,938	4,994
Grand Total	2,457	291	1,024	2,212	5,984



**TABLE 9**

**OUTBOUND 1980 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS**

Destination District	Origin District															
	1	2	3	4	5	6	7	8	9	10	14	15	16	17	18	19
1	232	391	56	5	-	12	24	-	-	10	4	-	20	-	32	-
2	493	727	281	-	46	60	108	-	-	40	8	-	-	10	10	11
3	8	21	20	-	-	-	-	-	-	17	-	-	32	-	-	-
4	17	7	-	-	7	-	-	8	-	-	-	-	10	-	-	-
5	297	111	73	43	10	11	12	-	-	-	-	12	60	-	4	-
6	402	98	86	-	6	58	-	7	-	60	7	27	53	-	-	-
7	738	287	84	10	6	-	-	-	-	5	-	30	40	16	-	-
8	722	151	70	45	18	30	13	10	-	24	-	82	71	-	-	-
9	79	154	43	-	-	-	-	-	-	9	-	15	-	-	-	-
10	253	1,023	233	-	45	22	-	8	-	20	-	6	28	36	102	28
14	408	607	207	-	-	-	-	-	16	28	28	-	-	-	23	-
15	457	1,503	378	7	-	59	35	25	-	169	-	112	57	29	110	26
16	43	893	229	10	27	72	24	85	-	57	-	33	79	-	-	-
17	181	394	113	5	-	14	2	-	28	41	-	27	-	-	-	-
18	482	605	31	-	15	-	-	-	29	42	21	21	-	-	-	-
19	1,024	1,232	62	-	-	-	7	-	25	18	-	9	-	-	43	-
20	864	994	81	-	-	-	-	12	-	62	11	18	12	10	143	31
21	340	898	278	-	-	-	-	-	-	50	33	90	-	-	28	-
22	603	1,473	201	10	-	22	40	7	17	99	10	130	41	-	104	-
23	191	3,038	617	7	50	80	45	62	-	109	5	84	92	-	14	-
24	56	1,665	245	29	50	19	28	20	24	23	-	119	87	7	6	-
25	315	1,550	499	-	31	9	20	17	29	46	-	62	80	78	4	-
26	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	236	195	44	-	-	-	3	-	-	10	-	-	-	10	12	8
30	433	649	131	-	-	24	4	-	-	37	-	-	64	79	-	-
31	141	1,845	428	8	22	-	9	48	12	5	8	12	57	50	30	19
32	96	2,386	512	9	50	-	40	-	-	24	-	-	99	12	-	-
40	316	1,160	178	-	3	12	10	-	5	85	5	15	-	-	14	-
41	39	171	15	-	2	-	-	-	-	-	-	-	-	3	-	-
42	50	140	76	-	-	-	-	-	-	-	-	18	-	-	-	-
43	30	162	127	-	-	-	-	10	-	-	-	-	-	3	-	-

