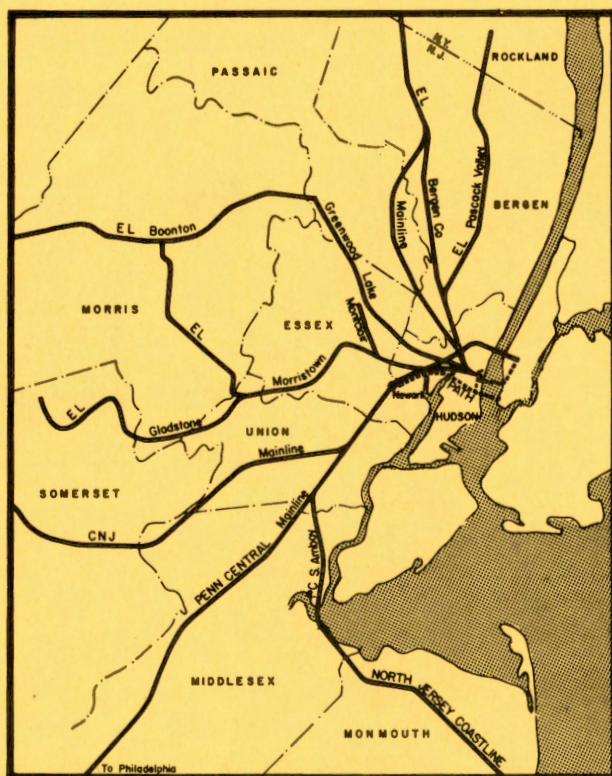


# N. J. RAILROADS PASSENGER SURVEY 1974



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#### USE OF AIRPORTS BY RAIL PASSENGERS

Questions were asked of the rail passengers in the survey regarding the number of departing domestic airline trips they normally made each year from each one of the regional airports. The summarized data indicates that almost 170,000 airline trips were made annually by users of the railroads and the PATH system. If we exclude the PATH local passengers, the railroad riders account for almost 150,000 air trips a year. Over half of all the rail riders made at least one air trip a year. Of those who made air trips, their average frequency was almost four trips a year.

The airport chosen for these trips was predominately Newark Airport which accounts for about 63 percent of all the air trips reported. LaGuardia was second with about 23 percent of the trips and Kennedy the least used with 14 percent of the trips. Note, however, that the air trip data refers to domestic air trips only. It can be seen that the summary totals are somewhat influenced by the Erie Lackawana riders who account for over half the airline trips generated.

Since the Erie Lackawana serves the northern part of New Jersey, a larger percentage of its riders opted for LaGuardia. The other railroads, which have their service territory closer to Newark Airport, understandably show lower LaGuardia percentages.

Reasons For Mode Changes, By Former Mode  
 All Railroads  
 Percent Distribution

	<u>Total</u>	<u>Former Mode</u>		
		<u>Bus</u>	<u>Auto</u>	<u>Other</u>
Strike	10.6	17.4	1.8	22.2
Lower Cost	15.8	15.6	16.6	5.0
Gas Shortage	20.0	2.3	39.8	8.7
More Convenient	11.8	10.8	11.8	24.2
Better Service	13.0	22.5	3.3	11.7
Improved Rail Cars	2.8	3.3	1.8	7.9
Comfort	6.6	10.0	3.6	0.9
Faster Service	2.7	3.9	1.5	2.9
Less Crowded	8.4	7.5	10.1	1.7
Previous Transportation Altered	2.1	0.4	3.9	2.9
Miscellaneous	<u>6.2</u>	<u>6.3</u>	<u>5.8</u>	<u>11.9</u>
	100.0	100.0	100.0	100.0
 Total Passengers	 13 167	 6 675	 6 123	 369

### REASONS FOR MODE CHANGES

Gas shortage stands out among the reasons for switching to rail, accounting for 20 percent of all passengers who changed their mode in recent years. The second most important reason, accounting for nearly 16 percent of passengers who switched, was lower cost of rail. As far as former auto commuters are concerned, this is also connected with the gas shortage and the subsequent increase in gasoline prices. Among other important reasons was convenience, better service and less crowding. Turning to the former mode of the passengers who switched, better service and lower cost of rail were among the leading reasons of former bus passengers. Strike was another important reason and greater comfort and convenience of rail service followed. Among the former auto commuters, gas shortage and lower cost of rail were by far the two most important reasons for change, accounting for well over a half of passengers in this category.

A more detailed analysis of the data indicated that the reasons for switching modes varied over time. In the earlier years the predominant reasons for switching from bus were service oriented, whereas in the most recent years lower cost was a more important reason than service.

Mode Changes by Railroad and Former Mode

	<u>Total Passengers Who Switched Mode</u>	<u>Passengers Who Switched Mode As Percent Of All Passengers Who Replied To Question</u>	<u>Former Mode</u>		
			<u>Bus</u>	<u>Auto</u>	<u>Other</u>
PC	3 621	20.2	39.3	57.7	3.0
CNJ	998	17.1	40.6	56.6	2.7
Reading	45	11.4	13.3	86.7	---
NJCL	2 048	22.0	62.0	35.8	2.2
EL	6 455	21.8	55.1	42.0	2.9
ALL	13 167	20.9	50.7	46.5	2.8

Year of Mode Change

	<u>Number of Passengers</u>
1974	2 613
1973	4 806
1972	2 439
1971	991
1970	768
1969	378
1968 and Earlier	1 172
TOTAL	13 167

## MODE CHANGES

In an effort to determine mode switching in more detail than the six year time frame discussed in the previous section, a question was asked as to whether the rider had ever switched mode for reasons other than moving residence or employment location and if so - when and why did he switch. Almost 21% of all rail passengers were in this category. However, there is some evidence that this may be slightly overstated because some respondents included the temporary changing of modes necessitated by the PATH strike in 1973. There is very little variation between the various railroads as to the percentage of passengers who changed from other modes. Except for Reading, CNJ shows the lowest percentage, 17.1 and NJCL the highest 22.0. More passengers changed from bus (50.6%) than from auto (46.5%). As for individual railroads, NJCL led in attracting former bus passengers while Penn Central and Reading had more switches from auto. In total, 13,167 passengers had switched to the use of the railroads, almost equally distributed between those who switched from bus and those from auto.

Most of the changes in the sample occurred within two years of the survey date. This was the period of gasoline shortage, bus strikes and a rapid escalation in bus fares and gasoline prices - all factors which made rail particularly attractive to commuters. However, patrons who switched recently are likely to predominate in any sample regardless of when taken since those who switched in earlier years are more likely to have already left the system.

A Comparison of 1974 & 1968 Residence & Employment Locations  
 Passengers by Railroad  
 Work Purpose Trips Only  
 Percent Distribution 6 AM - 6 PM

	<u>P=C</u>	<u>CNJ</u> (including Reading)	<u>NJCL</u>	<u>E=L</u>	<u>TOTAL</u>
<u>Employed in 1968</u>					
Residence & Employment Zone Same	30.5	36.2	36.5	38.6	36.2
Change of Residence	14.8	15.1	21.3	15.8	16.3
Change of Employment	17.6	15.3	11.9	14.4	14.8
Change of Residence & Employment	22.2	21.4	20.1	20.4	20.9
<u>Not Employed in 1968</u>	<u>14.9</u>	<u>12.0</u>	<u>10.2</u>	<u>10.8</u>	<u>11.8</u>
	100.0%	100.0%	100.0%	100.0%	100.0%
 Total Passengers	 14 927	 6 142	 9 397	 28 937	 59 403

#### RESIDENCE AND EMPLOYMENT LOCATION CHANGES 1968-1974

In order to measure the general mobility of the railroad rider, passengers were asked to provide data about where they lived and worked in 1968. From this data we see that nearly two-thirds of the current rail users fell into one of the following categories: 1) were completely new to the labor market 2) changed residences 3) changed employment locations or 4) had both moved their residence and were no longer employed at the same location. This latter category contained approximately one out of five of the current rail users. The pattern was quite similar for each railroad, although there were some exceptions. The North Jersey Coast Line, for instance, showed a higher proportion of passengers moving their residences when compared with the other railroads. This is probably because the area it serves, Middlesex-Monmouth, is adding to its population at a faster rate than most others in the region and this has resulted in additional ridership on this railroad.

Of those who had the same residence and employment location in 1968 and were Trans-Hudson travellers, only about 8% said they had used bus or auto to cross the Hudson in 1968. This gives us some indication that location is a prime determinant of mode selection. There are, however, other reasons, as discussed in the following sections.

Occupation of Rail Passengers  
Percent Distribution

<u>Occupation</u>	<u>P-C</u>	<u>CNJ</u>	<u>NJCL</u>	<u>E-L</u>	<u>Total</u>
Managerial/ Administrative	43.0	52.1	51.1	52.7	49.8
Professional/ Technical	32.7	31.3	28.4	27.4	29.5
Salesmen/Sales Clerk	4.4	3.8	5.3	4.8	4.8
Clerical	8.3	7.6	9.1	7.6	8.0
Non-Office Workers	2.6	0.7	2.3	1.0	1.2
Unemployed	0.5	--	--	1.0	.2
Student	6.2	2.9	2.3	4.8	4.3
Housewife	1.5	0.4	0.4	0.5	.8
Retired	<u>0.8</u>	<u>1.0</u>	<u>0.5</u>	<u>0.0</u>	<u>.9</u>
	100.0	100.0	100.0	100.0	100.0

Income Group of Rail Passengers  
Percent Distribution

<u>Income</u>	<u>P-C</u>	<u>CNJ</u>	<u>NJCL</u>	<u>E-L</u>	<u>Total</u>
Under \$7,500	10.2	6.0	4.5	7.0	7.5
\$7,500-\$9,999	7.8	6.2	7.5	5.4	6.5
\$10,000-\$14,999	23.3	19.5	21.6	16.8	19.6
\$15,000-\$19,999	19.7	18.8	19.7	18.4	19.0
\$20,000-\$24,999	14.6	18.9	16.7	16.2	16.2
\$25,000 and over	<u>24.4</u>	<u>30.6</u>	<u>30.0</u>	<u>36.2</u>	<u>31.2</u>
	100.0	100.0	100.0	100.0	100.0

#### OCCUPATION AND INCOME

The occupational classification of the rail riders is tilted very heavily toward the managerial and professional categories. Very few of the riders fall into the non office type classifications. Most of the railroads show similar patterns here with the exception of the Penn Central where the influence of the reverse commuter and intrastate rider can be seen.

As would be expected from the occupational classification, the income classifications are exceptionally high. Almost one third of the passengers fall in the over \$25,000 income classification and almost one half are above \$20,000. Again, most railroads exhibit similar characteristics with the exception of the Penn Central for the reasons noted above.

Residence of Rail Passengers by Railroad  
(Percentage Distribution)

<u>Residences</u>	<u>Peak Period</u> <u>7 - 10 AM</u>					<u>Day</u> <u>6 AM - 6 PM</u>				
	<u>P-C</u>	<u>CNJ</u> <u>&amp; Rdg</u>	<u>NJCL</u>	<u>E-L</u>	<u>Total</u>	<u>P-C</u>	<u>CNJ</u> <u>&amp; Rdg</u>	<u>NJCL</u>	<u>E-L</u>	<u>Total</u>
<u>East of Hudson River</u>										
Manhattan	0.2	-	-	-	-	3.9	-	-	0.5	1.4
Other EHR	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.8</u>	<u>.5</u>	<u>-</u>	<u>0.3</u>	<u>1.0</u>
Total EHR	0.3	-	-	0.1	0.1	6.7	.5	-	0.8	2.4
<u>West of Hudson River</u>										
Rockland	-	-	-	4.4	2.2	0.1	-	-	4.1	1.9
Orange	-	-	0.2	1.9	1.0	0.1	-	0.2	1.8	0.9
E. Bergen	-	-	-	1.5	0.8	0.1	-	-	1.3	0.7
W. Bergen	-	0.1	-	23.0	11.5	0.2	.1	-	21.9	10.2
S. Hudson	0.1	-	-	0.2	0.1	0.2	.3	-	0.3	0.2
N. Hudson	-	-	-	-	-	-	-	-	0.3	0.2
Passaic	0.1	0.1	-	4.8	2.4	0.2	0.1	-	4.8	2.3
Newark	1.3	-	-	0.4	0.5	2.0	-	0.1	0.5	0.8
Other Essex	2.1	-	0.1	21.0	11.0	2.7	.2	0.1	22.3	11.1
Union	19.3	63.6	3.5	10.5	17.1	18.9	63.4	3.1	10.5	17.0
Middlesex	36.5	7.5	6.3	-	10.3	30.4	7.7	6.9	-	10.6
Monmouth	0.6	0.1	81.8	0.1	13.4	0.9	0.1	80.0	0.1	12.2
Morris	0.2	0.1	0.1	25.4	12.7	0.3	0.1	0.1	25.0	11.7
Somerset	4.8	17.9	-	5.0	5.6	4.0	17.5	-	4.7	5.0
Other N.J.	19.0	6.0	8.0	1.6	7.1	15.8	5.9	9.1	1.5	7.2
Other WHR	<u>15.7</u>	<u>4.6</u>	<u>-</u>	<u>0.1</u>	<u>4.2</u>	<u>17.4</u>	<u>4.1</u>	<u>0.4</u>	<u>0.1</u>	<u>5.6</u>
Total WHR	99.7	100.0	100.0	99.9	99.9	93.3	99.5	100.0	99.2	97.6
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Passengers	12 718	6 045	8 803	27 603	55 169	19 641	6 534	9 965	31 149	67 289

#### RESIDENCE OF PASSENGERS

The residence pattern of rail riders follows the origin pattern which in turn is a reflection of the service area of each railroad. The one item of interest here is the small share of riders (2.4%) who are resident east of the Hudson River. They are predominant in the off peak since they are probably returning from work or business and, therefore, riding in the opposite direction of the normal commuter flow.

Of the total passengers surveyed, 89.2% were residents of New Jersey, 5.2% of New York and 5.6% of other states, primarily Pennsylvania. The Penn Central accommodates the majority of non New Jersey passengers.

Trip Purpose by Railroad  
Percentage Distribution  
(6 AM - 6 PM)

	Number of <u>Passengers</u>	<u>To</u> <u>Work</u>	<u>From</u> <u>Work</u>	<u>Bus.</u>	<u>Shop</u>	<u>School</u>	<u>Rec.</u>	<u>Other</u>
<u>Penn Central</u>								
NY destination	14 914	68.7	6.1	10.5	2.8	2.7	3.5	5.7
NJ destination	<u>4 719</u>	69.1	10.9	5.0	1.1	7.5	1.0	5.4
Total	19 633	68.8	7.2	9.2	2.4	3.8	3.0	5.6
<u>CNJ &amp; Reading</u>								
NY destination	4 943	93.1	0.8	2.4	0.7	0.6	1.2	1.2
NJ destination	<u>1 601</u>	92.2	2.3	0.1	---	1.4	1.9	2.1
Total	6 544	92.9	1.1	1.9	0.5	0.8	1.4	1.4
<u>NJCL</u>								
NY destination	7 051	94.7	---	0.8	0.9	2.1	0.7	0.8
NJ destination	<u>2 909</u>	92.5	0.6	0.2	0.2	3.6	1.0	1.9
Total	9 960	94.1	0.2	0.6	0.7	2.5	0.8	1.1
<u>Erie Lackawana</u>								
NY destination	23 223	93.6	0.9	1.4	0.6	1.3	0.7	1.5
NJ destination	<u>7 920</u>	84.2	3.9	0.8	0.7	6.3	0.5	3.6
Total	31 143	91.2	1.7	1.3	0.7	2.5	0.6	2.0
<u>All Railroads</u>								
NY destination	50 131	86.3	2.3	4.1	1.3	1.8	1.6	2.6
NJ destination	<u>17 149</u>	82.2	5.1	1.7	0.6	5.8	0.9	3.7
Total	67 280	85.3	3.0	3.5	1.1	2.8	1.4	2.9

TRIP PURPOSE BY RAILROAD

As we view the trip purpose by railroad, it can be seen that the influence of the long distance riders on the Penn Central Mainline is significant by contributing a large share of business trips to Manhattan and reverse commuting trips on the part of non Trans-Hudson riders.

