A3. APPENDIX THREE Data Tabulations

A3.1 INTRODUCTION

This appendix compiles much of the basic information contained in the database assembled for this project. The complete database, in Microsoft Access 2.0 format, is included on the companion computer diskette to this report.

Not all the information categories listed could be determined for each operator, route, car type, etc. as a result of inadequacies in the data supplied by transit agencies and existing compilations. Particular emphasis was placed on getting as much information as possible from the major U.S. and Canadian operators.

The data used are as up-to-date as possible and were collected from agencies between April 1994 and May 1995. Data were updated where appropriate during the course of the study. As many of the basic statistics (primarily in Table A 3.1) were determined from the FTA's 1993 National Transit Database, systems which commenced operation in 1993 and later may not have complete operating statistics. This applies, for example, to Bi-State's Metrolink light rail transit line in St. Louis and the Metrolink and Coaster commuter rail services in Southern California.

A3.2 NOTES ON THE TABLES

Route ridership information was generally compiled directly from agency data. Peak-hour and peak 15-min flows were often calculated from individual train counts, particularly for commuter rail. In these cases, calculations were based on strict definitions of the time periods considered. For example, if trains were scheduled to arrive at 7:30, 8:00 and 8:30, the peak hour would be determined by the sum of the loads on either the first pair or second pair of trains, not all three. This ensures that the time interval examined does not exceed the stated interval as including all three trains would give an interval of up to 1 hour, 59 sec.

The table of trunk lines (Table A 3.4) does not include the Mexican systems; they can be found in Table A 3.3. The figures in the minimum operated headway column should be used with care, particularly for commuter rail where multiple-track lines and station approaches can allow simultaneous movements on parallel tracks.

The total car capacity figures in Table A 3.5 should also be used cautiously as each agency has its own standards for determining this value. Scheduled loading levels were used wherever possible, often based on a standing density of $4/m^2$. In some cases transit agencies provided the manufacturer's maximum stated load; often at a "crush" loading level not acceptable in regular service. Chapter Five, *Passenger Loading Levels*, discusses loading levels and provides recommendations.

Table A 3.1 Rail transit annual operating statistics

Type	System	Directional Route km	Lines	Stations	Total Vehicles	Peak Vehicles	Revenue Vehicle km (000's)	Revenue Vehicle Hours	Unlinked Trips (000's)	Total Mode Expense (000's)
AGT	DTC	4.7	1	13	12	8	797	42,720	2,519	$7,486
AGT	JTA	1.9	1	3	2	2	120	5,225	301	$681
AGT	MDTA	6.3	3	21	27	19	572	32,504	2,344	$7,639
AGT	Morg. PRT	11.6	1	5	71	65	2,027	174,000	4,800	$3,200
CR	CalTrain	247.1	1	34	93	84	5,544	110,984	5,746	$34,574
CR	Coaster	132.3	1	8	16					
CR	Conn DOT	105.6	1	7	25	13	656	9,783	274	$5,073
CR	GO Transit	426.1	7	54	322	259	2,574		25,300	$156,661
CR	LIRR	1,026.9	11	134	1,184	967	87,401	1,662,810	92,462	$620,917
CR	MARC	600.8	3	38	135	103	7,581	110,861	4,747	$32,188
CR	MBTA	852.4	11	101	337	291	25,310	533,249	21,596	$106,385
CR	Metra	1,390.8	10	224	1,034	955	50,278	960,324	64,075	$298,193
CR	Metro-North	861.5	8	118	792	696	59,973	992,747	59,119	$430,944
CR	NICTD	222.7	1	27	50	39	3,236	57,236	2,531	$22,243
CR	NJT	1,885.1	12	157	748	628	62,361	1,032,375	45,806	$334,161
CR	SCRRA	748.7	5	35	99	67	1,196	19,525	939	$18,954
CR	SEPTA	712.5	7	154	329	263	17,359	413,953	19,019	$139,786

Table A 3.1 Rail transit annual operating statistics (continued)