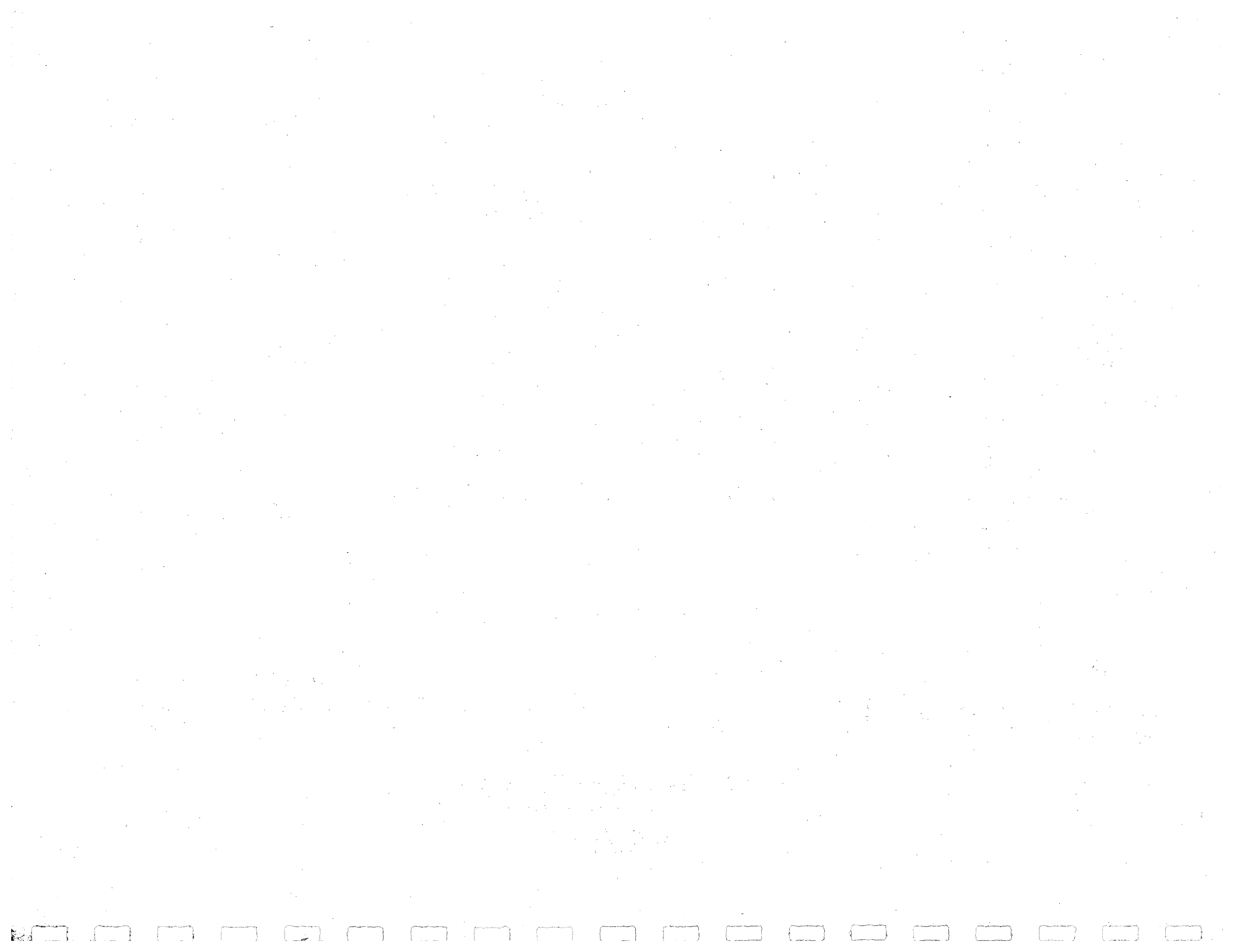


TABLE 9--Continued

OUTBOUND 1980 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District																
	20	21	22	23	24	25	26	27	30	31	32	40	43	44	45	46	47
1	31	-	-	4	42	30	-	26	29	-	9	-	-	-	-	-	-
2	31	8	9	37	-	11	-	15	138	-	-	-	-	-	-	-	-
3	-	-	-	19	15	10	-	-	-	6	-	-	-	-	-	-	-
4	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	6	18	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	39	21	8	-	-	-	-	-	-	-	-	-	-	-
7	-	-	7	6	12	39	-	-	11	-	28	-	-	-	-	-	-
8	-	-	-	18	-	47	-	-	-	14	-	-	8	-	-	-	-
9	-	-	-	-	-	23	-	-	-	-	-	-	-	-	-	-	-
10	67	-	6	8	-	27	-	-	5	-	-	-	-	-	-	-	-
14	32	-	7	5	-	-	-	-	-	-	-	-	-	-	-	-	-
15	40	7	8	-	36	-	-	-	22	-	-	-	-	-	-	-	-
16	-	-	-	4	-	-	-	-	92	-	-	-	-	-	-	-	-
17	-	-	6	8	-	7	-	-	16	-	-	-	-	-	-	-	-
18	-	-	14	14	-	-	-	-	-	-	-	-	-	-	-	-	-
19	-	11	-	-	-	18	-	-	15	-	-	-	-	-	-	-	-
20	23	27	19	-	14	13	-	-	11	-	-	2	-	-	-	-	-
21	14	14	64	5	-	-	-	-	-	-	-	-	-	-	-	-	-
22	-	3	102	14	-	2	-	25	25	-	-	-	-	-	-	-	-
23	-	8	10	49	-	6	-	-	33	-	-	-	-	-	-	-	-
24	6	-	-	31	26	14	-	-	7	10	-	10	-	-	-	-	-
25	-	-	4	21	65	32	-	-	166	-	-	6	-	-	-	-	-
26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-
30	-	-	4	44	50	108	-	-	9	-	16	-	-	-	-	-	-
31	-	-	-	-	73	79	-	-	24	28	-	-	-	-	-	-	-
32	-	-	-	-	77	-	-	-	9	-	22	9	-	-	-	-	-
40	-	-	4	-	-	10	-	-	11	-	-	-	-	-	-	-	-
41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-
43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