Trip Purpose by Destination  
Percentage Distribution  
(6 AM - 6 PM)

	<u>To</u> <u>Work</u>	<u>From</u> <u>Work</u>	<u>Bus.</u>	<u>Shop</u>	<u>School</u>	<u>Rec.</u>	<u>Other</u>	<u>No. of</u> <u>Pass.</u>
<u>East of Hudson River</u>								
Battery-Reade/Pk Row	96.6	0.4	1.2	0.4	0.6	0.1	0.7	21 708
Reade/Pk Row-34th St.	75.7	2.7	5.6	4.8	4.8	3.1	3.3	9 542
34th-59th St.	88.1	0.4	6.3	0.7	0.5	1.6	2.4	15 590
Sub Total - CBD	89.7	0.8	3.8	1.3	1.4	1.2	1.8	46 840
Other Manhattan	46.1	15.0	9.1	1.5	7.7	4.2	16.4	2 285
Other EHR	44.1	30.1	3.1	1.6	3.9	8.7	8.5	1 478
TOTAL EHR	86.4	2.3	4.0	1.3	1.8	1.6	2.6	50 603
<u>West of Hudson River</u>								
Bergen, Passaic & North	64.5	14.0	2.8	1.3	10.7	0.0	6.7	540
Hudson	88.7	4.5	0.7	0.3	2.3	1.0	2.5	2 567
Newark	90.2	1.0	1.5	0.3	3.8	0.4	2.8	9 796
Other Essex	62.9	17.7	0.9	1.1	15.1	1.0	1.3	1 419
Union, Middlesex, Monmouth	60.9	14.6	3.5	2.4	13.2	2.0	3.4	1 756
Morris, Somerset	64.5			0.4	9.6	7.8	17.7	270
Other WHR	37.6	23.6	13.4	2.5	5.6	1.2	16.1	338
TOTAL WHR	82.2	5.1	1.7	0.6	5.8	0.9	3.7	16 686
GRAND TOTAL	85.3	3.0	3.5	1.1	2.8	1.4	2.9	67 289

#### TRIP PURPOSE BY DESTINATION

Observing the trip purpose pattern from the point of view of destinations, there is a slightly higher percentage of journey to work trips for the Trans-Hudson riders than for the intrastate riders. The intrastate riders account for more from work and school trips than do the Trans-Hudson riders. It is interesting to note further that the trip purpose for Trans-Hudson riders varies considerably depending on destination location. Almost all trips destined for lower Manhattan are journey to work, whereas the midtown area has 88 percent journey to work trips and the in-between area only 76 percent. About 7 percent of trips to the midtown area are for business and shopping while these purposes account for less than 2 percent of trips destined to lower Manhattan. Less than half of the passengers destined for areas outside the Manhattan CBD are on a journey to work trip.

Trip Purpose by Origin  
Percentage Distribution  
(6 AM - 6 PM)

	<u>To Work</u>	<u>From Work</u>	<u>Business</u>	<u>Shop</u>	<u>School</u>	<u>Rec.</u>	<u>Other</u>	<u>No. of Pass.</u>
Rockland	96.1		1.3	0.1	0.8	0.5	1.2	1298
Orange	95.5		0.3		1.5		2.7	594
East Bergen	100.0							358
West Bergen	95.8	0.5	0.4	0.6	1.6	0.2	0.9	6965
Hudson	60.9	18.8	9.4	10.0				129
Passaic	90.1	1.4	0.9	0.3	5.5		1.4	1444
Newark	25.8	41.4	16.9	3.2	0.1	0.5	0.7	1288
Other Essex	89.0	3.5	2.3	0.9	1.9	0.6	1.8	7271
Union	86.4	2.6	2.9	1.4	2.2	1.6	2.9	11810
Middlesex	84.0	4.5	2.5	0.8	4.4	1.7	2.1	7476
Monmouth	93.9	0.2	0.8	0.8	2.5	0.6	1.1	8161
Morris	89.8	0.4	1.5	0.7	3.7	1.0	2.8	8020
Somerset	90.9	0.6	2.3	0.6	2.2	0.1	2.2	3356
Other New Jersey	76.9	6.8	3.9	2.5	4.0	2.5	3.4	5191
Other	47.4	3.4	23.5	2.7	3.4	5.4	14.3	3928
<b>Total</b>	<b>85.3</b>	<b>3.0</b>	<b>3.5</b>	<b>1.1</b>	<b>2.8</b>	<b>1.4</b>	<b>2.9</b>	<b>67289</b>
Penn Central	68.8	7.2	9.2	2.4	3.8	3.0	5.6	19641
CNJ & Reading	92.9	1.1	1.9	0.5	0.8	1.4	1.4	6534
NJCL	94.1	0.2	0.6	0.7	2.5	0.8	1.1	9965
Erie Lackawana	91.2	1.7	1.3	0.7	2.5	0.6	2.0	31149

#### TRIP PURPOSE BY ORIGIN

Journey to work is the predominant trip purpose. For all railroads, combined journey to work accounts for 85 percent of all trips. On the railroads serving the northern counties of New Jersey, the work trip is even more important, accounting for 95-100 percent of trips. The only substantial trip generator that exhibits considerable other purpose trips is the "Other New Jersey" area located beyond the metropolitan region and served by the Pennsylvania Mainline. It has a significant number of business trips. The trip from work, while a very small share of the total, shows up significantly in Newark and the "Other New Jersey" areas.

Mode Used From Final Disembarking  
Station to Destination  
(6 AM - 6 PM)

<u>Disembarking Station</u>	<u>No. of Pass.</u>	<u>Walk</u>	<u>Auto</u>	<u>Bus</u>	<u>Subway</u>	<u>Other</u>
Penn Station, New York	17 891	36.7%	0.6%	5.0%	50.9%	6.8%
World Trade Center	21 502	93.1%	---	0.4%	6.2%	0.3%
PATH Uptown	10 738	54.7%	0.1%	2.2%	41.6%	1.4%
N.J. PATH Stations	1 296	86.2%	1.0%	10.2%	---	2.6%
Penn Station, Newark	6 526	62.0%	1.9%	13.6%	17.4%	5.1%
E-L Station, Newark	4 220	87.7%	1.4%	9.7%	---	1.1%
Other N.J. Rail Stations	5 107	67.4%	12.3%	13.4%	4.1%	2.8%
<b>TOTAL</b>	<b>67 280</b>	<b>66.8%</b>	<b>1.3%</b>	<b>4.7%</b>	<b>24.3%</b>	<b>2.9%</b>

#### MODE USED FROM FINAL DISEMBARKING STATION

Almost exactly two-thirds of the New Jersey rail riders walked from their disembarking station to their final destination. Nearly 25% used the subway while bus, auto and other modes accounted for the remaining 9% of passengers.

However, a closer examination of the data in the adjacent Table reveals that the mix of egress modes used by rail riders varies considerably by disembarking station. For example, at the PATH World Trade Center Station, more than 93% of the PATH riders walk to their final destinations. In contrast, over 50% of the rail patrons using Penn Station in New York use subway to reach their destinations and only slightly over a third walk. This compares with approximately 34% of commuters and 5.5% of long haul patrons at the Bus Terminal walking to their destinations.

Among those rail riders who disembarked at stations in New Jersey, the proportion of people who walked was also considerable; however, a significant number of patrons indicated that they used bus to travel from the station to their destination. The relatively high use of auto in this latter group reflects a return from work type trip for a reverse commuter.

It should be pointed out that although 67% of all rail riders walk to their destination, a large part of them (those who used PATH as well as CNJ riders to Penn Station N.Y.) already have transferred enroute, so that only about 25% of all the riders make the trip using a single carrier.

TIME OF ACCESS TO STATION (6 AM - 6 PM)

<u>Railroad and Representative Stations</u>	<u>Total Passengers Boarding</u>	<u>Average Access Time in Minutes</u>				
		<u>All Modes</u>	<u>Walk</u>	<u>Bus</u>	<u>Auto Park</u>	<u>Auto Drop-Off</u>
Penn Central	19 641					
Linden	577	16	13	20	17	15
Rahway	1 521	19	16	32	21	16
New Brunswick	1 498	25	19	62	25	21
Jersey Avenue	844	23	19	-	23	16
Princeton Junction	1 736	21	13	16	22	21
CNJ Mainline	6 111					
Cranford	635	17	18	-	17	16
Westfield	1 791	14	20	29	13	12
Plainfield	558	17	21	20	16	15
Dunellen	444	15	18	-	15	13
Somerville	359	22	11	-	24	14
Reading	423					
Hopewell	116	16	5	-	19	12
NJCL	9 965					
South Amboy	631	20	15	18	22	14
Matawan	1 580	18	20	-	19	13
Red Bank	1 536	17	18	20	18	14
Long Branch	413	14	13	11	15	14
Belmar	368	16	18	5	17	15
Erie Lackawana	31 149					
Ridgewood	872	15	16	24	17	14
Allendale	343	11	12	-	11	10
Suffern	575	23	20	-	23	21
Mountainview	263	21	18	37	22	15
Dover	955	22	17	-	24	19
Maplewood	1 007	13	13	-	14	12
Summit	1 706	17	17	31	18	13
Madison	1 288	14	14	-	14	11
Morristown	1 011	19	18	-	22	15
Berkley Heights	662	12	14	-	12	11
Gladstone	283	22	12	-	24	18

#### TIME OF ACCESS TO STATION

The adjoining table gives the average access time, by mode of access, from the origin to a number of representative stations on each railroad. As in the case of access distance, auto access time tends to increase for stations located near the end of the lines and serving less densely populated areas. Another similarity with access distance is the difference between auto time when the car is parked and when the passenger is dropped off. The former access time is consistently longer. Bus access time tends to be longer than other modes but it accounts for a small number of passengers and at many stations does not exist at all. Walking access time rarely touches 20 minutes at its longest and rarely drops under 13 minutes. It is interesting to note that on the whole, for any given station the differences in access time according to mode of access are relatively small.

DISTANCE OF ACCESS TO STATION (6AM-6PM)

<u>Railroad and Representative Stations</u>	<u>Total Passengers Boarding</u>	<u>Average Access Distance in Miles</u>				
		<u>All Modes</u>	<u>Walk</u>	<u>Bus</u>	<u>Auto Park</u>	<u>Auto Drop-Off</u>
Penn Central	19 641	4.3	0.6	2.8	5.5	3.4
Linden	577	2.0	0.5	1.9	2.6	1.6
Rahway	1 521	3.2	0.7	2.3	4.1	2.6
New Brunswick	1 498	4.0	0.6	2.6	5.3	4.1
Jersey Avenue	844	5.3	0.1	1.5	5.4	3.1
Princeton Junction	1 736	5.8	0.6	---	6.3	4.2
CNJ Mainline	6 111	2.1	0.6	2.0	3.1	1.7
Cranford	635	1.4	0.6	---	2.0	1.4
Westfield	1 791	1.6	0.8	1.1	1.9	1.7
Plainfield	558	1.9	0.8	3.0	2.3	1.8
Dunellen	444	2.2	0.4	---	2.9	1.7
Somerville	359	5.2	0.4	---	6.0	2.9
Reading	423	4.6	0.2	0.2	5.5	3.1
Hopewell	116	6.0	0.1	---	7.2	3.2
NJCL	9 965	3.3	0.5	2.5	3.9	2.5
South Amboy	631	5.0	0.4	2.0	5.8	2.9
Matawan	1 580	5.0	0.8	---	5.9	2.7
Red Bank	1 536	3.2	0.7	3.1	3.7	2.8
Long Branch	413	2.0	0.5	---	2.2	2.9
Belmar	368	3.2	0.6	2.5	4.1	2.0
Erie Lackawana	31 149	2.4	0.5	2.2	3.6	2.1
Ridgewood	872	1.7	0.6	1.5	2.8	2.0
Allendale	343	1.7	0.6	---	2.4	1.2
Suffern	575	5.6	0.7	---	6.5	3.8
Mountainview	263	5.7	0.4	5.0	6.2	3.8
Dover	955	6.3	0.6	---	7.2	5.2
Maplewood	1 007	1.2	0.5	---	1.8	1.3
Summit	1 706	2.2	0.7	3.2	2.7	1.9
Madison	1 288	1.9	0.6	---	2.6	1.6
Morristown	1 011	4.3	0.8	---	6.0	3.3
Berkley Heights	662	1.9	0.7	---	2.1	2.2
Gladstone	283	6.2	0.6	---	7.1	4.9

#### DISTANCE OF ACCESS TO STATION

The adjoining table shows the average access distance from the origin to the railroad station by mode of access. The average for each railroad is followed by figures for individual, representative stations. Overall, Penn Central and Reading have the longest average access to station, slightly over 4 miles for all modes and CNJ the shortest, 2.1 miles. As can be expected, walking access shows the least variation and amounts to about 0.6 miles for the major railroads. Bus access distance tends to be less than auto; in many cases the sample is very small. Auto access distance is presented separately for those who park their autos at the station and those who are dropped off. Drop-off access distance is consistently shorter than when the car is parked; this is understandable since this mode of access involves two round trips by auto each day. Another constant pattern is the tendency of access distance to increase for stations situated nearer the end of the lines and, therefore, serving larger, less dense, territories. This is especially true for access which involves parking; drop-off access rarely exceeds 4 miles and indicates the existence of a ceiling beyond which this mode is impractical.

Mode of Access to Station (6AM-6PM)  
Percent Distribution

<u>Railroad and Representative Stations</u>	<u>Total Passengers Boarding</u>	<u>Mode of Access</u>				
		<u>Walk</u>	<u>Bus</u>	<u>Auto Park</u>	<u>Auto Drop-Off</u>	<u>Other</u>
Penn Central	19 641	16.1	4.3	54.3	17.7	7.6
Linden	577	17.0	7.3	54.1	18.0	3.6
Rahway	1 521	15.0	1.2	56.9	24.9	2.0
New Brunswick	1 498	15.4	3.4	47.4	31.7	2.1
Jersey Avenue	844	0.5	0.2	89.8	7.9	1.6
Princeton Junction	1 736	4.7	---	75.3	13.8	6.2
CNJ Mainline	6 111	22.8	0.4	47.0	23.8	6.0
Cranford	635	30.0	---	34.3	31.2	4.5
Westfield	1 791	16.2	0.3	45.3	29.5	8.7
Plainfield	558	21.8	2.0	36.1	32.6	7.5
Dunellen	444	14.2	---	54.2	20.5	11.1
Somerville	359	8.3	---	76.5	13.4	1.8
Reading	423	9.7	0.5	62.8	22.0	5.0
Hopewell	116	14.4	---	65.8	10.8	9.0
N.J.C.L.	9 965	11.3	1.1	66.7	18.3	2.6
South Amboy	631	3.7	0.3	75.1	17.6	3.3
Matawan	1 580	2.6	---	73.7	21.0	2.7
Red Bank	1 536	8.9	4.2	62.8	20.3	3.8
Long Branch	413	17.2	0.5	44.5	27.6	10.2
Belmar	368	12.2	1.1	59.3	19.8	7.6
Erie Lackawana	31 149	28.8	1.1	47.3	21.0	1.8
Ridgewood	872	32.7	1.5	18.4	44.0	3.4
Allendale	343	19.2	---	53.1	23.3	4.4
Suffern	575	9.7	---	71.7	15.1	3.5
Mountainview	263	1.5	0.8	82.5	15.2	---
Dover	955	5.2	---	73.2	20.6	1.0
Maplewood	1 007	39.9	0.2	39.1	20.6	0.2
Summit	1 706	24.5	4.8	36.1	29.8	4.8
Madison	1 288	25.5	---	52.9	20.2	1.4
Morristown	1 011	22.7	---	57.6	18.5	1.2
Berkley Heights	662	9.2	---	65.6	24.0	1.2
Gladstone	283	9.5	---	77.4	12.4	0.7

MODE OF ACCESS TO STATION

Auto is the most prevalent mode of access, ranging from 85% on the NJCL to 68% on the Erie. Walking ranks second and accounts for 29% of the Erie passengers, dropping down to 10% on the Reading. Bus is used by 4% of Penn Central passengers and is unimportant on the other railroads.

In the adjoining table, auto access is split between those who park their cars (which includes passengers in cars that were parked) and drop-offs. The number of riders who park is two or three times higher than the number of drop-offs (the highest proportion of drop-offs is on the CNJ, the lowest on the NJCL) although the variation is much greater for individual stations.

Percent distribution of passengers arriving by auto according to type of arrival is as follows:

	<u>Total Passengers Using Auto</u>	<u>Driver Parked Free</u>	<u>Driver Paid to Park</u>	<u>Passenger in Parked Car</u>	<u>Drop-Off</u>
Penn Central	14 024	26.5%	45.7%	3.4%	24.4%
CNJ	4 327	15.3%	48.9%	2.3%	33.5%
Reading	359	43.6%	30.5%	4.3%	21.6%
NJCL	8 470	28.0%	46.8%	3.5%	21.7%
EL	21 275	30.9%	35.0%	3.5%	30.6%

With the exception of the Reading, passengers who drove and paid for their parking predominate, ranging from 35% on the Erie to 49% on the CNJ. Those who parked free and drop-offs are the two other important groups. As could be expected, the percentage of free parking drivers is low where that of paid parking is high; the CNJ has only 15% of free parkers while on the Erie they account for 31%. This reflects differences in parking facilities available on the railroads. Passengers (other than drivers) in cars that were parked showed little variation between railroads and did not exceed 4% of total auto arrivals.

Destinations of Rail Passengers by Railroad  
(Percentage Distribution)

Destinations	Peak Period 7 - 10 AM						Day 6 AM - 6 PM					
	P-C	CNJ & Rdg	NJCL	Erie-Lackawana		Total	P-C	CNJ & Rdg	NJCL	Erie-Lackawana		Total
				BG,ML(1)	M&E(2)					BC,ML(1)	M&E(2)	
<u>East of Hudson River</u>												
Battery-Reade/Pk Row	21.7	37.4	30.7	60.5	37.0	36.7	16.6	35.8	29.5	56.7	35.2	32.3
Reade/Pk Row-34th St	18.2	10.7	13.8	13.2	9.4	13.0	19.6	11.6	13.7	14.8	9.8	14.2
34th-59th St	<u>33.4</u>	<u>26.2</u>	<u>26.5</u>	<u>14.8</u>	<u>22.4</u>	<u>24.7</u>	<u>28.5</u>	<u>24.9</u>	<u>24.8</u>	<u>15.2</u>	<u>20.7</u>	<u>23.2</u>
CBD Total	<u>73.3</u>	<u>74.3</u>	<u>71.0</u>	<u>88.5</u>	<u>68.8</u>	<u>74.4</u>	<u>64.7</u>	<u>72.3</u>	<u>68.0</u>	<u>86.7</u>	<u>65.7</u>	<u>69.7</u>
Other Manhattan	3.6	1.9	1.6	0.6	1.2	1.8	7.6	2.5	2.0	0.7	1.7	3.4
Other East of Hudson	<u>1.4</u>	<u>0.8</u>	<u>0.7</u>	<u>1.0</u>	<u>0.7</u>	<u>0.9</u>	<u>4.5</u>	<u>1.3</u>	<u>1.2</u>	<u>1.4</u>	<u>1.3</u>	<u>2.2</u>
Total East of Hudson	<u>78.3</u>	<u>77.0</u>	<u>73.3</u>	<u>90.1</u>	<u>70.7</u>	<u>77.1</u>	<u>76.8</u>	<u>76.1</u>	<u>71.2</u>	<u>88.8</u>	<u>68.7</u>	<u>75.3</u>
<u>West of Hudson River</u>												
Bergen, Passaic & North	0.1	-	0.1	3.0	0.1	0.6	0.4	-	-	4.0	0.2	0.8
Hudson	2.0	2.6	2.8	5.1	4.5	3.6	2.0	3.5	3.9	5.4	4.9	3.8
Newark	15.5	18.0	19.9	1.4	19.7	15.2	13.5	17.8	20.4	1.4	18.2	14.5
Other Essex	0.4	0.2	0.4	0.4	3.0	1.2	1.2	0.2	0.6	0.4	5.0	2.1
Union, Middlesex, Monmouth	3.2	1.3	3.5	-	0.9	1.7	4.9	1.7	3.8	-	1.3	2.6
Morris, Somerset	-	0.5	-	-	1.0	0.4	-	0.4	-	-	1.3	0.4
Other West of Hudson	0.5	0.4	-	-	0.1	0.2	1.2	0.3	0.1	-	0.4	0.5
Total West of Hudson	<u>21.7</u>	<u>23.0</u>	<u>26.7</u>	<u>9.9</u>	<u>29.3</u>	<u>22.9</u>	<u>23.2</u>	<u>23.9</u>	<u>28.8</u>	<u>11.2</u>	<u>31.3</u>	<u>24.7</u>
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Passengers	12 718	6 045	8 803	9 551	18 052	55 169	19 641	6 534	9 965	10 275	20 874	67 289

(1) Erie Lackawana - Bergen County line, Mainline, Pascack Valley line

(2) Erie Lackawana - Morristown line, Montclair Branch, Boonton-Greenwood Lake Branch

### DESTINATIONS OF RAIL PASSENGERS

About three quarters of the rail passengers are Trans-Hudson riders, and most of these are destined for the Manhattan Central Business District. The predominant destination is lower Manhattan, accounting for almost one third of all passengers. Manhattan CBD destination areas are slightly more pronounced in the peak period than in the full day. Among the remaining 25% of passengers who have New Jersey destinations, almost 60% are destined for Newark. Thus, considering the entire destination pattern, nearly 85% of all the railroad riders have destinations in a central business district - either Manhattan or Newark.

Regarding the destination pattern of specific railroad lines, it is interesting to note the influence of terminal location and other mode competition. Within the Manhattan CBD, 46% of all the rail traffic destined for the CBD is destined for lower Manhattan and 33% to midtown. On the Penn Central whose terminal is near midtown, the respective shares are 26% and 44%. On the Erie Lackawana's northern branches (Bergen County line, Mainline and Pascack Valley) the respective shares are quite the reverse - 65% and 18%, because there is heavy bus service competition to midtown from these areas. These same branches of the Erie Lackawana have a much lower share of interstate traffic than the other railroads because they have no stations near the Newark CBD.

Origins of Rail Passengers by Railroad  
(Percentage Distribution)

Origins	Peak Period 7 - 10 AM					Day 6 AM - 6 PM				
	P-C	CNJ & Rdg	NJCL	E-L	Total	P-C	CNJ & Rdg	NJCL	E-L	Total
Rockland	-	-	-	4.3	2.2	-	-	-	4.2	1.9
Orange	-	-	-	2.0	1.0	-	-	-	1.8	0.9
Other New York	-	-	-	-	-	-	-	-	-	-
East Bergen	-	-	-	1.3	0.6	-	-	-	1.1	0.5
West Bergen	-	-	-	23.6	11.8	-	-	-	22.4	10.4
South Hudson	-	-	-	0.1	0.1	0.2	-	-	0.2	0.2
North Hudson	-	-	-	-	-	-	-	-	-	-
Passaic	-	-	-	4.7	2.3	0.1	-	-	4.6	2.2
Newark	1.6	-	-	0.3	0.6	5.4	-	0.1	0.7	1.9
Other Essex	2.0	-	0.1	21.2	11.1	1.8	-	0.1	22.2	10.8
Union	19.8	63.2	3.5	10.6	17.3	19.7	64.5	3.2	11.1	17.6
Middlesex	36.9	7.5	6.4	-	10.4	31.8	8.1	6.9	-	11.1
Monmouth	0.6	-	82.1	-	13.2	0.5	-	80.8	-	12.1
Morris	0.1	-	-	25.4	12.8	0.1	-	-	25.6	11.9
Somerset	4.4	17.7	-	5.1	5.5	3.7	17.8	-	4.8	5.0
Other New Jersey	19.6	5.6	7.9	1.4	7.1	18.1	5.7	8.9	1.3	7.7
Other States	15.0	6.0	-	-	4.0	18.6	3.9	-	-	5.8
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
No. of Passengers	12 718	6 045	8 803	27 603	55 169	19 641	6 534	9 965	31 149	67 289

### ORIGINS OF INTERSTATE AND INTRASTATE RAIL PASSENGERS

The origins of passengers west of the Hudson very logically reflect the areas served by the various railroads. Eastern Bergen County and Hudson County have few trips because there are no railroad stations in those areas. The heaviest concentration of rail riders originate in the central part of New Jersey - Essex, Union, Middlesex, Monmouth and Morris Counties. Union County provides the largest share of riders probably because it has the most rail service. Passengers originating in Union County are found on all the rail lines. Interestingly, a significant portion of the riders originate outside the New York Metropolitan region, primarily in Princeton, Trenton and the Philadelphia area served by Penn Central Mainline.

Most of the rail services are highly peaked, carrying the majority of the traffic in the 7-10 AM period. This is particularly true on the Erie Lackawana lines serving the northern counties of Rockland, Bergen and Passaic. The only territories that supply a reasonable amount of off peak traffic are the "Other New Jersey" and "Other States" areas served by the Penn Central Mainline. There is a large segment of intercity business-type traffic from these areas.

# TRANS-HUDSON RAIL PASSENGERS

## 1974 PEAK PERIOD EASTBOUND

7:00 - 10:00 AM

PASCACK VALLEY  
2400

E-L MAIN & BERGEN CO.  
6100

GREENWOOD LAKE - BOONTON  
2520

MONTCLAIR

M & E

10250

12770

21270

NEWARK

8080

HOBOKEN

8820

LOCAL  
570

20280

570

CNJ 4620 & RDG

12450

7510

PC 7950

NJCL  
7710

12770

PENN STATION

9390

33rd ST

19960

WORLD TRADE CENTER

River

Hudson

Manhattan

### LEGEND

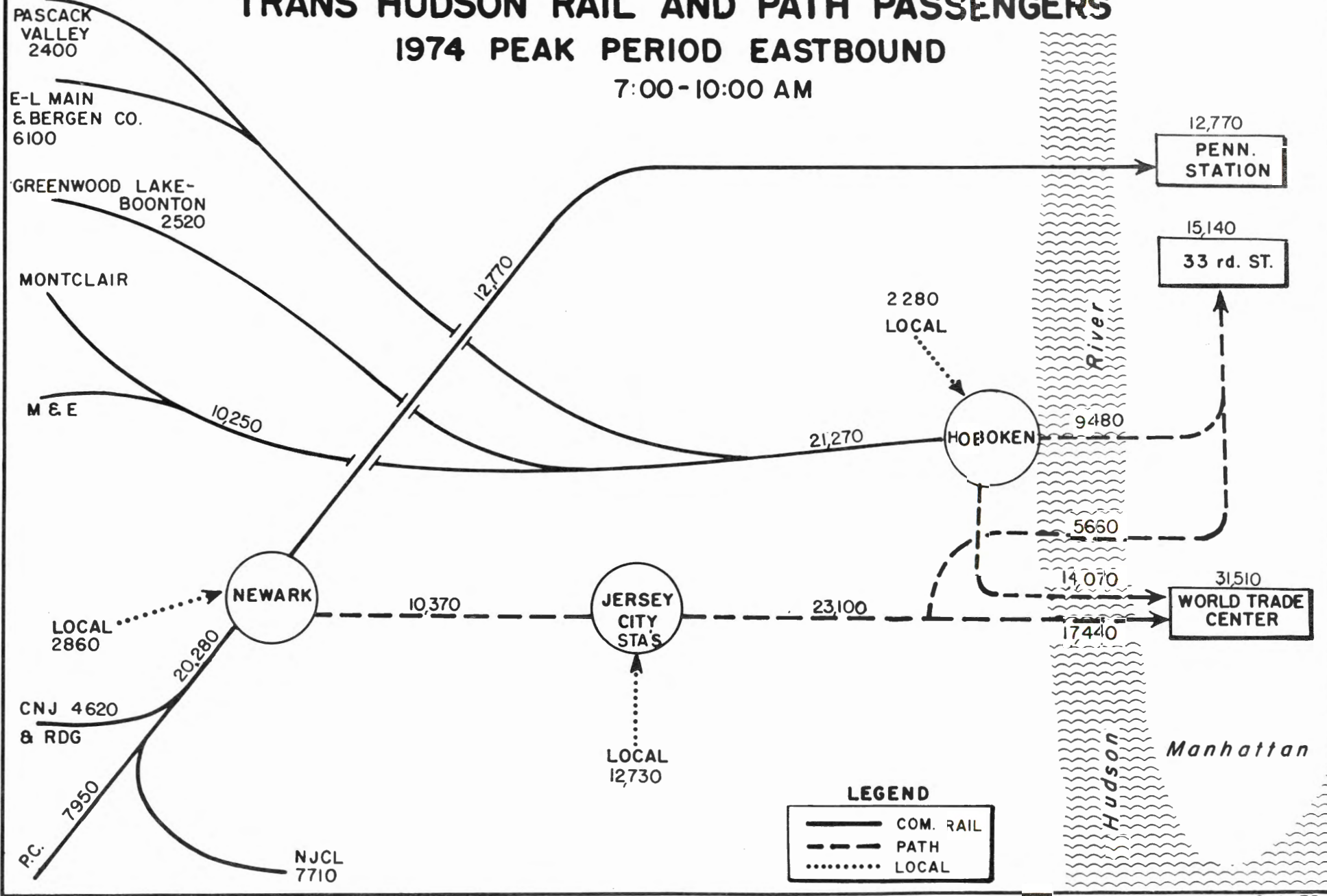
	COM. RAIL
	PATH
	LOCAL

- II -

# TRANS HUDSON RAIL AND PATH PASSENGERS

## 1974 PEAK PERIOD EASTBOUND

7:00 - 10:00 AM



- 10 -

N.J. RAILROAD PASSENGER VOLUMES  
(6 AM - 6 PM)

	Total Boarding	Intra RR	P. Sta. NYC	DISEMBARKING			
				PATH Total	PATH Intra	WTC	PUP
PC Mainline	17 497	3 850	10 645	3 002	263	2 514	225
PC South Amboy	<u>2 136</u>	<u>544</u>	<u>1 039</u>	<u>553</u>	<u>62</u>	<u>451</u>	<u>40</u>
SUB TOTAL	19 633	4 394	11 684	3 555	325	2 965	265
NJCL PC	6 624	1 397	3 646	1 581	129	1 381	71
NJCL CNJ	<u>3 336</u>	<u>1 183</u>	<u>433</u>	<u>1 720</u>	<u>200</u>	<u>1 462</u>	<u>58</u>
SUB TOTAL	9 960	2 580	4 079	3 301	329	2 843	129
CNJ Mainline	6 117	1 312	1 952	2 853	157	2 340	356
Reading RR	<u>427</u>	<u>124</u>	<u>176</u>	<u>127</u>	<u>8</u>	<u>94</u>	<u>25</u>
SUB TOTAL	6 544	1 436	2 128	2 980	165	2 434	381
Erie Lackawana							
Mainline	1 841	357	---	1 484	55	892	537
B. Co. Line	5 563	404	---	5 159	103	3 089	1 967
PV Line	2 868	232	---	2 636	87	1 818	731
Gr. Lk-Boonton	<u>2 827</u>	<u>243</u>	<u>---</u>	<u>2 584</u>	<u>60</u>	<u>1 677</u>	<u>847</u>
SUB TOTAL	13 099	1 236	---	11 863	305	7 476	4 082
Morristown	13 303	4 383	---	8 920	121	4 267	4 532
Montclair	970	424	---	546	12	286	248
Gladstone	<u>3 771</u>	<u>1 400</u>	<u>---</u>	<u>2 371</u>	<u>39</u>	<u>1 231</u>	<u>1 101</u>
SUB TOTAL	18 044	6 207	---	11 837	172	5 784	5 881
SUB TOTAL E-L	31 143	7 443	---	23 700	477	13 260	9 963
TOTAL ALL RR'S	67 280	15 853	17 891	33 536	1 296	21 502	10 738

N. J. RAILROAD PASSENGER VOLUMES  
(7 AM - 10 AM)

	Total Boarding	DISEMBARKING					
		Intra RR	P. Sta. NYC	PATH Total	PATH Intra	WTC	PUP
PC Mainline	10 897	2 248	6 226	2 423	154	2 157	112
PC South Amboy	1 809	424	884	501	42	429	30
SUB TOTAL	12 706	2 672	7 110	2 924	196	2 586	142
NJCL PC	6 230	1 283	3 397	1 550	129	1 360	61
NJCL CNJ	2 571	905	311	1 355	84	1 242	29
SUB TOTAL	8 801	2 188	3 708	2 905	213	2 602	90
CNJ Mainline	5 622	1 153	1 780	2 689	144	2 227	318
Reading RR	427	124	176	127	8	94	25
SUB TOTAL	6 049	1 277	1 956	2 816	152	2 321	343
Erie Lackawana							
Mainline	1 359	202	---	1 157	55	734	368
B. Co. Line	5 498	400	---	5 098	103	3 070	1 925
PV Line	2 691	218	---	2 473	76	1 728	669
Gr. Lk-Boonton	2 827	243	---	2 584	60	1 677	847
SUB TOTAL	12 375	1 063	---	11 312	294	7 209	3 809
Morristown	10 898	3 199	---	7 699	115	3 791	3 793
Montclair	792	330	---	462	6	241	215
Gladstone	3 532	1 286	---	2 246	39	1 205	1 002
SUB TOTAL	15 222	4 815	---	10 407	160	5 237	5 010
SUB TOTAL E-L	27 597	5 878	---	21 719	454	12 446	8 819
TOTAL ALL RR'S	55 153	12 015	12 774	30 364	1 015	19 955	9 394

## SURVEY RESULTS

### PASSENGER VOLUMES

The details of passenger flow during the 6 AM - 6 PM day and the 7-10 AM peak period are shown on following tables. The peak period accounts for most of the traffic and both governs and reflects the service offered. Some branch lines, such as the Erie Lackawana Pascack Valley and Bergen County branches, offer only peak period service. Others, such as the Erie Lackawana Mainline and Greenwood Lake-Boonton lines, and the North Jersey Coast Line, offer only limited off hour service. The Penn Central Mainline, because it includes a share of the longer distance Philadelphia to New York inter city traffic, shows the highest off peak traffic percentage.

The figures in the tables, except for rounding differences of less than ten passengers for the whole rail system, are fully consistent with those used throughout the report.

The flow diagrams show another aspect of the peak period flow - the share of the railroad traffic that crosses the Hudson River. One diagram reflects the total rail traffic, including PATH locals (that is, passengers originating in areas served by PATH and not transferees from the railroads) while the other diagram eliminates PATH locals and is limited to rail commuters transferring to PATH or riding directly to Penn Station New York.

### OCCUPATION AND INCOME

Users of the commuter railroads are heavily representative of the managerial and professional occupations - about 80%. The income profile closely follows the occupation profile. Over 30% of riders have incomes above \$25,000 a year and less than 15% have incomes under \$10,000 a year.

### RESIDENCE AND EMPLOYMENT LOCATION CHANGES

Nearly two thirds of rail patrons were either new to the labor market or had changed the location of their employment, residence or both since 1968, signifying a rapidly changing market of individuals using these rail services.

### MODE CHANGES

About 21 percent of rail passengers had changed from another mode in recent years for reasons other than change in employment or residence locations. Gas shortage was the leading reason for change from auto while better service was a prominent attractor of bus commuters. Of those who switched modes, 51% switched from bus and 46% from auto.

### USE OF AIRPORTS BY RAIL PASSENGERS

Over half of the rail riders make at least one domestic air trip a year. On the average, each air trip maker makes about 4 air trips per year. In total, rail passengers make about 150,000 domestic air trips a year. Almost two thirds were made from Newark Airport while LaGuardia accounted for 23%, and Kennedy lagged in third place.