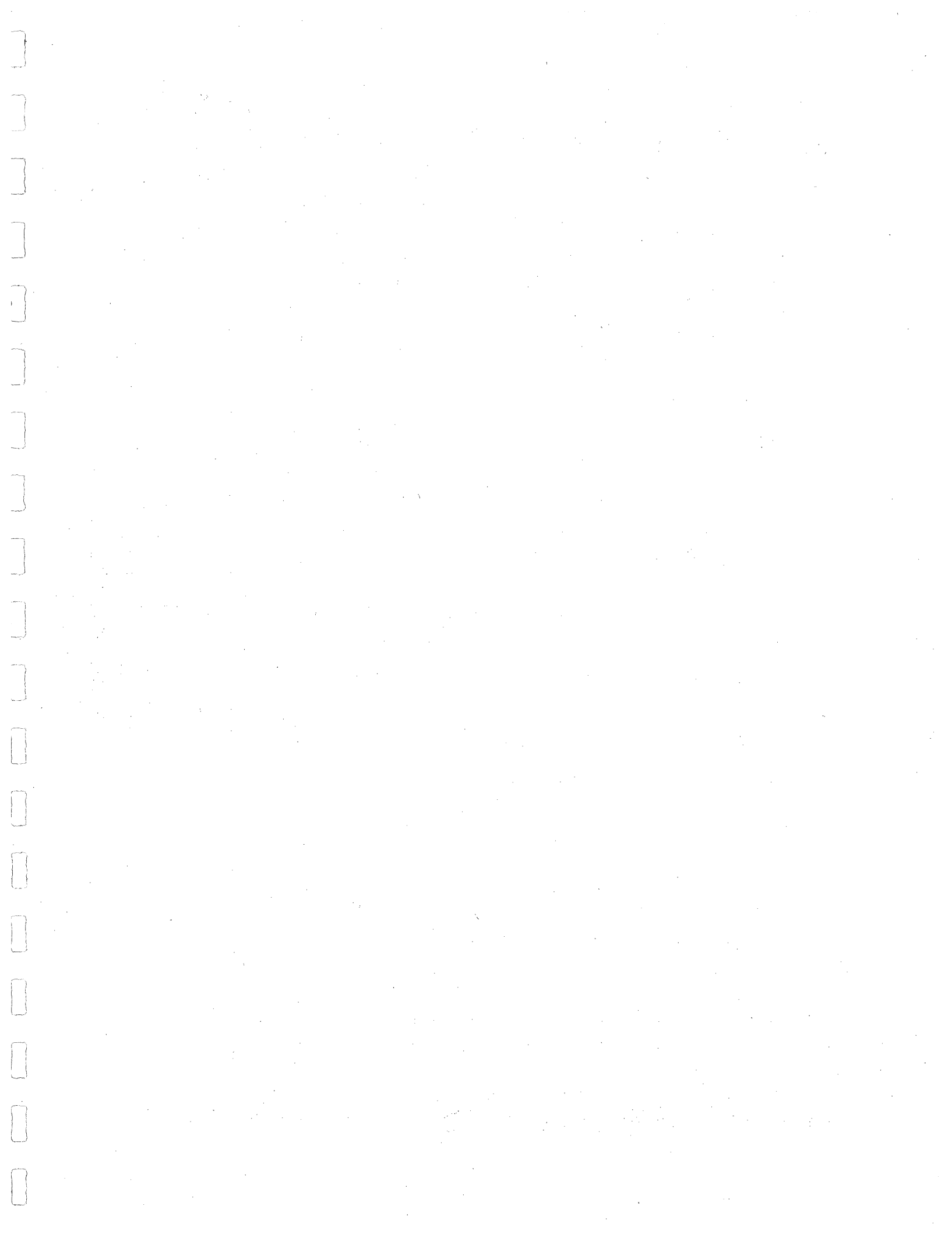


TABLE 9--Continued

OUTBOUND 1980 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District														Total	
	50	52	53	60	62	63	64	70	72	73	80	83	90	93		99
1	-	-	-	28	-	-	-	24	-	-	-	-	-	-	-	1,009
2	12	-	-	-	-	-	-	10	-	-	3	-	-	-	-	2,068
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	657
6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	880
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,319
8	-	-	-	7	8	-	-	-	16	-	-	-	-	-	-	1,354
9	-	-	-	21	-	-	-	-	-	-	-	-	4	-	-	348
10	7	-	-	22	-	-	-	11	-	-	-	-	-	-	-	1,957
14	-	-	-	-	-	-	-	-	-	-	-	-	9	-	-	1,370
15	9	-	-	-	-	-	-	27	-	10	8	-	12	-	-	3,146
16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,648
17	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-	860
18	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,294
19	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,509
20	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,380
21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,814
22	-	-	-	-	-	-	-	15	-	-	-	-	-	-	-	2,943
23	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	4,508
24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,482
25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,034
26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	525
30	-	-	-	29	-	-	-	-	-	-	10	-	-	-	-	1,691
31	-	10	-	-	-	-	-	-	-	-	6	-	-	-	-	2,914
32	-	-	-	-	-	-	-	3	-	-	9	-	-	-	-	3,357
40	-	14	-	6	-	-	-	-	-	-	14	-	-	-	-	1,862
41	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	231
42	-	3	-	7	-	-	-	-	-	-	5	-	-	-	-	304
43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332



TABLE 9--Continued

OUTBOUND 1980 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District															
	1	2	3	4	5	6	7	8	9	10	14	15	16	17	18	19
44	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	136	684	614	6	6	6	10	21	3	6	-	-	3	10	3	-
46	40	117	139	-	-	-	-	2	-	-	-	-	-	3	-	-
47	425	1,395	615	1	47	11	91	47	3	5	3	-	27	17	13	8
48	12	17	3	-	-	-	-	6	-	-	-	-	-	3	-	-
49	-	46	256	-	13	4	-	-	-	3	-	3	-	6	5	-
50	495	4,992	1,606	-	51	76	12	10	17	53	29	119	71	38	43	4
52	506	2,009	359	21	2	-	34	5	2	51	22	24	9	22	5	16
53	60	819	49	-	-	-	-	-	-	1	4	-	18	37	16	-
54	41	309	13	-	1	1	3	3	-	2	-	-	4	6	4	-
55	18	11	10	-	-	-	-	-	-	5	-	-	4	-	-	-
56	-	25	10	-	-	-	-	-	-	-	-	-	-	-	-	-
59	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	702	4,910	1,382	-	-	21	39	12	50	48	-	67	95	117	42	18
61	102	557	138	-	-	-	-	-	-	-	-	-	-	-	8	-
62	-	123	52	-	-	-	-	3	-	-	-	-	-	-	-	-
63	25	381	62	-	3	-	-	10	-	-	-	-	3	6	-	4
64	-	40	1	-	-	-	-	3	-	-	-	-	-	-	-	-
70	959	3,153	481	43	-	-	24	-	-	49	3	16	6	54	129	68
72	16	518	101	-	3	-	-	-	-	1	-	-	-	-	2	-
73	6	83	20	-	-	-	-	-	-	-	-	-	-	-	-	-
79	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-
80	2,066	1,893	463	5	46	9	37	5	2	15	10	113	103	3	9	10
83	179	862	246	-	4	-	-	-	-	9	-	-	-	-	-	-
90	160	2,219	1,394	5	55	16	16	74	5	44	5	5	26	86	50	17
91	11	112	34	-	7	-	5	-	-	-	-	9	-	8	5	-
92	-	15	7	-	-	-	-	4	-	-	-	-	-	-	-	-
93	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	-	5	-	-	-	-	-	7	-	-	-	-	-	-	-	-
Origin Total	15,509	49,850	13,465	269	626	648	695	531	267	1,382	216	1,278	1,351	759	1,013	268

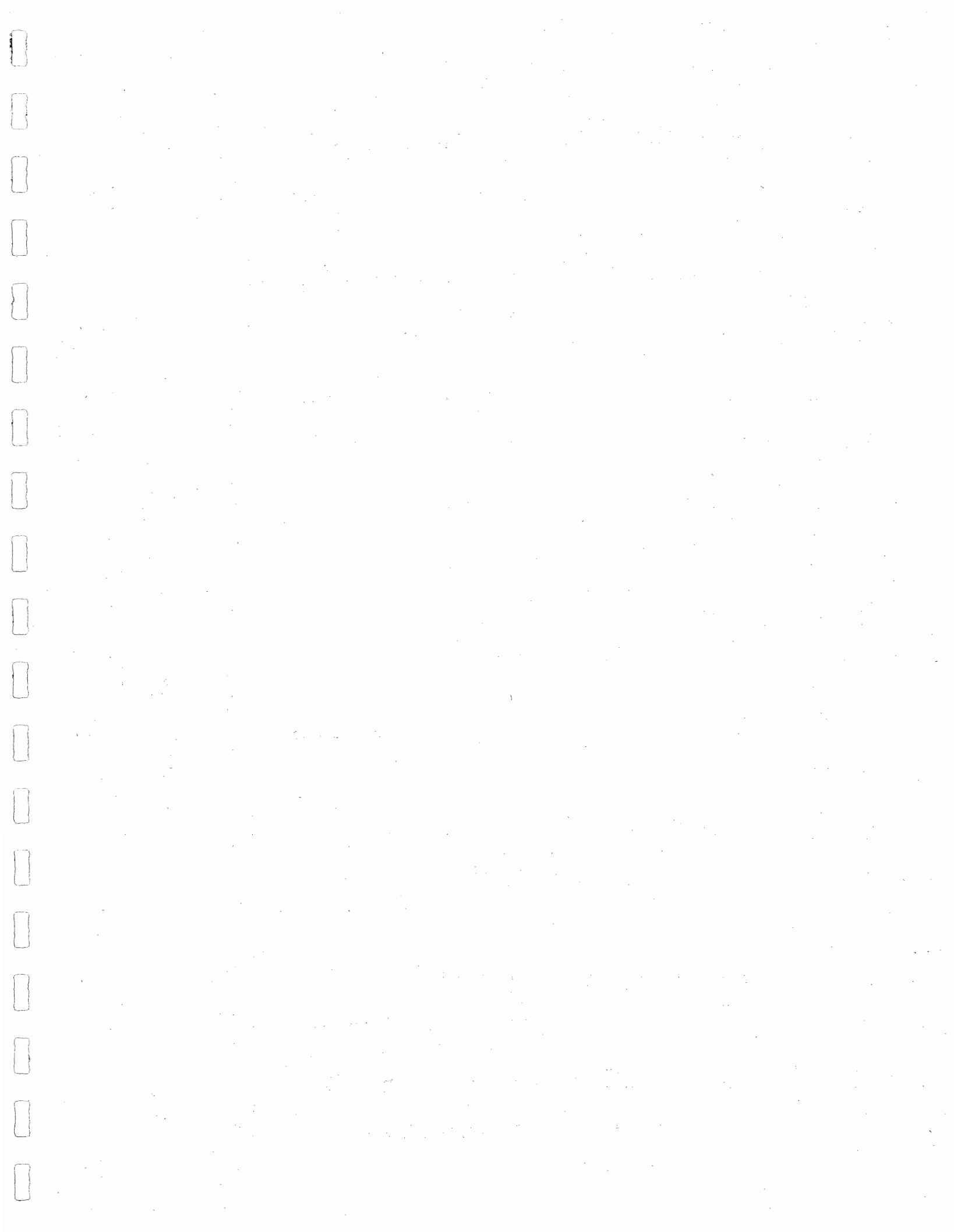


TABLE 9--Continued

OUTBOUND 1980 2:00 P M -6:00 P M  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District																
	20	21	22	23	24	25	26	27	30	31	32	40	43	44	45	46	47
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	-	-	-	3	14	6	-	-	9	3	-	-	-	-	-	-	-
46	-	-	10	-	-	-	-	-	6	-	-	-	-	14	-	-	-
47	-	3	-	-	-	8	-	6	13	-	10	-	-	-	-	-	-
48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	-	12	-	-	-	-	-	-	23	-	-	-	-	-	-	-	-
50	64	41	75	82	47	10	-	-	24	8	9	-	-	-	-	-	-
52	3	-	3	18	-	-	-	-	11	-	-	-	-	-	-	-	-
53	4	-	-	-	-	-	-	-	10	-	-	-	-	-	5	5	-
54	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-
55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
56	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	17	-	-	24	39	196	9	-	154	25	8	20	-	-	-	-	-
61	-	-	-	-	-	-	-	-	5	9	-	-	-	-	-	-	-
62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	4	-	-	5	-	-	-	-	11	-	-	1	-	-	-	-	3
64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
70	6	-	52	3	11	16	6	-	30	61	-	3	-	-	-	-	-
72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
73	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-
79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
80	5	9	2	30	27	27	-	-	9	16	-	-	-	-	-	-	3
83	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
90	5	12	5	10	-	48	-	-	105	6	10	-	-	-	-	6	9
91	-	-	-	-	-	-	-	-	8	5	-	-	-	-	-	-	-
92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Origin Total	384	155	411	501	575	834	15	79	1,047	191	112	51	8	14	5	11	15



TABLE 9--Concluded

OUTBOUND 1980 2:00 P.M.-6:00 P.M.  
DISTRICT TO DISTRICT TRANSIT PASSENGERS

Destination District	Origin District															Total
	50	52	53	60	62	63	64	70	72	73	80	83	90	93	99	
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
45	-	-	-	3	-	-	-	6	-	-	14	-	3	-	-	1,569
46	-	-	-	-	-	-	-	3	-	-	5	-	-	-	-	339
47	4	-	7	7	-	-	-	23	3	-	62	6	6	-	-	2,866
48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41
49	36	6	16	19	-	22	-	17	8	18	2	-	-	3	-	518