### ACCESS DISTANCE AND TIME

Average access distance to the railroad stations is between 2 and 4 miles. Since this includes walking, averaging about 0.5 miles, driving access is characterized by longer distances. The passengers who park their cars drive over longer distances and have longer access times than those who are dropped off although the access time differences between walking, driving and parking, and driving and being dropped off are rather small for most individual stations. In both distance and time there are significant differences between stations depending on density of the area served.

### MODE OF DISTRIBUTION FROM TERMINALS

More than two thirds of rail passengers walked from the rail terminal to their final destination and nearly 25% used the New York City subway. Relatively few used bus, auto or other modes to reach their final destination. There were rather wide differences depending on the terminal. Thus, more than 93% of PATH riders disembarking at the World Trade Center walked to their destinations as against only 37% of Penn Station patrons. It should be noted, however, that all commuter railroad riders on the PATH system had already transferred modes once.

### TRIP PURPOSE

Trip purpose is predominantly journey to work, accounting for 85% of all trips. It ranges from well over 90% on the commuter railroads down to 68% on the Penn Central which has a significant number of business and other types of trips.

### RESIDENCE

Residences of rail passengers correspond closely to trip origins. The only exception is a number of riders (2.3%) with east of the Hudson River residences who are mostly reverse commuters.

## HIGHLIGHTS

### PASSENGER VOLUMES

The survey covered eastbound rail passengers, both interstate and intrastate, and was taken on a weekday between 6 AM and 6 PM. Trans-Hudson passengers accounted for about 75% of the total. Most trips were made in the 7-10 AM peak period; availability of off-peak service is limited on many branches. Relatively few passengers use the railroad as their only mode. Most transfer to PATH or the New York City subway before reaching their final destinations. This is especially true for Trans-Hudson passengers.

### ORIGINS AND DESTINATIONS

Origins of passengers West of the Hudson correspond to the areas served by the railroads. Thus, most trips originate in the central part of New Jersey. On the Penn Central there is a large number of riders from outside the metropolitan region.

Most Trans-Hudson passengers are destined for the Manhattan CBD and most intra-state passengers for the Newark CBD. Lower Manhattan is the destination of one third of all passengers.

### MODE OF ACCESS TO STATION

Auto predominates as the means of access to the station. It accounts for 68% to 85% of the total, depending on the railroad, while walking accounts for most of the remainder. Among those who use auto, pay parkers outnumber free parkers while 20% to 30% are dropped-off passengers. Car-poolers amount to only 3% and feeder bus riders to only 2%.

## INTRODUCTION

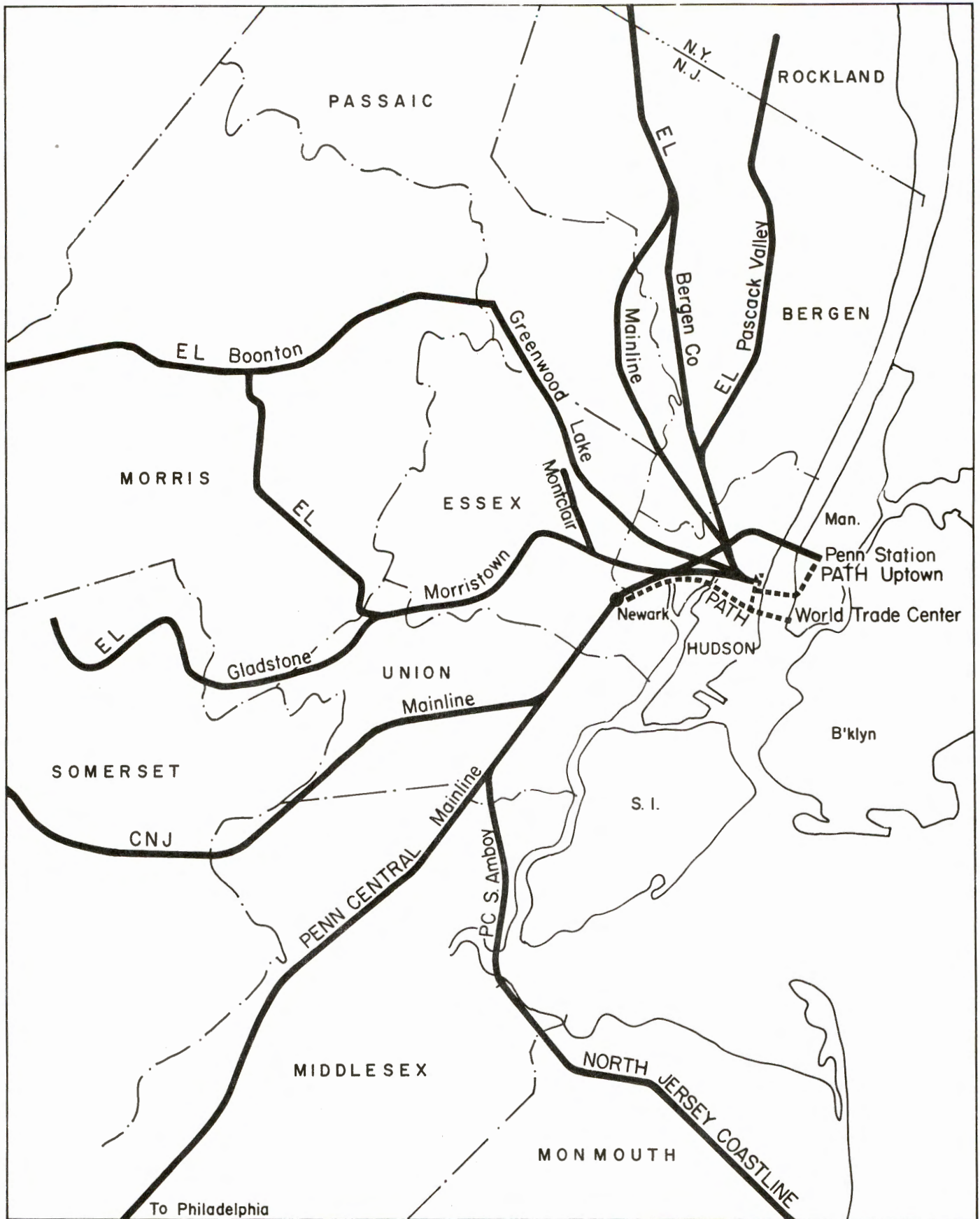
In the Spring of 1974, the Port Authority, with the cooperation of the New Jersey Department of Transportation, the Tri-State Regional Planning Commission and the New Jersey commuter railroads sponsored a comprehensive survey of the New Jersey railroad passengers. This survey covered more than 100,000 rail patrons who were making eastbound trips on a typical weekday. It obtained data describing the patrons' entire trips, not just the rail portion. Information such as mode, distance and time of access to rail stations, parking at stations, mode of distribution at terminals, trip purpose, occupation and income, employment, residence mobility and much more was gathered in addition to the traditional data obtained in an origin and destination survey.

This report summarizes the results of this survey for all passengers boarding Penn Central, Central Railroad of New Jersey, Reading, North Jersey Coast Line or Erie-Lackawana commuter trains. In many cases, data is presented by individual railroad thus showing differences between patrons, facilities and conditions specific for each railroad.

The survey was taken from 6 AM to 6 PM on a weekday, a period during which virtually all of the eastbound passengers board this extensive system. All rail passengers boarding as far South as Philadelphia, including those who rode locally (intra-state), those who transferred to PATH (intra-state and inter-state) and those who disembarked at Penn Station New York (inter-state) were included in the survey. With a few exceptions, passengers who rode PATH, but did not reach PATH by railroad, are not included in this report. A complete report covering all PATH passengers has already been published.



# New Jersey Railroads





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**N. J. RAILROADS  
PASSENGER SURVEY**

**1974**

The Port Authority of New York and New Jersey  
Planning and Development Department  
Passenger Research Section

Annual Domestic Airline Trips From  
Airports Made By Rail Riders

<u>Railroad</u>	<u>JFK</u> %	<u>LGA</u> %	<u>NWK</u> %	<u>TOTAL</u> %	<u>Air Trips</u>	<u>Average Trips Per Year</u>	<u>% Of Total Rail Riders Who Make Air Trips</u>
Penn Central	15.3	22.7	62.0	100	( 28680)	3.0	47.8
CNJ	10.8	18.0	71.2	100	( 17760)	4.5	64.6
Reading	15.4	18.3	66.3	100	( 760)	3.8	47.3
NJCL	13.4	19.0	67.6	100	( 20780)	3.9	53.7
Erie Lackawana	12.8	26.3	60.8	100	( 79100)	4.2	59.9
PATH (local)	20.1	17.7	62.2	100	( 21600)	1.3	41.8
TOTAL	14.0	22.8	63.2	100	(168700)	3.1	50.7
TOTAL excluding PATH	13.1	23.6	63.1	100	(147100)	3.9	55.7



APPENDIX

Survey Questionnaires

Passenger Volumes 7-10 AM  
Passenger Volumes 6AM - 6 PM

Zone Map of New Jersey  
Zone Map of the Manhattan CBD

Origin and Destination Matrix 7-10 AM  
Penn Central  
CNJ  
Reading  
NJCL  
Erie-Lackawana  
All Railroads

Origin and Destination Matrix Off Peak  
Penn Central  
CNJ  
NJCL  
Erie-Lackawana  
All Railroads

Origin and Destination Matrix 6AM - 6 PM  
Penn Central  
CNJ  
Reading  
NJCL  
Erie-Lackawana  
All Railroads



### SURVEY QUESTIONNAIRES

Four versions of questionnaires were used in the railroad survey. Two types of questionnaires were distributed to passengers boarding at various stations other than Penn Station, Newark while a different set was used at Penn Station, Newark. Each set had identical initial questions but differed in some of the more detailed ones, thus providing two separate samples. This made it possible to ask a larger number of questions without making the questionnaire excessively long.

On the next two pages the entire questionnaire used at stations other than Penn Station, Newark, is reproduced. The following page shows that part of the other questionnaire in this set which differs from the first one. The same procedure is used for reproducing the Penn Station, Newark questionnaire.

New Jersey Railroad Passenger Survey 1974

Nº 46754

A

Your help is needed so that the State of New Jersey can plan for new and improved rail passenger services. Please take a few minutes and answer the following questions in this survey.

In order to ensure the success of this survey, each passenger should complete the questionnaire and either place it in the containers provided at the stations or drop it in any U.S. Mail Box. Do not fill out more than one questionnaire during this survey period, which begins in May.

Thank you for your cooperation.

Commissioner Alan Sagner N.J. Department of Transportation

1a. Where did you start this trip?

Number & Street or Nearest Intersection City State

b. What time did you leave the above place? : A.M. : P.M.

c. Is this your residence?

Yes

No, I live in:

Town, Borough, or City State

2. What is the main purpose of this trip? (Check only one)

- Going to work Shopping
Coming from work Recreation
Company business Other

Transportation Information

Please indicate the means of transportation used on this trip from your origin to your final destination.

3. I boarded my train at (Railroad Station)

Boarding time : A.M. : P.M.

4. About how far is it to the railroad station from where you started this trip? Miles or fractions of a mile

5. I arrived at this station by:

- Auto: Drove & Parked Free; Drove & Paid for Parking; Was passenger in a car that was parked at or near station; Was dropped off by someone
Walking only; Other; Taxi; Bus

6. Will you transfer from this railroad to another railroad or PATH?

- Yes, I will transfer at Station; No, I will leave this railroad at Station; To PATH; To Penn Central; To CNJ; To Manhattan-bound Bus

7. I will then get off at Name of PATH or Railroad Station

8. My final destination is Number & Street or Nearest Intersection City State

9. After leaving the PATH or railroad station I will get to this destination by:

- Walking only; Taxi; NY City Subway; Newark Subway; BMT IRT IND; Local Bus; Other

## Questionnaire A New Jersey Railroad

10a. If you are traveling to or from work is your place of employment the same as your final destination?

- Yes  
 No, I work at:

\_\_\_\_\_ Number & Street or Nearest Intersection      City      State

b. What is your normal work schedule?

Starting time \_\_\_\_\_:\_\_\_\_\_AM      \_\_\_\_\_:\_\_\_\_\_PM

Ending time \_\_\_\_\_:\_\_\_\_\_AM      \_\_\_\_\_:\_\_\_\_\_PM

11. Are you satisfied with the present train schedule?

- Yes  
 No \_\_\_\_\_  
(Specify reason)

12. How often do you make this trip?

- 5 or more times a week       1-3 times a week  
 4 times a week       less than once a week

13. What type of railroad ticket did you use today?

- Monthly       School       12 trip  
 Weekly       Railroad Pass       20 trip  
 One-way or round trip

14. What is your occupational group?

- Managerial/Administrative     Clerical       Student  
 Professional/Technical       Non-office worker     Housewife  
 Salesman/Sales clerk       Unemployed       Retired

15. What is your approximate personal income?

- under \$7,500       \$15,000—\$19,999  
 \$7,500—\$9,999       \$20,000—\$24,999  
 \$10,000—\$14,999       \$25,000 and over

16. Sex:  Male      Age:  under 18       35-44  
 Female       18-24       45-64  
 25-34       65 and over

17. Do you or your family use PATH on weekends?

- Yourself:     Never     Occasionally     Frequently  
Your family:     Never     Occasionally     Frequently

18. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made from the following airports?

\_\_\_\_\_ Kennedy      \_\_\_\_\_ La Guardia      \_\_\_\_\_ Newark

19. Have you switched to rail from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage)

- Yes     No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

---

As you can appreciate, the public transportation field is in a constant state of change. The New Jersey rail lines would like to stay on top of these changes so that services can be modified as rapidly as possible to suit your changing needs. To do this, however, we need to regularly gather opinions and advice from rail passengers who would be willing to respond from time to time to questionnaires on public transportation services. If you are willing to assist in this research effort please give us your name and address below. As a gesture of our appreciation we will send you a booklet entitled "The Energy Challenge: What You Can Do". Thank you.

Name \_\_\_\_\_

Address \_\_\_\_\_

**Questionnaire B New Jersey Railroad**

10a. If you are traveling to or from work is your place of employment the same as your final destination?

- Yes
- No, I work at:

\_\_\_\_\_ City \_\_\_\_\_ State  
Number & Street or Nearest Intersection

b. What is your normal work schedule?

Starting time \_\_\_\_\_:\_\_\_\_\_AM \_\_\_\_\_:\_\_\_\_\_PM

Ending time \_\_\_\_\_:\_\_\_\_\_AM \_\_\_\_\_:\_\_\_\_\_PM

11. Are you satisfied with the present train schedule?

- Yes
- No \_\_\_\_\_  
(Specify reason)

12. Do you prefer to ride in a

- Smoking car
- Non-smoking car
- No difference

13. Was your residence in 1968 the same as today?

- Yes
- No, in 1968 I lived at:  
 \_\_\_\_\_ City \_\_\_\_\_ State  
Number & Street or Nearest Intersection

14. Was your place of employment in 1968 the same as today?

- Yes
- No, I was not employed in 1968
- No, in 1968 I worked at:  
 \_\_\_\_\_ City \_\_\_\_\_ State  
Number & Street or Nearest Intersection

15. Did you travel to work across the Hudson River in 1968?

- Yes  No
- If yes, which one of the following modes did you use then:
- PATH  Bus to Midtown Terminal
- Penn Central  Bus to G.W. Bridge Bus Station
- Auto

16. If you are riding PATH today, when did you start using PATH?

- January 1974 to present
- January 1971 to December 1973
- January 1968 to December 1970
- January 1963 to December 1967
- Prior to 1963

17. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made from the following airports?

\_\_\_\_\_ Kennedy \_\_\_\_\_ La Guardia \_\_\_\_\_ Newark

18. Have you switched to rail from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage)

- Yes  No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

---

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Name \_\_\_\_\_

Address \_\_\_\_\_

Questionnaire A

**Penn Station, Newark  
Passenger Survey  
1974**

A

Your help is needed so that the Port Authority of NY and NJ and the New Jersey rail lines can plan for new and improved passenger services. Please take a few minutes to answer the following questions.

This survey is being conducted at Penn Station, Newark and at all other New Jersey PATH stations. In order to ensure the success of this survey, each passenger is requested to **complete the questionnaire and either place it in the containers provided at the stations or drop it in any U.S. Mail Box.** Do not fill out more than one questionnaire during this survey period, which begins in May.

Thank you for your cooperation.

1a. Where are you coming from?

\_\_\_\_\_  
Number & Street or Nearest Intersection      City      State

b. What time did you leave the above place? \_\_\_\_:\_\_\_\_AM \_\_\_\_:\_\_\_\_PM

c. Is this your residence?

Yes     No, I live at:

\_\_\_\_\_  
Number & Street or Nearest Intersection      City      State

2. What is the main purpose of this trip? (Check only one)

- Going to work       Shopping
- Coming from work       Recreation \_\_\_\_\_  
(Please specify)
- Company business       Other \_\_\_\_\_  
(Please specify)

3a. How did you get to Penn Station, Newark?

- Auto {
- Drove & Parked Free
  - Drove & Paid for Parking {  Daily    Parking Cost \$ \_\_\_\_\_  
 Monthly  
 Annual
  - Was passenger in a car that was parked at or near station
  - Was dropped off by someone
- Walk only       Taxi       Other
- Railroad       Bus \_\_\_\_\_  
Company & Route
- Newark Subway

b. What time did you arrive at this station? \_\_\_\_:\_\_\_\_AM \_\_\_\_:\_\_\_\_PM

4. Will you take:  PATH     Penn Central

5. At which station will you leave the train? \_\_\_\_\_  
Station

6. What is your final destination?

\_\_\_\_\_  
Number & Street or Nearest Intersection      City or Borough      State

7. How will you get from the station to your destination?

- Walk only       Taxi
- NY City Subway BMT IRT IND  Auto  
(Circle one)
- Local Bus       Other \_\_\_\_\_  
(Please specify)

8a. If you are traveling to or from work is your place of employment the same as your final destination?

- Yes
- No, I work at:

\_\_\_\_\_  
Number & Street or Nearest Intersection      City      State

b. What is your normal work schedule?

Starting time \_\_\_\_:\_\_\_\_AM \_\_\_\_:\_\_\_\_PM

Ending time \_\_\_\_:\_\_\_\_AM \_\_\_\_:\_\_\_\_PM

Questionnaire A Penn Station, Newark

9. How often do you make this trip?

- 5 or more times a week     1-3 times a week  
 4 times a week     less than once a week

10. Are you making a round trip within New Jersey on PATH today?

- Yes     No

If yes, at which station do you get on PATH for the other half of the trip? \_\_\_\_\_  
PATH Station

At what time \_\_\_\_:\_\_\_\_AM \_\_\_\_:\_\_\_\_PM

11. What is your occupational group?

- Managerial/Administrative     Clerical     Student  
 Professional/Technical     Non-office worker     Housewife  
 Salesman/Sales clerk     Unemployed     Retired

12. What is your approximate personal income?

- under \$7,500     \$15,000—\$19,999  
 \$7,500—\$9,999     \$20,000—\$24,999  
 \$10,000—\$14,999     \$25,000 and over

13. Sex:  Male    Age.  Under 18     35-44  
 Female     18-24     45-64  
 25-34     65 and over

14. Do you or your family use PATH on weekends?

- Yourself:     Never     Occasionally     Frequently  
Your family:     Never     Occasionally     Frequently

15. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made from the following airports?

\_\_\_\_\_ Kennedy    \_\_\_\_\_ La Guardia    \_\_\_\_\_ Newark

16. Have you switched to PATH or rail from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage).

- Yes     No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

---

As you can appreciate, the public transportation field is in a constant state of change. The Port Authority of NY & NJ and the New Jersey rail lines would like to stay on top of these changes so that services can be modified as rapidly as possible to suit your changing needs. To do this, however, we need to regularly gather opinions and advice from PATH and rail passengers. We would therefore like to identify a group of passengers who would be willing to respond from time to time to questionnaires on public transportation services. If you are willing to assist in this research effort please give us your name and address below. As a gesture of our appreciation we will send you a booklet entitled "The Energy Challenge: What You Can Do". Thank you.

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Questionnaire B Penn Station, Newark**

9. Are you making a round trip *within New Jersey* on PATH today?

- Yes     No

If yes, at which station do you get on PATH for the other half of the trip? \_\_\_\_\_

PATH Station

At what time \_\_\_\_\_ AM \_\_\_\_\_ P.M.

10. Was your residence in 1968 the same as today?

- Yes  
 No, in 1968 I lived at:

\_\_\_\_\_ City \_\_\_\_\_ State

11. Was your place of employment in 1968 the same as today?

- Yes  
 No, I was not employed in 1968  
 No, in 1968 I worked at:

\_\_\_\_\_ City \_\_\_\_\_ State

12. Did you travel to work across the Hudson River in 1968?

- Yes     No

If yes, which one of the following modes did you use then:

- PATH                       Bus to Midtown Terminal  
 Penn Central               Bus to G.W. Bridge Bus Station  
 Auto

13. If you are riding PATH today, when did you start using PATH?

- January 1974 to present       January 1963 to  
 January 1971 to December 1973      December 1967  
 January 1968 to December 1970       Prior to 1963

14. Your answer to the following question is needed in order to help in the planning work now being done in connection with direct PATH rail service to Newark International Airport.

During the past 12 months how many domestic commercial airline trips have you made *from* the following airports?

\_\_\_\_\_ Kennedy      \_\_\_\_\_ La Guardia      \_\_\_\_\_ Newark

15. Have you switched to PATH or rail from some other means of transportation in the past several years for reasons other than a change of residence or a change in place of employment. (Example: strikes, fare changes, improved rail cars, gas shortage).

- Yes     No

If yes: Former means of transportation used \_\_\_\_\_

Year you switched \_\_\_\_\_

Reason for switching \_\_\_\_\_

---

As you can appreciate, the public transportation field is in a constant state of change. The Port Authority of NY & NJ and the New Jersey rail lines would like to stay on top of these changes so that services can be modified as rapidly as possible to suit your changing needs. To do this, however, we need to regularly gather opinions and advice from PATH and rail passengers. We would therefore like to identify a group of passengers who would be willing to respond from time to time to questionnaires on public transportation services. If you are willing to assist in this research effort please give us your name and address below. As a gesture of our appreciation we will send you a booklet entitled "The Energy Challenge: What You Can Do". Thank you.

Name \_\_\_\_\_

Address \_\_\_\_\_

Comments: \_\_\_\_\_

N.J. RAILROAD PASSENGERS BY BOARDING STATION GROUP AND FINAL EXITING LOCATION

PEAK PERIOD (7-10 AM)

BOARDING STATION GROUP	TOTAL ON	OFF N.J.		OFF PENN STA. N.Y.			OFF PATH				
		OTHER STA'S	NEWARK	TOTAL	DIRECT	BY TSF.	TOTAL	N.J. TOTAL	N.Y. TOTAL	WTC	UP- TOWN
<u>PENN CENTRAL MAINLINE</u>											
Newark	543			543	543						
So St-So Elizabeth	736		101	468	466	2	167	12	155	134	21
Linden-Rahway	889	19	216	408	406	2	246	10	236	221	15
Col.-Metro Park	1098	15	277	429	429		377	26	351	337	14
Metuchen-Edison	1375	38	260	699	695	4	378	38	340	310	30
N. Bruns.-Jersey Ave	1646	118	351	697	697		480	32	448	435	13
Princt.Jt.-Princt.	1838	88	213	1112	1112		425	15	410	401	9
Trenton	1615	83	232	1062	1062		238	17	221	214	7
Lvtwn-Fkfd Jct	226	68	28	110	107	3	20		20	17	3
N. Phil-P. Center	931	50	91	698	683	15	92	4	88	88	
TOTAL	10897	479	1769	6226	6200	26	2423	154	2269	2157	112
<u>PC - SOUTH AMBOY BRANCH</u>											
Newark	17			17	17						
So St-So Elizabeth	563	2	59	329	329		173	15	158	144	14
Linden-Rahway	631	9	160	304	304		158	14	144	133	11
Avenel-Woodbridge	255	13	77	89	89		76	9	67	67	
Perth Am-So Amboy	343	38	66	145	138	7	94	4	90	85	5
TOTAL	1809	62	362	884	877	7	501	42	459	429	30
TOTAL PC MAINLINE & SOUTH AMBOY BRANCH	12706	541	2131	7110	7077	33	2924	196	2728	2586	142
<u>NJCL-PC</u>											
Newark	13			12	12		1		1	1	
So St-So Elizabeth	306		27	207	207		72	5	67	46	21
Perth Am-So Amboy	478	5	100	214	214		159	13	146	142	4
Matawan-Hazlet	1205	24	152	621	610	11	408	15	393	380	13
Mdtwn-Little Silver	2208	49	246	1415	1392	23	498	28	470	455	15
Mon-Bay Hd Jct	2020	137	543	928	904	24	412	68	344	336	8
TOTAL	6230	215	1068	3397	3339	58	1550	129	1421	1360	61
<u>CNJ MAINLINE</u>											
Roselle Pk-Garwd	1010	2	292	223		223	493	34	459	392	67
Westfield-Fanwood	2357	17	285	881		881	1174	43	1131	999	132
Netrwd-Grt Ave	911	20	188	299		299	404	22	382	343	39
Dunellen	374	9	79	76		76	210	26	184	153	31
Bdbrk-No. Branch	820	35	184	258		258	343	16	327	287	40
Wh Hs-Phlpsbrg	141	8	33	38		38	62	2	60	51	9
Bayonne Shuttle	9		1	5		5	3	1	2	2	
TOTAL	5622	91	1062	1780		1780	2689	144	2545	2227	318
<u>NJCL-CNJ</u>											
Perth Am-So Amboy	57		16	4		4	37		37	29	8
Matawan-Hazlet	675	8	145	66		66	456	20	436	427	9
Mdtwn-Little Silver	1117	14	326	152		152	625	28	597	592	5
Mon Pk-Bay Hd	722	100	296	89		89	237	35	201	194	7
TOTAL	2571	122	783	311		311	1355	84	1271	1242	29
<u>READING</u>											
TOTAL	427	54	70	176		176	127	8	119	94	25
TOTAL CNJ-READING	8620	267	1915	2267		2267	4171	236	3935	3563	372

N. J. RAILROAD PASSENGERS BY BOARDING  
STATION GROUP AND FINAL EXITING LOCATION  
PEAK PERIOD (7-10 AM)

BOARDING STATION GROUP	TOTAL ON	OFF N. J.		TOTAL	OFF PATH					
		OTHER STA'S	HOBO- KEN		N. J. TOTAL	N. Y. TOTAL	WTC	UP- TOWN	33 ST.	OTHER UPTOWN
<u>ERIE-LACKAWANA</u>										
MAINLINE										
Kingsland-Lydrst	358		33	325	34	291	222	69	38	31
Del-Hawthorne	727	18	37	672	20	652	407	245	162	83
Glen Rk-Suffern	274	108	6	160	1	158	105	54	34	20
TOTAL	1359	126	76	1157	55	1102	734	368	234	134
BERGEN COUNTY										
Rutherford-Pldrvile	602	2	32	568	17	551	347	204	153	51
B'wy Fairlawn-Rdwd	2099	52	108	1939	46	1893	1083	810	575	235
Hohokus-Tuxedo	2333	88	68	2177	34	2143	1377	766	533	233
Harmn-Pt Jrvis	464	41	9	414	6	408	263	145	75	70
TOTAL	5498	183	217	5098	103	4995	3070	1925	1336	589
PASCACK VALLEY										
Moonachie-Rvr Edge	937	11	44	882	26	856	646	210	123	87
New Mlfd-Wstwd	615	29	34	552	22	530	363	167	100	67
Hillsdale-Sp Val	1139	63	37	1039	28	1011	719	292	182	110
TOTAL	2691	103	115	2473	76	2397	1728	669	405	264
GREENWOOD LAKE										
Arl-Glen Ridge	233		12	221	6	215	123	92	49	43
Mont-Little Falls	992	16	22	954	20	934	660	274	173	101
Mt View-Mt Lakes	1072	39	68	965	22	943	624	319	226	93
Denville-Netcong	530	48	38	444	12	432	270	162	99	70
TOTAL	2827	103	140	2584	60	2524	1677	847	547	300
MORRISTOWN										
Har-High Avenue	1335	202	33	1100	12	1088	501	587	445	142
Mt Sta-Short Hills	2967	716	47	2204	34	2170	1011	1159	879	280
Summit	1133	243	10	880	12	868	430	438	314	124
Chatham-Madison	2445	637	37	1771	31	1740	913	827	606	221
Convent-Mrs Plns	1964	596	47	1321	17	1304	684	620	472	148
Mt Tabor-Dover	1054	608	23	423	9	414	252	162	96	66
TOTAL	10898	3002	197	7699	115	7584	3791	3793	2812	981
MONTCLAIR										
Harrison-Newark	18			18		18	5	13	11	2
Other Stations	774	313	17	444	6	438	236	202	149	53
TOTAL	792	313	17	462	6	456	241	215	160	55
GLADSTONE BRANCH										
Nw Prov-Gladst	3383	1198	77	2108	36	2072	1153	919	701	218
Har-So Orange	30			30		30	12	18	7	11
Summit	119	9	2	108	3	105	40	65	48	17
TOTAL	3532	1207	79	2246	38	2207	1205	1002	756	246
TOTAL E-L	27597	5037	841	21719	454	21265	12446	8819	6250	2569

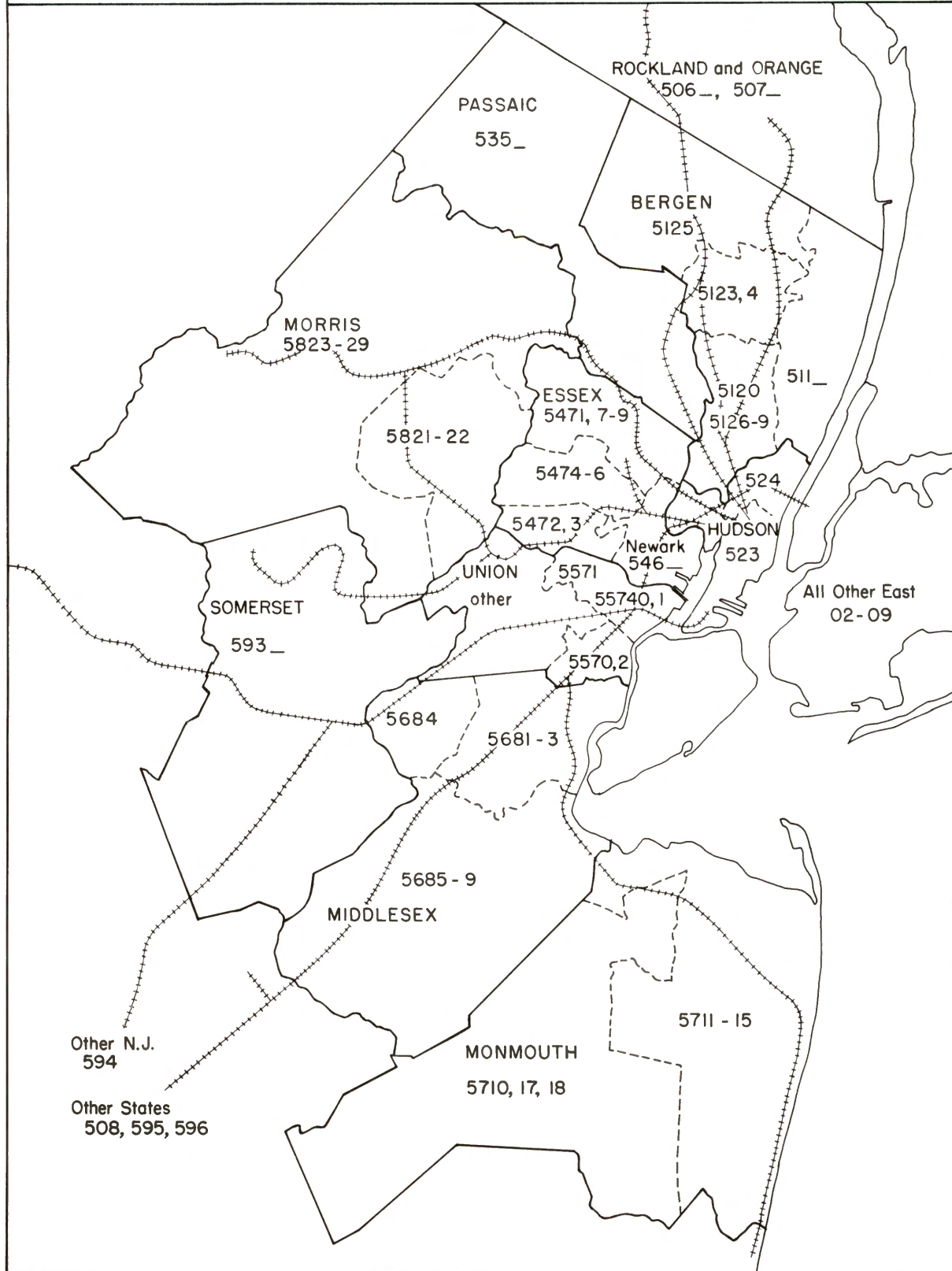
N.J. RAILROAD PASSENGERS BY BOARDING STATION GROUP AND FINAL EXITING LOCATION  
(6 AM - 6 PM)