50	4	-	-	-	-	-	13	15	-	-	49	-	-	-	-	8,057
52	-	-	-	2	-	-	-	1	5	-	44	-	-	-	-	3,174
53	-	-	-	-	-	-	-	9	-	-	32	-	-	-	-	1,069
54	-	-	2	-	-	-	-	4	-	-	12	-	-	-	4	417
55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
60	5	-	-	15	-	-	-	4	-	-	11	1	5	-	-	8,036
61	-	-	-	7	-	-	-	-	-	-	6	-	-	-	-	832
62	-	-	-	-	-	-	-	-	5	-	-	-	5	-	-	188
63	-	-	-	-	-	-	-	1	-	-	5	-	3	-	-	527
64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44
70	73	-	-	-	-	-	-	19	-	-	-	2	15	-	-	5,282
72	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	644
73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	114
79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
80	14	1	-	7	-	-	-	4	-	-	16	-	-	-	-	4,959
83	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	1,339
90	26	42	-	54	-	9	-	22	-	-	15	12	8	-	-	4,581
91	-	20	-	-	-	-	-	5	-	-	10	-	-	-	-	239
92	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	30
93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
Origin Total	296	104	25	238	8	31	13	223	37	28	367	21	70	3	4	94,003



**NEWARK TRANSPORTATION STUDY**

The New Jersey State Highway Department, the City of Newark and the Bureau of Public Roads would appreciate one minute of your time. Please answer these questions to improve transportation in the Newark area.

WHERE DID YOU START THIS TRIP? STATION.....

City, Town or Borough Address or Well-Known Building

DEPARTURE TIME OF TRAIN..... P. M. ON..... R. R.

WHERE ARE YOU GOING?

City, Town or Borough Address or Street Intersection

WHAT TIME DO YOU EXPECT TO REACH YOUR DESTINATION..... P. M.

HOW WILL YOU COMPLETE THIS TRIP AFTER LEAVING THIS TRAIN?

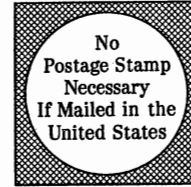
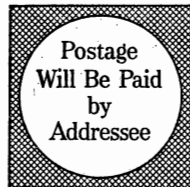
Please circle one or more: Walk to Destination Auto Transfer to Bus Route  
Transfer to..... R. R. and get off at..... Station.

PLEASE CIRCLE THE PRIMARY PURPOSE OF THIS TRIP

Work Business Recreation Shopping Personal Other.....

Please complete this card and deposit it in any U. S. Mail Box. THANK YOU.

O..... T..... D..... T..... C..... P.....