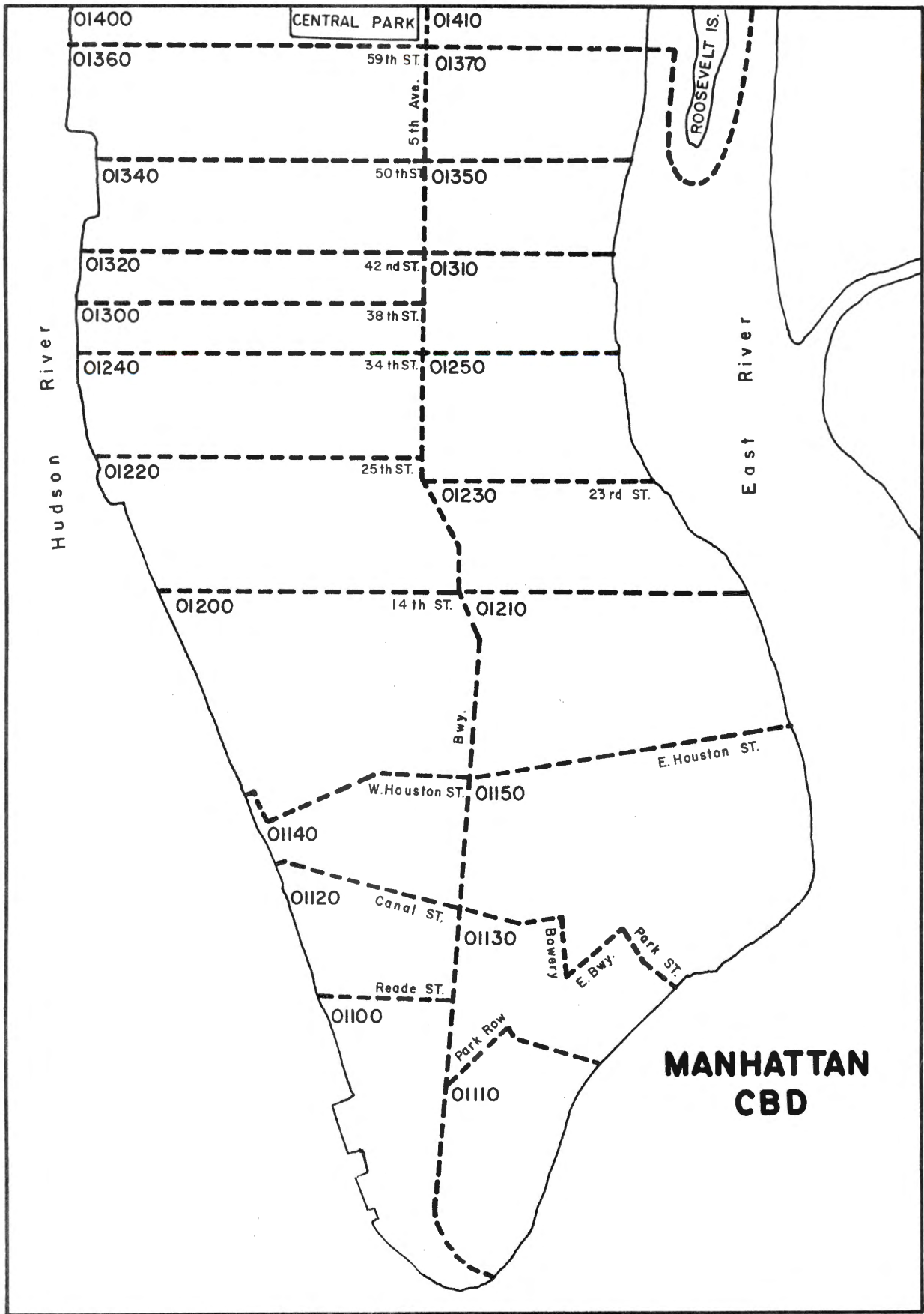
BOARDING STATION GROUP	TOTAL ON	OFF N.J.		OFF PENN STA. N.Y.			OFF PATH				
		OTHER STA'S	NEWARK	TOTAL	DIRECT	BY TSF.	TOTAL	N.J. TOTAL	N.Y. TOTAL	WTC	UP- TOWN
<u>PENN CENTRAL MAINLINE</u>											
Newark	1613			1613	1613						
So St-So Elizabeth	1360	9	169	932	921	11	250	12	238	208	30
Linden-Rahway	1477	78	320	762	757	5	317	40	277	249	28
Col.-Metro Park	1483	30	355	648	648		450	37	413	393	20
Metuchen-Edison	1911	74	356	1007	1003	4	474	58	416	367	49
N Bruns.-Jersey Ave	2382	220	565	1058	1058		539	47	492	464	28
Princt.Jt.-Princt.	2064	88	233	1280	1280		463	20	443	434	9
Trenton	2502	270	440	1466	1465	1	326	27	299	249	50
Lvtwn-Fkfd Jct	226	68	28	110	107	3	20		20	17	3
N Phil-P Center	2479	286	261	1769	1753	16	163	22	141	133	8
TOTAL	17497	1123	2727	10645	10605	40	3002	263	2739	2514	225
<u>PC - SOUTH AMBOY BRANCH</u>											
Newark	18			18	18						
So St-So Elizabeth	719	5	104	420	420		190	15	175	151	24
Linden-Rahway	710	42	162	338	338		168	15	153	142	11
Avenel-Woodbridge	264	21	77	89	89		77	9	68	68	
Perth Am-So Amboy	425	50	83	174	167	7	118	23	95	90	5
TOTAL	2136	118	426	1039	1032	7	553	62	491	451	40
TOTAL PC MAINLINE & SOUTH AMBOY BRANCH	19633	1241	3153	11684	11637	47	3555	325	3230	2965	265
<u>NJCL-PC</u>											
Newark	14			13	13		1		1	1	
So St-So Elizabeth	315			239	239		76	5	71	50	21
Perth Am-So Amboy	494	4	101	231	231		158	13	145	141	4
Matawan-Hazlet	1242	34	152	638	627	11	418	15	403	380	23
Mdtwn-Little Silver	2280	49	259	1474	1451	23	498	28	470	455	15
Mon-Bay Hd Jct	2279	179	619	1051	1026	25	430	68	362	354	8
TOTAL	6624	266	1131	3646	3587	59	1581	129	1452	1381	71
<u>CNJ MAINLINE</u>											
Roselle Pk-Garwd	1097	17	329	229		229	522	41	481	408	73
Westfield-Fanwood	2528	57	320	946		946	1205	44	1161	1022	139
Netrwd-Grt Ave	981	20	188	326		326	447	22	425	376	49
Dunellen	445	9	96	82		82	258	31	227	188	39
Bdbrk-No. Branch	916	50	184	326		326	356	16	340	293	47
Wh Hs-Phlpsbrg	141	8	33	38		38	62	2	60	51	9
Bayonne Shuttle	9		1	5		5	3	1	2	2	
TOTAL	6117	161	1151	1952		1952	2853	157	2696	2350	356
<u>NJCL-CNJ</u>											
Perth Am-So Amboy	186		63	9		9	114	16	98	84	14
Matawan-Hazlet	821	15	190	74		74	542	44	498	483	15
Mdtwn-Little Silver	1287	21	365	183		183	718	33	685	674	11
Mon Pk-Bay Hd	1042	126	403	167		167	346	107	239	221	18
TOTAL	3336	162	1021	433		433	1720	200	1520	1462	58
<u>READING</u>											
TOTAL	427	54	70	176		176	127	8	119	94	25
TOTAL CNJ-READING	9880	377	2242	2561		2561	4700	365	4335	3896	439

N.J. RAILROAD PASSENGERS BY BOARDING  
STATION GROUP AND FINAL EXITING LOCATION  
(6 AM - 6 PM)

BOARDING STATION GROUP	TOTAL ON	OFF N.J.		OFF PATH					OTHER UPTOWN	
		OTHER STA'S	HOBO- KEN	TOTAL	N.J. TOTAL	N.Y. TOTAL	WTC	UP- TOWN		33 ST.
<u>ERIE-LACKAWANA</u>										
MAINLINE										
Kingsland-Lydrst	393		33	360	34	326	249	77	41	36
Del-Hawthorne	856	49	50	757	20	737	433	304	183	121
Glen Rk-Suffern	592	196	29	367	1	366	210	156	105	51
TOTAL	1841	245	112	1484	55	1429	892	537	329	208
BERGEN COUNTY										
Rutherford-Pldrvile	611	2	32	577	17	560	347	213	162	51
B'wy Fairlawn-Rdwd	2133	52	112	1969	46	1923	1092	831	590	241
Hohokus-Tuxedo	2355	88	68	2199	34	2165	1387	778	542	236
Harmn-Pt Jrvis	464	41	9	414	6	408	263	145	75	70
TOTAL	5563	183	221	5159	103	5056	3089	1967	1369	598
PASCACK VALLEY										
Moonachie-Rvr Edge	1005	13	46	946	31	915	687	228	128	100
New Mlfd-Wstwd	650	32	37	581	22	559	383	176	103	73
Hillsdale-Sp Val	1213	65	39	1109	34	1075	748	327	196	131
TOTAL	2868	110	122	2636	87	2549	1818	731	427	304
GREENWOOD LAKE										
Arl-Glen Ridge	233		12	221	6	215	123	92	49	43
Mont-Little Falls	992	16	22	954	20	934	660	274	173	101
Mt View-Mt Lakes	1072	39	68	965	22	943	624	319	226	93
Denville-Netcong	530	48	38	444	12	432	270	162	99	63
TOTAL	2827	103	140	2584	60	2524	1677	847	547	300
MORRISTOWN										
Har-High Avenue	1754	274	99	1381	18	1363	637	726	528	198
Mt Sta-Short Hills	3543	923	55	2565	34	2531	1140	1391	1019	372
Summit	1567	464	20	1083	12	1071	480	591	451	140
Chatham-Madison	2683	753	40	1890	31	1859	966	893	653	240
Convent-Mrs Plns	2401	845	54	1502	17	1485	737	748	577	171
Mt Tabor-Dover	1355	817	39	499	9	490	307	183	109	74
TOTAL	13303	4076	307	8920	121	8799	4267	4532	3337	1195
MONTCLAIR										
Harrison-Newark	106	15	49	42		42	29	13	11	2
Other Stations	864	343	17	504	12	492	257	235	162	73
TOTAL	970	358	66	546	12	534	286	248	173	75
GLADSTONE BRANCH										
Nw Prov-Gladst	3556	1275	86	2195	36	2159	1179	980	750	230
Har-So Orange	76	15		61		61	12	49	24	25
Summit	139	22	2	115	3	112	40	72	52	20
TOTAL	3771	1312	88	2371	39	2332	1231	1101	826	275
TOTAL E-L	31143	6387	1056	23700	477	23223	13260	9963	7008	2955

# ZONES AND CODES FOR RAIL PASSENGER SURVEY









(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SGM	OTH NJ	OTH STAT
					5120				5474	5477	557*			5681		5685	5711	5710		5823		523	508
	506X			5123	512*			5472	5475	5478	*=4)	5570	ALL	5682		5686	TO	5717	5821	TO		524	595
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	59c

DESTINATION

BTTRY-W0111	8.3																					1.4	.3	
R-PR E0111	27.2	-									.3		18.8	.1	2.1							4.7	.9	.1
REACE-W0112	1.1												.6		.1							.4	.1	
P ROW-E 0113	1.6												1.2		.1							.2	.1	
0120 - 0123	2.7												1.9		.2							.6	-	
0114, 0115	.6												.3		.1							.2		
25TH-W0124	4.6										.1		3.0	.1	.2							.8	.3	.1
23RD-E0125	3.2										.1		2.2	-	.1							.7	.1	
34TH-W0131	.3												.2									.1	.1	
38TH-W0132	1.8												1.3		.1							.3		
34TH-E0131	5.0												3.7		.2							.9	.2	
42ND-W0134	3.9												3.0		.2							.6	.1	
42ND-E0135	6.2												4.4		.2	-						1.2	.2	-
50TH-W0136	3.9												2.9		.2							.6	.1	
50TH-E0137	4.7										.1		3.7	-	.2							.6	-	-
N59 014X	1.7												1.3		.1							.2	.1	
OTH E 02-19	.7												.6		.1							.1		
HUD-52XX	2.9										.1		1.6	.1	.5							.4	.2	
NK CBD54611	16.4				.1	.1					.6	.1	10.0		2.0							2.8	.7	.1
OTH NK54612	1.8												1.0		.2							.4	.1	
OTH ES-547X	.2												.1									-	-	
50, 51, 53	-																							
55-59	1.4												.4		.2							.5	.2	.1
ALL ZONES																								
TCTAL	100.0	-				.1	.1				1.4	.1	68.1	.3	7.9	-	.1				.1	17.8	3.7	.4

NUMBER OF PASSENGERS 5622

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MCN	MCR	MORR	MORR	SCM	OTH NJ	OTH STAT
					5120				5474	5477	5571			5681		5685	5711	5710		5823		523	5.8
	506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5682		5686	TC	5717	5821	TO		524	5.95
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	5.96

DESTINATION

BTTRY-W0110	8.3																				1.7	3.8	2.8
R-PR E0111	10.6																				3.1	3.1	4.5
READE-W0112																							
P ROW-E0113	.9																						.9
0120 - 0123	2.1																					.5	1.7
0114, 0115																							
25TH-W0124	9.2																				.5	1.4	7.3
23RD-E0125	5.4																					1.2	4.2
34TH-W0130	1.2																						1.2
38TH-W0132	3.5																					1.2	2.4
34TH-E0131	3.1																				1.2	1.9	
42ND-W0134	.5																				.5		
42ND-F0135	8.3																				1.6	2.6	3.8
50TH-W0136	2.1																				.5		1.7
50TH-E0137	7.1																				.7	2.4	4.0
N59 014X	6.6																				1.2	.7	4.7
OTH E 02-09	1.4																						1.4
HUD-52XX	1.9																					1.4	.5
NK CBD54611	14.7																				3.8	8.3	2.6
OTH NK54612	1.4																					1.4	
OTH ES-547X																							
50, 51, 53	.5																						.5
55-59	11.1																						.7 10.4
ALL ZONES TOTAL	100.0																					14.9	30.5 54.6

NUMBER OF PASSENGERS 423

(PER CENT FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT
						5120				5474	5477	5571			5681		5685	5711	5710		5823		523	508
		506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5682		5686	TO	5717	5821	TO		524	555
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	590

DESTINATION

BTRY-W0110	7.1	-										.1					.6	5.3	.4				.7	
R-PR E0111	21.2	-										.3		-	.2		1.3	16.2	2.2				1.0	
READE-W0112	.9											-					.1	.6	.1				-	
P RCW-E0113	1.0																-	.8	.1				.1	
J120 - J123	1.7	-		-								.2			.1		.1	1.2	-				-	
0114, 0115	.6														-		.1	.4	-				-	
25TH-W0124	7.6							-				.5					.5	5.4	.7	-			.6	-
23RD-E0125	4.4	-										.2					.3	3.4	.4				.1	
34TH-W0130	1.1											-		-			.1	.7	.2					
38TH-W0132	2.0											.1					.1	1.6	.2					
34TH-E0131	5.5								-			.2		-			.3	4.3	.4				.2	
42ND-W0134	3.7											.2		.1			.2	2.8	.2				.1	
42ND-E0135	5.5	-										.3		.1			.3	4.2	.2				.2	
50TH-W0136	4.2											.2		.1			.2	3.2	.3				.3	
50TH-E0137	4.5	-										.1		.1	-		.2	3.7	.3				.2	
N59 J14X	1.6							-				.1					.2	1.1	.1				.1	
OTH E 02-09	.7											-					-	.6					-	
HUD-52XX	2.8											.1					.2	2.1	.1				.5	
NK CBD54611	16.5							-				.2			.1		1.0	12.1	.6				2.5	
CTH NK54612	3.4	.1						-				.1		-			.3	2.3	.1	-			.5	
CTH ES-547X	.4																.1	.3					.1	
50, 51, 53	.1																	.1						
55-59	3.5																	2.9	-				.6	
ALL ZONES TOTAL	100.0	.2		-				-	.1	-		3.0		.5	.4		6.0	75.1	6.7	-			7.9	-

NUMBER OF PASSENGERS 8803

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT	
	506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5681		5685	5711	5710		5823		523	508	
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596	
BTTRY-W0110	10.1	1.0	.3	1.1	1.3	.6	.5	.1	.7	.4	.8	-	.7						1.1	.9	.3	.2	-	
R-PR E0111	30.7	2.3	.6	3.4	3.5	2.1	1.8	-	2.2	1.4	2.4	-	2.7						3.7	2.9	1.2	.5		
READE-W0112	1.0	.2	-	.1	.1	.1	.1	-	-	.1	.1		.1						.1	.1	-	-	-	
P RCW-E0113	2.6	.3	.1	.2	.4	.1	.2	-	.2	.1	.2		.3						.3	.2	.1	-	-	
0120 - 0123	3.9	.4	.1	.2	.5	.2	.3	-	.3	.4	.3		.2						.3	.4	.1	.1	-	
0114, 0115	.9	.1	-	.1	.1	-	.1	-	.1	-	-		-						.1	.1	-			
25TH-W0124	3.1	.2	-	.3	.5	.2	.2	-	.2	.3	.2		.2						.3	.3	.1	.1		
23RD-E0125	3.8	.3	.1	.4	.5	.2	.3	-	.4	.2	.3		.2						.3	.3	.1	.1		
34TH-W0130	.3	-	-	.1	-	-	-	-	.1	-	-		-						-	-	-			
38TH-W0132	1.4	.1	-	.1	.2	.1	-	-	.2	.1	-		.2						.2	.1	.1		-	
34TH-E0131	3.6	.2	-	.3	.3	.1	.2	-	.5	.2	.2		.5						.5	.3	.1	.1	-	
42ND-W0134	3.5	.1	-	.3	.3	.1	.1	-	.4	.2	.2		.6						.7	.3	.2	-		
42ND-E0135	4.3	.1	-	.2	.5	.1	.1	-	.6	.3	.2		.5						.9	.4	.2	.1		
50TH-W0136	2.8	.1	-	.2	.3	.1	.1	-	.3	.2	.1		.4						.5	.2	.1	-	-	
50TH-E0137	3.7	.1	-	.2	.3	.1	.1	-	.6	.2	.1		.4						.7	.4	.2	-	-	
N59 014X	1.0	-	-	.1	.1	-	-	-	.2	.1	.1		.1						.2	.1	-			
OTH E J2-19	.9	.1	-	.1	.1	.1	-	-	.1	.1	.1		-						.1	.1	-			
HUD-52XX	4.8	.1	.1	.4	.6	.5	.3	-	.3	.2	.4		.4						.6	.6	.3	.1		
NK CBD54611	11.7	.1	-	.1	.2	-	.1	-	1.6	.7	.9		1.8						2.8	1.9	1.2	.3		
OTH NK54612	1.4								.1	.1	-		.3						.3	.2	.1	-		
OTH ES-547X	2.1	-	-	-	.1	-	-		.2	.1	-		.4						.5	.4	.3	.1		
50, 51, 53	1.1	.2	-	.5	.3	-	.1						-						-	-	-			
55-59	1.3	-	-	-	-	-	-						-						.1	.7	.3	-		
ALL ZONES																								
TOTAL	100.0	6.2	1.3	8.5	10.2	4.9	4.7	.3	9.0	5.6	6.6	.2	10.4					.1	-	14.5	10.9	5.1	1.6	.1