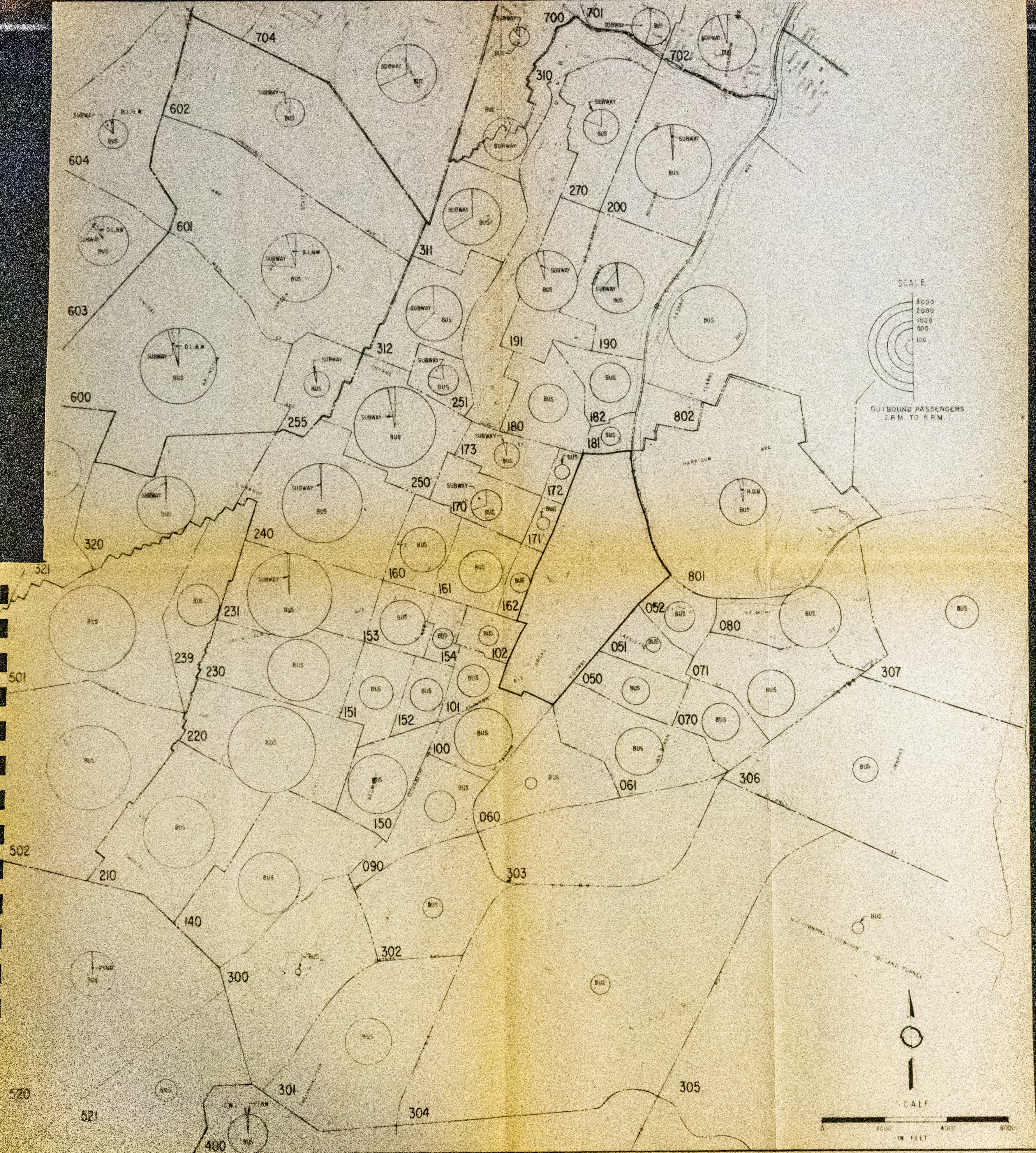


**BUSINESS REPLY MAIL**  
FIRST CLASS PERMIT No. 7289, NEWARK, N. J.

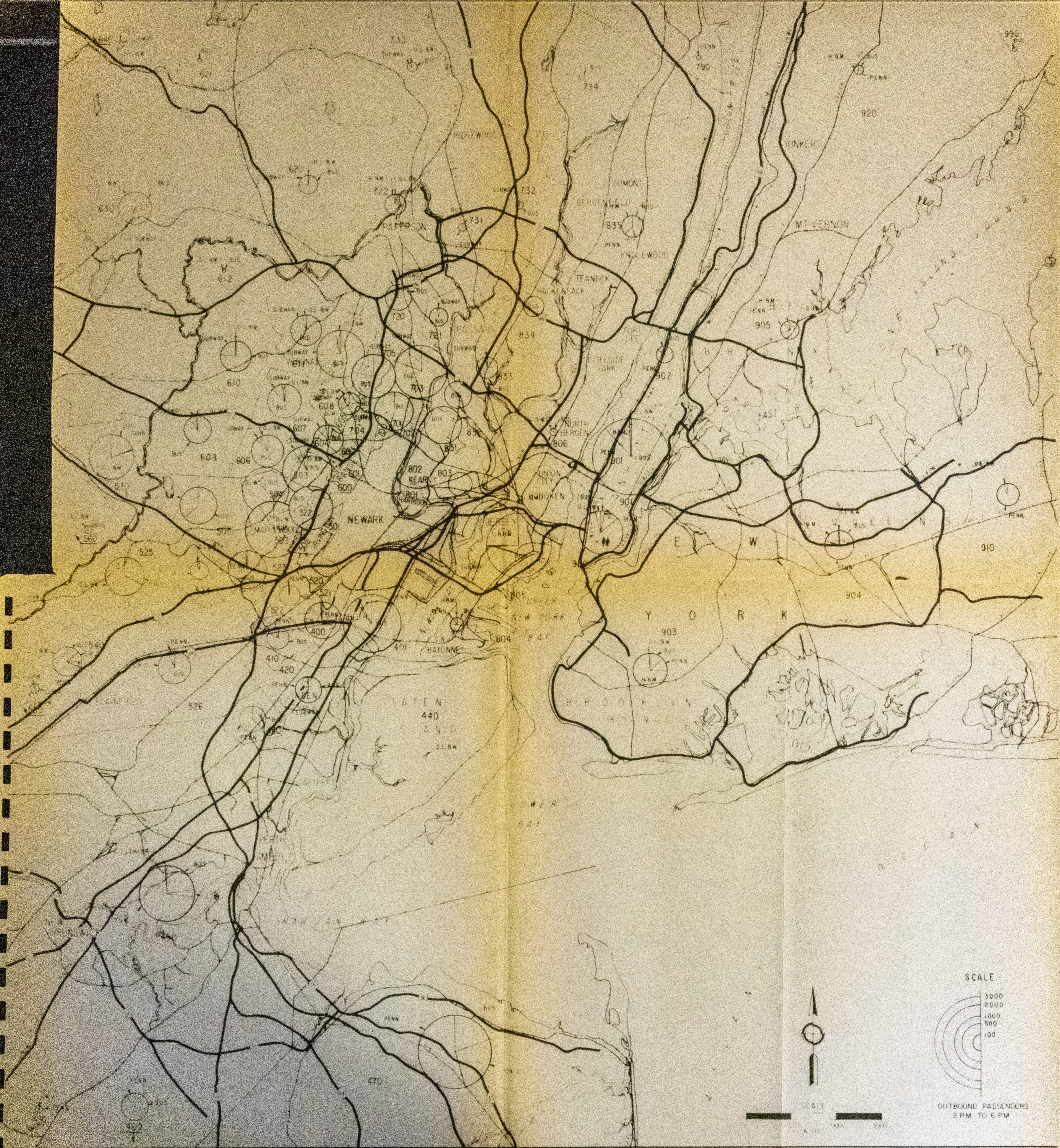


**NEWARK TRANSPORTATION STUDY**  
**BOX 853**  
**NEWARK 1, NEW JERSEY**





DESTINATIONS OF NEWARK TRANSIT PASSENGERS  