NUMBER OF PASSENGERS 27603

(PER CENT TOTAL FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SCM	OTH NJ	OTH STAT
		506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5681		5685	5711	5710		5823		523	5.8
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTTRY-W0110	8.3	.5	.2	.5	.7	.3	.3	-	.3	.2	.4	.1	.1	1.0	.4	.1	.3	.9	.1	.5	.4	.4	.5	.2
R-PR E0111	24.9	1.2	.3	1.7	1.8	1.1	.9	-	1.1	.7	1.2	.4	.2	3.4	.9	.3	.7	2.6	.4	1.9	1.5	1.3	1.1	.3
READE-W0112	.9	.1	-	.1	.1	-	-	-	-	-	-	-	-	.1	-	-	-	.1	-	.1	-	.1	-	-
P ROW-E0113	1.9	.1	-	.1	.2	.1	.1	-	.1	-	.1	-	-	.3	.1	-	-	.1	-	.2	.1	.1	.1	-
0120 - 0123	3.2	.2	-	.1	.3	.1	.2	-	.1	.2	.2	.1	-	.3	.2	-	.1	.2	-	.2	.2	.1	.2	.1
0114, 0115	.7	.1	-	.1	.1	-	-	-	-	-	-	-	-	.1	-	-	-	.1	-	.1	-	-	-	-
25TH-W0124	5.6	.1	-	.1	.2	.1	.1	.1	.2	.3	.1	.4	.1	.6	.4	.1	.4	.9	.1	.1	.2	.2	.5	.3
23RD-E0125	4.1	.2	-	.2	.2	.1	.2	-	.2	.1	.2	.1	.1	.4	.2	-	.2	.5	.1	.2	.2	.2	.2	.2
34TH-W0130	.8	-	-	-	-	-	-	-	-	-	-	-	-	.1	.1	-	-	.1	-	-	-	-	-	.1
38TH-W0132	1.8	-	-	.1	.1	-	-	-	.1	.1	-	.1	-	.3	.1	-	-	.3	-	.1	.1	.1	.1	.2
34TH-E0131	4.6	.1	-	.2	.1	.1	.1	.1	.3	.1	.1	.2	.1	.7	.2	.1	.2	.7	.1	.3	.2	.2	.4	.3
42ND-W0134	3.9	.1	-	.2	.1	-	.1	-	.2	.1	.1	.1	-	.8	.2	-	.1	.5	-	.3	.1	.2	.3	.2
42ND-E0135	5.3	.1	-	.1	.3	-	.1	.1	.3	.2	.1	.2	.1	.8	.3	-	.2	.7	-	.4	.2	.3	.5	.4
50TH-W0136	3.7	.1	-	.1	.2	-	-	-	.2	.1	.1	.2	.1	.6	.2	.1	.1	.5	-	.3	.1	.2	.4	.4
50TH-E0137	4.4	.1	-	.1	.1	.1	.1	.1	.3	.1	.1	.2	-	.7	.3	.1	.1	.6	-	.4	.2	.2	.3	.3
N59 014X	1.8	-	-	-	-	-	-	-	.1	.1	-	.1	-	.2	.1	-	.1	.2	-	.1	-	.1	.3	.3
OTH E 02-09	.9	-	-	.1	-	-	-	-	-	.1	-	-	-	.1	.1	-	-	.1	-	-	-	-	.1	-
HUD-52XX	3.6	.1	-	.2	.3	.3	.1	-	.1	.1	.2	.1	.1	.4	.2	.1	.1	.3	-	.3	.3	.2	.2	.1
NK CBD54611	13.1	-	-	.1	.1	-	.1	-	.8	.3	.4	.3	.3	2.0	.9	.2	.7	1.9	.1	1.4	.9	1.0	1.2	.2
OTH NK54612	2.1	-	-	-	-	-	-	-	-	.1	-	.1	.1	.3	.2	-	.2	.4	-	.2	.1	.1	.2	-
OTH ES-547X	1.2	-	-	-	-	-	-	-	.1	-	-	-	-	.2	-	-	-	-	-	.2	.2	.1	.1	-
50, 51, 53	.6	.1	-	.2	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55-59	2.3	-	-	-	-	-	-	-	-	-	-	-	-	.1	.2	-	.2	.5	-	.1	.3	.3	.4	.2
ALL ZONES TCTAL	100.0	3.2	.6	4.3	5.1	2.4	2.3	.6	4.6	3.1	3.4	2.7	1.5	13.2	5.3	1.3	3.8	12.1	1.1	7.3	5.5	5.5	7.2	4.0

NUMBER OF PASSENGERS 55169

REPORT W018 2X2 RAIL O AND D SURVEY

--- O R I G I N ---

PENN CENTRAL

OFF PEAK

FILE A142.R071

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SCM	OTH NJ	OTH STAT	
	506X			5120	5123	512*		5472	5474	5477	5571	5571	5571	5681		5685	5711	5710		5823		523	508	
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596	
BTRY-W0111	2.5										.8	.1		.6		.1	.1					.5	.3	
R-PR E0111	3.2										.5	.2	.2	.7	-	.2					.1	.3	.9	
PEACE-W0112	.1										.1					.1								
P ROW-E0113	1.1										-			.1		.1						.5	.4	
0120 - 0123	6.5						.8	.1			.3	.3	.2	.9	.6	.4						1.0	1.6	
0114, 0115	.6										.1			.3									.2	
25TH-W0124	13.5						1.7		.6	.2	1.8	1.1	1.3	1.1	.1	.9					.1	2.0	2.7	
23RD-E0125	2.5						.1		.2		.6	-	.1	-		.2		.1				.6	.6	
34TH-W0130	.6										.1	.2		.2	-						.1			
38TH-W0132	1.3						.1				.1	.2	.2			.3						.2	.2	
34TH-E0131	2.7						.4				.1	.4	.3	.3	.2	.1		.1			.1	.3	.4	
42ND-W0134	3.5						.3				.2	.3	.4	.2							.3	.4	1.4	
42ND-E0135	5.4						.8				1.0	.3	.1	.2	.3	.3					.2	.8	1.4	
50TH-W0136	2.9						.6				.1	.2	.1	.6	.1	.2	.2				.1	.1	.6	
50TH-E0137	2.8										.6	.2	.3	.3		.3					.1	.2	.6	
N59 014X	14.9						3.2		.3		1.1	.3	.2	1.9	.1	.9						2.1	5.	
OTH E 12-C9	10.1						4.2	.1	.1		.6	.5	.3	.7	.1	.2					.3	.7	2.2	
HUD-52XX	2.1											.4	-	.5	.1	.3				.1		.2	.4	
NK CBD54611	6.4	.1					.2				.4	.6	.1	.8	.5	1.2	.1				.5	1.2	.8	
OTH NK54612	3.4											.3	-	1.3		.5					.3	.4	.6	
OTH ES-547X	2.6											.2				.5						.9	.9	
50, 51, 53	.9										.1	-										.4	.3	
55-59	10.5										.4	1.0		1.2		1.2					.2	2.9	3.6	
ALL ZONES TCTAL	100.0	.1					.2	12.3	.2	1.1	.2	9.1	6.7	3.7	12.2	2.2	8.1	.4	.2		.1	2.4	15.7	25.1

NUMBER OF PASSENGERS 6919

(PER CENT FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SCM	OTH NJ	OTH STAT	
									5120	5474	5477	557*		5681		5685	5711	5710		5823		523	508	
		506X			5123	512*		5472	5475	5478	*=40	5570	ALL	5682		5686	TO	5717	5821	TO		524	595	
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTRY-W0110	5.5													4.7		.8								
R-PR E0111	7.3										.8		2.0		1.0							3.5		
READE-W0112																								
P ROW-E0113	2.6													2.6										
0120 - 0123	5.1													3.7								1.4		
0114, 0115																								
25TH-W0124	8.1													2.2								2.9	3.1	
23RD-E0125	6.3													2.2								4.1		
34TH-W0130																								
38TH-W0132	.8															.8								
34TH-E0131	3.5													1.0		1.2						1.2		
42ND-W0134	2.6													1.4								1.2		
42ND-E0135	2.2													2.2										
50TH-W0136	2.6													2.6										
50TH-E0137	2.0													2.0										
N59 014X	8.6													2.4		.8						1.2	4.1	
OTH E 02-09	7.9													2.6		5.3								
HUD-52XX	11.0											4.1	5.9		1.0									
NK CBD54611	11.2													8.4		2.9								
OTH NK54612	5.3													4.5		.8								
OTH ES-547X																								
50, 51, 53																								
55-59	7.1													4.1								3.1		
ALL ZONES																								
TOTAL	100.0										.8	4.1	54.8		14.7							18.5	7.1	

NUMBER OF PASSENGERS 491

(PER CENT TOTAL FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MORR	MORR	MORR	MORR	SGM	OTH NJ	OTH STAT	
					5120					5474	5477	557*			5681		5685	5711	5710		5823		523	508	
		506X		5123	512*				5472	5475	5478	*=40	5570	ALL	5682		5686	TO	5717	5821	TO		524	595	
DESTINATION		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596	
BTTRY-W0110	5.9														.1	.9	4.3	.4					.2		
R-PR E0111	11.6												.3			1.7	6.8	1.2						1.6	
READE-W0112	1.8															.7	.4	.7							
P RCW-E0113	.2																	.2							
0120 - 0123	5.9										.1							5.7						.2	
0114, 0115	.4																	.2	.3						
25TH-W0124	5.3																.7	4.4	.3						
23RD-E 0125	1.2																.1	1.1							
34TH-W0130	2.9																		2.9						
38TH-W0132	.2																.1	.1							
34TH-E0131	.8																.5	.2						.1	
42ND-W0134	1.9																		1.2					.7	
42ND-E0135	2.8																		1.9					.9	
50TH-W0136	2.1																		.4					1.6	
50TH-E0137	2.0																		1.6	.1				.3	
N59 014X	5.5							.1							1.5				3.9					.1	
OTH E 02-09	4.7																		4.4					.3	
HUD-52XX	11.6																1.4	6.1						4.1	
NK CBD54611	18.9																2.8	12.5						3.6	
OTH NK54612	5.2																.3	3.4	.2					1.3	
OTH ES-547X	2.1										.3						.5	1.2							
50, 51, 53	.4																		.4						
55-59	6.6																		4.9					1.7	
ALL ZONES																									
TOTAL	100.0							.1			.4		.3	1.6		9.7	68.1	3.1						16.6	

NUMBER OF PASSENGERS 1161

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT	
	506X			5123	512*	5120		5474	5477	557*				5681		5685	5711	5710		5823		523	508	
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5570	ALL	5682	5684	5689	TO	5717	5821	TO	5829	593X	594	595
												5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596	

DESTINATION

BTTRY-W0111	5.8	.5	.1	.4	.4	.7		.4	.7	.4			.5						1.1	.5	.3		
R-PR E0111	10.5	.5	.1	1.0	.9	.5	.4		2.1	1.6	.3		.8						.6	.8	.3	.5	
REACE-W0112	.6	.2		.1	.1	.1			.1	.1										.1			
P ROW-E0113	1.0			.3			.2			.3									.3				
0120 - 0123	9.2	.2		.5	.7	.3	1.1	.3	2.0	1.0	.6	.3	.6						1.1	.1	.3		
0114, 0115	.4						.1		.2	.2													
25TH-W0124	4.9	.3		.9	.3	.3	.3		.5	1.3			.4						.5		.2		
23RD-E0125	2.4	.2		.2		.3			.2	.3	.2		.5						.3	.1	.2		
34TH-W0130	.2									.1									.1				
38TH-W0132	1.2			.1	.1					.7												.3	
34TH-E0131	2.9	.1		.3	.6				.9	.3			.2						.3	.3			
42ND-W0134	2.5		.1	.1	.2				.2	.3			1.2						.3	.1			
42ND-E0135	2.6			.2					.2	.5			1.0						.6				
50TH-W0136	1.5	.1		.1					.3	.1			.6						.2	.1			
50TH-E0137	1.8			.1	.1		.3		.3	.2			.6						.2	.1			
N59 014X	4.2	.1		.2					.8	.7	.4		.5						1.2	.2	.2		
OTH E 02-79	4.8	.2		.1	.2	.2	.4	.8	.7	.4			.5						1.2	.1			
HJD-52XX	7.0	.4	.1	.2	.1	.1	.3	1.4	.2	2.1	.2		.4						.2	1.1		.3	
NK CBD54611	5.6			.1		.1			1.9	.6	.4		.9						.4	.8	.4		
OTH NK54612	4.4							.4	.4				.4						1.6	1.6			
OTH ES-547X	14.5	.4							2.2	1.0			4.8						4.8	1.1	.3		
50, 51, 53	3.9	.8		1.4	.3		.6	.4														.3	
55-59	8.0	.1					.3		.6	.4			.5						2.7	3.2	.1		
ALL ZONES TOTAL	100.0	4.2	.3	6.3	3.9	2.5	3.9	3.6	14.6	11.9	2.5	.3	14.5						17.8	10.2	2.4	1.2	

NUMBER OF PASSENGERS 3552

REPORT W024 2X2 RAIL O AND D SURVEY

--- O R I G I N ---

ALL RAILROADS

OFF PEAK

FILE A142.R071

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT
	506X			5123	5120				5474	5477	557*			5681		5685	5711	5710		5823		523	598
	507X	511X	5125	5124	*6-9	535X	546X	5472	5475	5478	**40	5570	ALL	5682		5686	TO	5717	5821	TO	524	595	
								5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTRY-W0110	3.9	.1	-	.1	.1	.2		.1	.2	.1	.5	-	.3	.3	-	.2	.5	-	.3	.2	.1	.3	.2	
R-PR E0111	6.3	.2	-	.3	.3	.2	.1		.6	.5	.1	.3	.1	.4	.4	.1	.3	.7	.1	.2	.2	.3	.5	.5
READE-W0112	.4	-	-	-	-	-		-	-	-	-	-	-	-	-	.1	-	.1	-	-	-	-	-	-
P ROW-E0113	1.0			.1						.1				.1	.1				.1			.3	.2	
0120 - 0123	7.2	.1		.2	.2	.1	.3	.5	.7	.3	.2	.3	.1	.5	.5	.4	.3	.5		.3	-	.1	.6	.9
0114, 0115	.5										.1			.2									.1	
25TH-W0124	10.0	.1		.3	.1	.1	.1	1.0	.1	.7	.1	1.0	.6	.9	.6	.1	.6	.4	-	.2		.2	1.3	1.5
23RD-E0125	2.5	.1		.1		.1		.1	-	.2	-	.3	-	.3	-	.1	.1	.1	.1	-	.2	.3	.4	
34TH-W0130	.7										.1	.1		.1	-		.3		-					
38TH-W0132	1.1							.1		.2	.1	.1	.1		-	.2	-				.1	.1	.1	
34TH-E0131	2.6	-		.1	.2			.2	.3	.1		-	.2	.3	.2	.1	.1	-	.1	.1	.1	.1	.2	.2
42ND-W0134	3.0				.1			.2	.1	.1		.1	.2	.6	.1			.1	.1	-	.2	.3	.8	
42ND-E0135	4.2			.1				.4	.1	.1		.6	.2	.4	.1	.2	.2	.2		.2		.1	.6	.8
50TH-W0136	2.4	-						.3	.1	-		.1	.1	.3	.3	.1	.1	.1		-	-	.1	.2	.4
50TH-E0137	2.4						.1		.1	-		.4	.1	.5	.2		.2	.1	-	-	-	.1	.2	.4
N59 014X	10.6	-						1.9	.2	.3	.1	.6	.2	.3	1.2	.1	.5	.4		.3	-	.1	1.3	2.8
OTH E 02-09	7.9	.1				.1	.1	2.7	.2	.2		.3	.3	.4	.4	.3	.1	.4		.4	-	.2	.4	1.2
HUD-52XX	4.8	.1					.1	.4	.1	.6			.4	.4	.3	.1	.3	.6		.1	.4		.6	.3
NK CBD54611	7.5	-					.1		.6	.2	.1	.2	.3	.6	.5	.4	.9	1.3		.1	.2	.4	1.0	.5
OTH NK54612	3.9							.1	.1				.1	.3	.7	-	.4	.3	-	.5	.5	.1	.4	.3
OTH ES-547X	5.9	.1						.7	.3			.1	1.4	-		.3	.1		1.4	.3	.1	.5	.5	
50, 51, 53	1.7	.2		.4	.1		.2	.1															.4	.2
55-59	9.3	-					.1		.2	.1	.2	.6	.3	.7		.7	.5		.8	.9	.3	1.8	2.1	
ALL ZONES TOTAL	100.0	1.3	.1	1.8	1.1	.7	1.2	8.1	4.4	4.1	.8	5.4	4.0	8.6	7.1	1.9	5.6	6.8	.4	5.2	3.0	2.8	11.2	14.4

NUMBER OF PASSENGERS 12125

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SCM	OTH NJ	OTH STAT
	506X		5123	512*				5472	5474	5477	5571	5570	ALL	5681	5682	5685	5711	5710	5823	5821	593X	523	508
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	594	524	595

DESTINATION

BTRY-W0110	4.3										.6	.2	.1	1.2	.1	.7	-	-			.1	.7	.5		
R-PR E0111	10.3										1.1	.7	.3	2.8	.3	1.5	.1	-			.6	1.8	1.1		
READE-W0112	.4										.1	-		.1		.1						.1	-		
P ROW-E0113	1.2										.1	.1	-	.3	-	.1						.4	.2		
0120 - 0123	4.3							.3	.1	-	.4	.2	.2	.9	.3	.4						.7	.8		
0114, 0115	.5										-	-	-	.2		-						-	.1		
25TH-W0124	11.2	-						.9	.1	.5	.1	1.5	.8	.9	1.5	.1	1.1	-	-	-		.3	1.8	1.6	
23RD-E0125	4.1							.1	.1	.1	-	.5	.2	.3	.7	.1	.5					.1	.7	.7	
34TH-W0130	1.4							-	.1	-	.1	.2	.1	.1	.3	-	.1					.1	.3		
38TH-W0132	2.0							.1	-	.1	-	.2	.1	.1	.2	-	.2					.1	.4	.5	
34TH-E0131	4.9							.3	.1	.1		.4	.4	.3	.7	.2	.3					.2	1.0	1.0	
42ND-W0134	4.4							-	.2	-	-	.4	.2	.5	.6	-	.2					.3	.8	1.2	
42ND-E0135	6.4							.4	-	-	-	.6	.3	.4	.9	.2	.4					.3	1.4	1.4	
50TH-W0136	4.6							.2		-	-	.4	.2	.2	.7	.2	.3	.1				.1	.8	1.2	
50TH-E0137	4.8							.2	-	-	-	.6	.2	.3	.8	.1	.4					.2	.9	1.	
N59 014X	7.6							1.2	-	.1		.6	.2	.1	.9	-	.5					.1	1.3	2.5	
OTH E 02-09	4.5							1.5	-	.1		.3	.2	.1	.4	.1	.2					.2	.5	.8	
HUD-52XX	2.0											.1	.3	-	.6	.1	.2					.1	.2	.3	
NK CBD54611	10.3	-						.1				.7	1.1	.2	2.8	.3	1.9	.1				.5	2.0	.7	
OTH NK54612	3.2											.1	.3	.1	1.1	.1	.6					.2	.4	.3	
CTH ES-547X	1.2											-	.1	-	-	.2						.4	.4		
50, 51, 53	.4											-	-	-	-	-						.2	.2		
55-59 ALL ZONES	6.1											.1	.4		.9		.9					.3	1.8	1.6	
TOTAL	100.0	-						.1	5.4	.4	1.1	.3	9.0	6.5	4.2	18.8	2.1	10.9	.3	.2	-	.1	3.7	18.3	18.6

NUMBER OF PASSENGERS 19641

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT		
	506X		5123	5124	5120			5472	5474	5477	5571	5570	ALL	5681		5685	5711	5710		5823	523	508			
	507X	511X	5125	*6-9		535X	546X	5473	5476	5479	*40	5572	OTHR	5682	5684	5689	TO	5717	5821	TO	593X	594	595		
DESTINATION																									
BTRY-W0110	8.1										-	5.7		.8							1.3	.3			
R-PR EJ111	25.6									.3		17.5		.1	2.0						4.6	.8	.1		
READE-W0112	1.0											.5		.1							.4	-			
P RCW-E0113	1.7											1.4		.1							.2	-			
012C - 0123	2.9											2.0		.2							.7	-			
0114, 0115	.5											.3		-							.2				
25TH-W0124	4.8									.1		3.0		-	.2						.9	.5	.1		
23RD-E0125	3.4									.1		2.2		-	.1						1.0	.1			
34TH-W0130	.3											.1									.1		-		
38TH-W0132	1.7											1.2		.2							.3				
34TH-E0131	4.9											3.5		.3							1.0	.1			
42ND-W0134	3.8											2.9		.2							.6	.1			
42ND-E0135	5.9											4.3		.2	-						1.1	.2	-		
50TH-W0136	3.8											2.9		.2							.5	.1			
50TH-E0137	4.5									.1		3.5		-	.2						.5	-	-		
N59 C14X	2.2											1.4		.1							.3	.4			
OTH E 02-09	1.3											.8		.5							.1				
HUD-52XX	3.5									.1	.3	2.0		-	.5						.4	.1			
NK CBD54611	16.0				.1	-				.5	.1	9.9		2.0							-	-	2.6	.7	.1
OTH NK54612	2.0											1.3		.2							.4	.1			
OTH ES-547X	.2											.1									-	-			
50, 51, 53	-											-													
55-59	1.8											.7		.2							.7	.2	.1		
ALL ZONES																									
TOTAL	100.0				.1	-				1.3	.4	67.0		.2	8.4						.1	17.8	3.9	.4	
NUMBER OF PASSENGERS	6111																								

(PER CENT TOTAL FIGURES)	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT
					5120				5474	5477	557*			5681		5685	5711	5710		5823		523	508
	506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5682		5686	TO	5717	5821	TO		524	595
	507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTTRY-W0110	8.3																				1.7	3.8	2.8		
R-PR E0111	10.6																				3.1	3.1	4.5		
READE-W0112																									
P ROW-E0113	.9																						.9		
0120 - 0123	2.1																						.5	1.7	
0114, 0115																									
25TH-W0124	9.2																					.5	1.4	7.3	
23RD-E0125	5.4																						1.2	4.3	
34TH-W0130	1.2																							1.2	
38TH-W0132	3.5																						1.2	2.4	
34TH-E0131	3.1																					1.2	1.9		
42ND-W0134	.5																						.5		
42ND-E0135	8.3																					1.9	2.6	3.8	
50TH-W0136	2.1																						.5	1.7	
50TH-E0137	7.1																						.7	2.4	4.0
N59 014X	6.6																					1.2	.7	4.7	
OTH E J2-09	1.4																							1.4	
MUD-52XX	1.9																						1.4	.5	
NK CBD54611	14.7																					3.8	8.3	2.6	
OTH NK54612	1.4																						1.4		
OTH ES-547X																									
50, 51, 53	.5																							.5	
55-59	11.1																							.7	10.4
ALL ZONES TCTAL	100.0																						14.9	30.5	54.6

NUMBER OF PASSENGERS 423

(PER CENT FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SCM	OTH NJ	OTH STAT	
										5474	5477	557*			5681		5685	5711	5710		5823		523	518	
		506X			5123	512*			5472	5475	5478	**40	5570	ALL	5682		5686	TO	5717	5821	TO		524	595	
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	556	
DESTINATION																									
BTTRY-W0110	7.0	-										.1		-		.6	5.2	.4						.7	
R-PR E0111	20.1	-										.3	.1	.1		1.4	15.1	2.1						1.1	
READE-W0112	1.0											-				.1	.6	.2						-	
P ROW-E0113	.9															-	.7	.1						.1	
0120 - 0123	2.2	-										.2		.1		.1	1.7	-						-	
0114, 0115	.5													-		.1	.4	.1						-	
25TH-W0124	7.4											.4				.5	5.2	.6	-					.5	
23RD-E0125	4.1	-										.2				.3	3.1	.4						.1	
34TH-W0130	1.3											-		-		.1	1.0	.2						-	
38TH-W0132	1.8											.1				.1	1.4	.2						-	
34TH-E0131	4.9											.2		-		.3	3.8	.3						.2	
42ND-W0134	3.5											.1	.1			.2	2.6	.2						.2	
42ND-E0135	5.1	-										.3	.1			.3	3.9	.2						.3	
50TH-W0136	3.9											.1	.1			.2	2.8	.3						.5	
50TH-E0137	4.2	-										.1	.1	-		.2	3.4	.3						.2	
N59 014X	2.0											.1		.2		.1	1.4	.1						.1	
OTH E 02-09	1.2											-				-	1.1							.1	
HUD-52XX	3.9											.1				.3	2.5	.1						.9	
NK CBD54611	16.8											.2		.1		1.2	12.1	.6						2.7	
OTH NK54612	3.6	.1										.1	-			.3	2.4	.1	-					.6	
OTH ES-547X	.6											-				.1	.4							.1	
50, 51, 53	.1																.1								-
55-59	3.9																3.1	-						.7	
ALL ZONES TCTAL	100.0	.2						.1	.1	-		2.7	.5	.5		6.4	74.3	6.3	-				8.9	-	

NUMBER OF PASSENGERS 9965

(PER CENT TOTAL FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MCN	MCN	MORR	MORR	SOM	OTH NJ	CTH STAT
										5474	5477	5571			5681		5685	5711	5710		5823		523	508
		506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5682		5686	TO	5717	5821	TO		524	595
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTRY-W0110	9.6	1.0	.3	1.0	1.2	.6	.5	.1	.7	.4	.7	-	.7							1.1	.8	.3	.2	-		
R-PR E0111	28.4	2.1	.5	3.1	3.2	1.9	1.6	-	2.2	1.4	2.2	-	2.5							3.4	2.7	1.1	.5			
READE-W0112	1.0	.2	-	.1	.1	.1	.1	-	-	.1	.1		.1							.1	.1	-	-	-		
P ROW-E0113	2.4	.3	.1	.2	.3	.1	.2	-	.2	.1	.1		.3							.3	.2	.1	-	-		
0120 - 0123	4.5	.4	.1	.2	.6	.2	.4	-	.5	.4	.4	.1	.3							.4	.4	.1	.1	-		
0114, 0115	.8	.1	-	.1	.1	-	.1	-	.1	-	-	-	-							.1	.1	-	-	-		
25TH-W0124	3.3	.2	-	.3	.5	.2	.2	-	.3	.4	.1	-	.3							.3	.3	.1	.1	-		
23RD-E0125	3.7	.3	-	.4	.4	.2	.3	-	.4	.2	.3	-	.2							.3	.3	.1	.1	-		
34TH-W0130	.3	-	-	.1	-	-	-	-	-	.1	-	-	-							-	-	-	-	-		
38TH-W0132	1.4	.1	-	.1	.2	-	-	-	.2	.2	-	-	.2							.2	.1	.1	-	-		
34TH-E0131	3.5	.1	-	.3	.3	.1	.2	-	.5	.2	.2	-	.4							.5	.3	.1	-	-		
42ND-W0134	3.4	.1	-	.3	.3	.1	.1	-	.4	.2	.1		.7							.6	.2	.2	-	-		
42ND-E0135	4.1	.1	-	.2	.5	.1	.1	-	.5	.3	.2	-	.5							.8	.4	.2	.1	-		
50TH-W0136	2.7	.1	-	.2	.3	.1	.1	-	.3	.2	.1		.5							.5	.2	.1	-	-		
50TH-E0137	3.5	.1	-	.2	.3	.1	.1	-	.6	.2	.1	-	.5							.7	.3	.2	-	-		
N59 014X	1.4	-	-	.1	-	-	-	-	.2	.2	.1	-	.2							.3	.1	.1	-	-		
OTH E 02-09	1.3	.1	-	.1	.1	.1	.1	.1	.1	.2	.1		.1							.2	.1	-	-	-		
HUD-52XX	5.0	.2	.1	.3	.5	.5	.3	.2	.3	.4	.3	-	.4							.5	.7	.2	.1	-		
NK CBD54611	11.0	.1	-	.1	.2	-	.1	-	1.6	.7	.8	-	1.7							2.5	1.8	1.1	.3	-		
CTH NK54612	1.7								.1	.1	-		.3							.5	.4	.1	-	-		
OTH ES-547X	3.5	.1	-	-	.1	-	-	-	.5	.2	-		.9							1.0	.5	.3	-	-		
50, 51, 53	1.4	.3	-	.6	.3	-	.1	-	-	-	-		-							-	-	-	-	-		
55-59	2.1	-	-	-	-	-	-	-	.1	.1	-		.1							.4	1.0	.3	-	-		
ALL ZONES TOTAL	100.0	6.0	1.1	8.3	9.5	4.6	4.6	.7	9.7	6.3	6.2	.2	10.9							.1	-	14.8	10.8	4.8	1.5	.1

NUMBER OF PASSENGERS 31149

(PER CENT FIGURES)	TOTAL	ROCK OR	EAST BERG	WEST BERG	WEST BERG	WEST BERG	PASS BERG	NWK	ESSX	ESSX	ESSX	UN	UN	UN	MDSX	MDSX	MDSX	MON	MON	MORR	MORR	SOM	OTH NJ	OTH STAT
		506X			5123	512*			5472	5475	5478	*=40	5570	ALL	5681	5685	5711	5710		5823		523	508	
		507X	511X	5125	5124	*6-9	535X	546X	5473	5476	5479	41	5572	OTHR	5683	5684	5689	5715	5718	5822	5829	593X	594	596

DESTINATION

BTRY-W0110	7.5	.5	.1	.5	.6	.3	.2	-	.3	.2	.3	.2	.1	.9	.4	.1	.3	.8	.1	.5	.4	.3	.4	.2
R-PR E0111	21.5	1.0	.2	1.4	1.5	.9	.7	-	1.0	.7	1.0	.4	.2	2.9	.8	.3	.6	2.3	.3	1.6	1.2	1.1	1.0	.3
READE-W0112	.8	.1	-	.1	.1	-	-	-	-	-	-	-	-	.1	-	-	-	.1	-	.1	-	.1	-	-
P ROW-E0113	1.8	.1	-	.1	.1	-	.1	-	.1	-	.1	-	-	.3	.1	-	-	.1	-	.2	.1	.1	.1	.1
0120 - 0123	3.9	.2	-	.1	.3	.1	.2	.1	.2	.2	.2	.2	.1	.4	.3	.1	.1	.3	-	.2	.2	.1	.3	.3
0114, 0115	.6	.1	-	-	-	-	-	-	-	-	-	-	-	-	.1	-	-	.1	-	-	-	-	-	-
25TH-W0124	6.4	.1	-	.2	.2	.1	.1	.3	.2	.3	.1	.5	.2	.7	.4	.1	.4	.8	.1	.2	.1	.2	.7	.5
23RD-E0125	3.9	.1	-	.2	.2	.1	.1	-	.2	.1	.2	.2	.1	.4	.2	-	.2	.5	.1	.2	.1	.2	.3	.2
34TH-W0130	.8	-	-	-	-	-	-	-	-	-	-	.1	-	.1	.1	-	-	.2	-	-	-	-	-	.1
38TH-W0132	1.7	-	-	.1	.1	-	-	-	.1	.1	-	.1	-	.2	.1	-	.1	.2	-	.1	-	.1	.1	.2
34TH-E0131	4.2	.1	-	.2	.2	.1	.1	.1	.3	.1	.1	.1	.1	.6	.2	.1	.1	.6	.1	.2	.1	.2	.4	.3
42ND-W0134	3.7	.1	-	.1	.1	-	.1	.1	.2	.1	.1	.1	.1	.7	.2	-	.1	.4	-	.3	.1	.2	.3	.4
42ND-E0135	5.1	.1	-	.1	.2	-	-	.1	.3	.2	.1	.2	.1	.8	.3	.1	.2	.6	-	.4	.2	.3	.5	.4
50TH-W0136	3.5	.1	-	.1	.1	-	-	.1	.1	.1	.1	.2	.1	.5	.2	.1	.1	.5	-	.2	.1	.1	.3	.4
50TH-E0137	4.1	.1	-	.1	.1	-	.1	.1	.3	.1	.1	.2	.1	.6	.2	.1	.1	.5	-	.3	.2	.2	.3	.3
N59 014X	3.4	-	-	-	-	-	-	.4	.1	.1	.1	.2	.1	.2	.3	-	.2	.2	-	.1	-	.1	.4	.7
OTH E 02-09	2.2	-	-	-	-	-	-	.5	.1	.1	-	.1	.1	.1	.1	.1	.1	.2	-	.1	-	.1	.1	.3
HUD-52XX	3.8	.1	-	.2	.2	.2	.1	.1	.1	.2	.2	.1	.1	.4	.2	.1	.1	.4	-	.3	.3	.2	.3	.1
NK CBD54611	12.1	-	-	.1	.1	-	.1	-	.8	.3	.4	.3	.3	1.7	.8	.3	.7	1.8	.1	1.2	.8	.9	1.2	.2
OTH NK54612	2.4	-	-	-	-	-	-	-	.1	.1	-	.1	.1	.3	.3	-	.2	.4	-	.2	.2	.1	.2	.1
OTH ES-547X	2.1	-	-	-	-	-	-	-	.2	.1	-	-	-	.4	-	-	.1	.1	-	.5	.2	.1	.2	.1
50, 51, 53	.8	.1	-	.3	.1	-	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.1	.1
55-59	3.5	-	-	-	-	-	-	-	-	-	-	-	.1	.1	.3	-	.3	.5	-	.2	.4	.3	.7	.6
ALL ZONES TOTAL	100.0	2.8	.5	3.8	4.4	2.1	2.1	1.9	4.6	3.3	2.9	3.2	1.9	12.4	5.6	1.4	4.1	11.1	1.0	6.9	5.0	5.0	7.9	5.8

NUMBER OF PASSENGERS 67282