NEWARK AND ADJACENT COMMUNITIES



DESTINATIONS OF NEWARK TRANSIT PASSENGERS  
OUTLYING COMMUNITIES



CBD ORIGINS OF NEWARK TRANSIT PASSENGERS

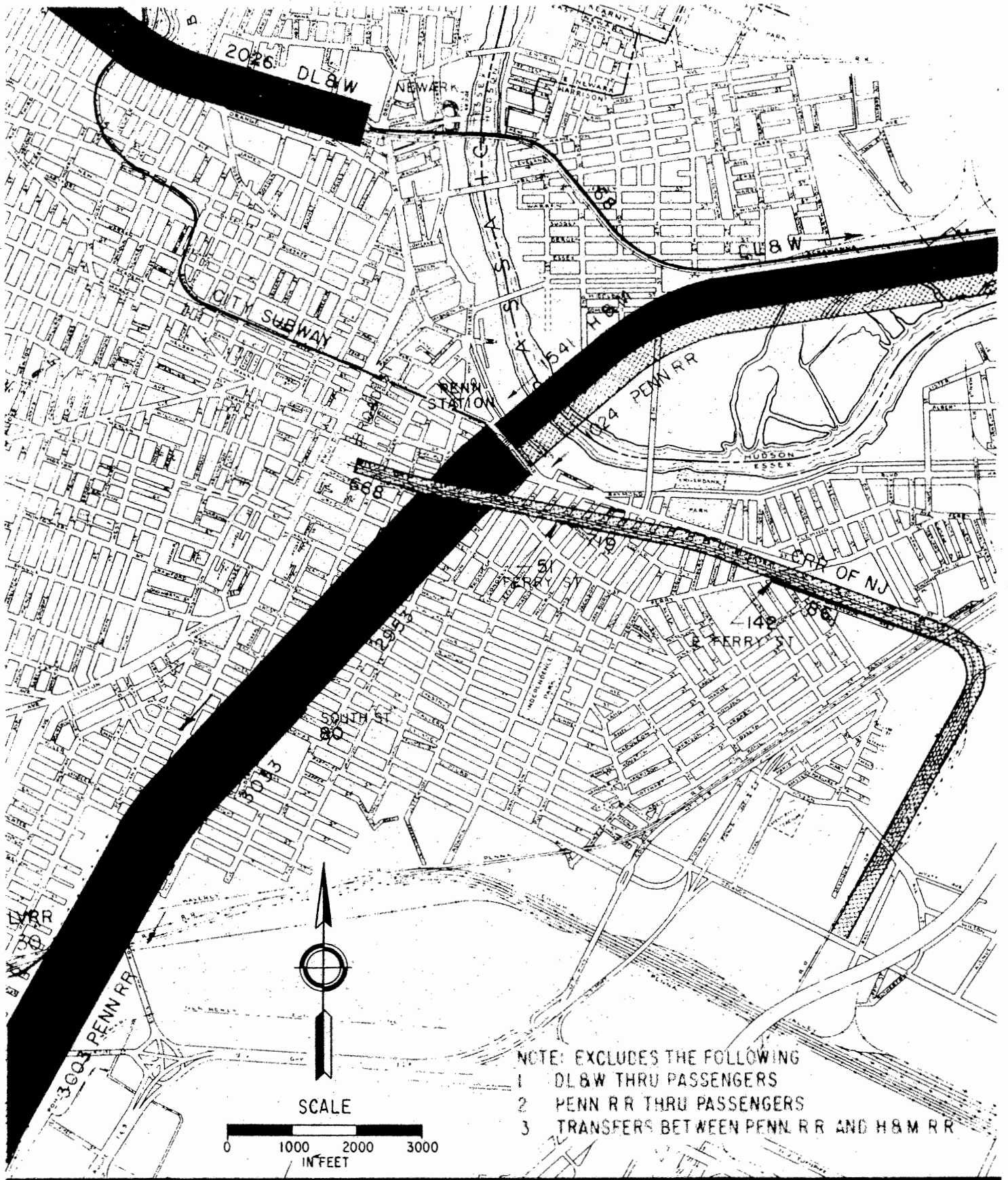


**BUS PASSENGERS LEAVING NEWARK CBD  
2 PM - 6 PM**



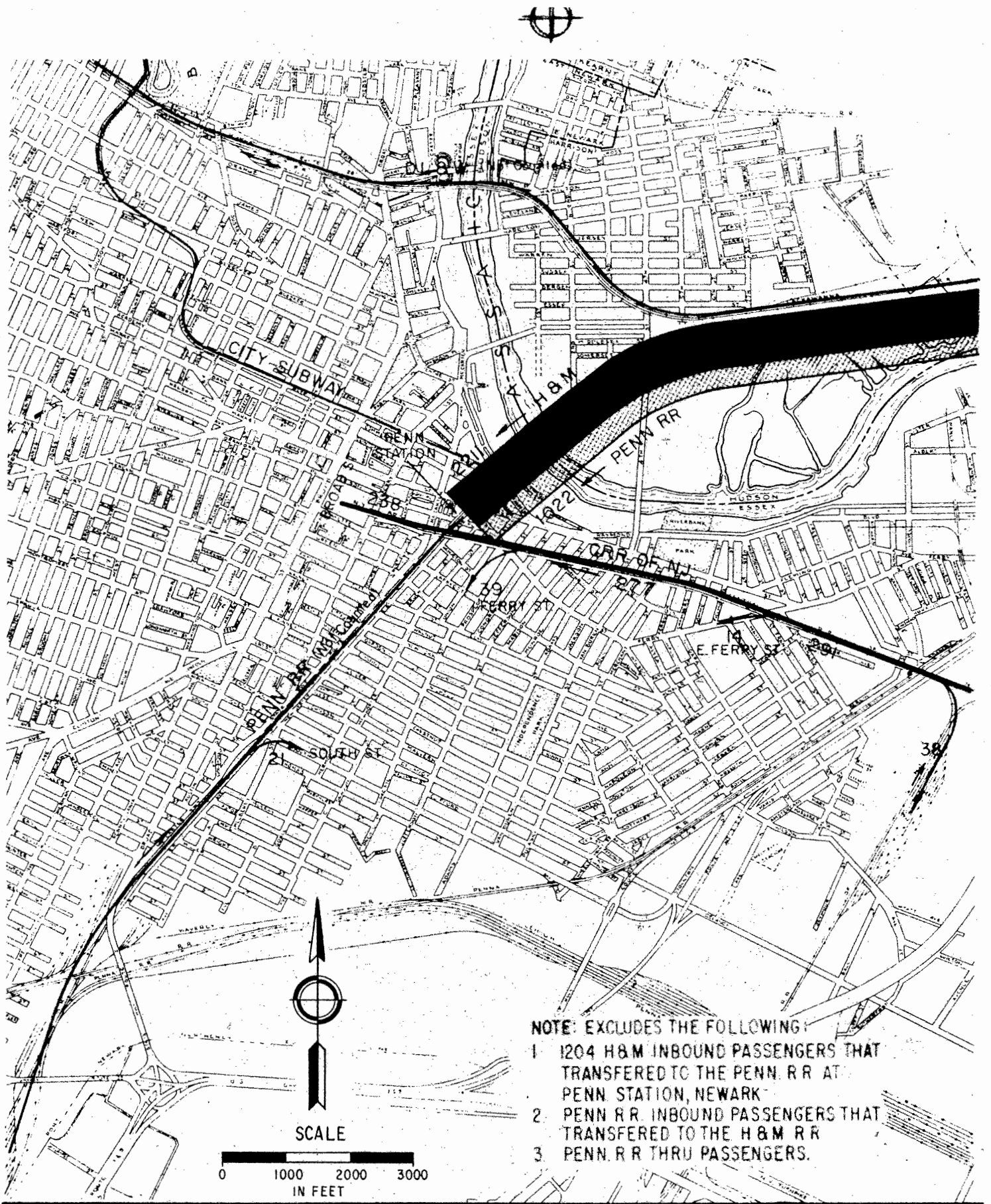
NOTE  
 BASED ON COUNTS TAKEN BY PUBLIC SERVICE CO  
 IN THE FALL OF 1959 AND ADJUSTED COUNTS  
 TAKEN BY THE CONSULTANT IN THE SUMMER OF 1960

BUSES LEAVING NEWARK CBD - 2PM - 6PM



# OUTBOUND RAIL PASSENGERS-2PM-6PM





# INBOUND RAIL PASSENGERS - 2 PM - 6 PM