Type	System	Directional Route km	Lines	Stations	Total Vehicles	Peak Vehicles	Revenue Vehicle km (000's)	Revenue Vehicle Hours	Unlinked Trips (000's)	Total Mode Expense (000's)
CR	STCUM	180.2	2	31	128			104,000	8,700	$49,400
CR	Tri-Rail	213.7	1	15	31	25	3,693	57,032	2,697	$19,701
CR	VRE	260.3	2	16	69	49	1,502	26,519	1,394	$11,773
LRT	Bi-State	61.1	1	18	31					
LRT	CTS	57.6	2	31	85	72				$20,809
LRT	Denv. RTD	17.1	1	14	11	10				
LRT	ETS	22.4	1	10	37	24	2,033	1,263,282	3,458	
LRT	GCRTA	43.0	2	29	46	35	1,562	43,822	4,114	$10,838
LRT	LACMTA	69.5	1	21	54	36	4,609	149,875	11,809	$43,732
LRT	MBTA	89.9	5	10	229	194	2,332	95,823	26,704	$26,109
LRT	Metrorrey	35.4	1	17	70					
LRT	MTA	76.3	1	23	34	30	1,969	75,962	3,457	$12,463
LRT	NFTA	20.0	1	14	27	23	1,455	75,338	8,209	$12,846
LRT	NJT	13.4	1	11	22	16	1,036	41,691	2,987	$4,792
LRT	PAT	77.9	4	4	71	59	3,286	135,726	8,837	$27,445
LRT	RTA - N.O.	25.7	2		""	21	1,116	87,316	6,440	$5,527
LRT	SCCTA	62.8	2	30	54	38	2,774	120,646	6,245	$19,602
LRT	SDT	66.8	2	36	71	59	7,133	233,774	16,504	$19,911
LRT	SDTEO		2	29	48					
LRT	SEPTA	111.5	7	8	147	107	4,630	310,105	38,066	$38,599
LRT	SF Muni	80.0	5	9	128	101	6,234	371,618	39,332	$63,043
LRT	SRTD	58.2	1	29	35	32	2,688	80,615	6,571	$15,551
LRT	STC	35.4	1	10	120	120				
LRT	STE	25.7	2	18	15					
LRT	Tri-Met	48.6	1	30	26	23	2,419	100,334	7,771	$11,676
LRT	TTC	219.5	10	3	298	222	13,123	917,658	98,788	$70,670
RT	BART	228.5	4	34	589	406	67,406	1,189,472	78,302	$203,828
RT	BCT	56.0	1	20	114	104	19,053	444,400	33,799	$31,799
RT	CTA	354.5	6	143	1,236	856	73,330	1,990,909	135,370	$282,691
RT	GCRTA	61.5	1	18	60	35	3,069	73,440	6,563	$19,903
RT	LACMTA	9.7	1	5	30	16	867	33,000	3,748	$9,239
RT	MARTA	130.0	2	29	240	160	27,254	684,655	65,005	$65,513
RT	MBTA	122.0	3	53	402	378	37,929	1,172,025	190,330	$256,188
RT	MDTA	67.9	1	21	136	76	8,609	176,358	14,818	$42,746
RT	MTA	69.5	1	12	100	48	5,723	138,581	11,114	$31,657
RT	NYCT	793.1	12	469	5,840	4,954	475,040	16,205,376	1,178,121	$2,132,926
RT	PATCO	50.7	1	13	121	102	6,861	147,030	11,232	$27,785
RT	PATH	46.0	4	13	342	282	20,656	636,967	61,815	$155,136
RT	SEPTA	122.4	2	76	376	304	24,681	732,637	94,332	$109,818
RT	SIR	46.0	1	22	64	36	2,927	85,970	5,141	$17,836
RT	STC		9	135	2,304	2,142				
RT	STCUM	122.3	4	70	759	555	64,233	2,261,000	196,984	
RT	TTC	128.2	2	60	634	510	70,889	2,267,551	311,080	$204,418
RT	WMATA	260.8	6	83	746	534	58,970	1,459,440	191,428	$313,298

Table A 3.2 Train length, loading and fare collection characteristics

Type	System	Maximum Train Length	Fare Collection Method (TVM: Ticket Vending Machine)	Platform Height	Wheelchair Access	Access Type (LRT)
AGT	DTC	2	Turnstile	High	Full	
AGT	JTA	1	Turnstile with Magnetic Tickets	High	Full	
AGT	MDTA	1	Turnstile with Magnetic Tickets	High	Full	
AGT	Morg. PRT	1	Turnstile	High	Full	
CR	CalTrain	4	Conductor	Low	None	
CR	Coaster		Proof of Payment	Low	Full	
CR	Conn DOT	10	Conductor	Low	Full	
CR	GO Transit	12	Proof of Payment	Low	Partial	
CR	LIRR	12	Conductor and TVM	High/Low	Partial	
CR	MARC	8	Conductor	High/Low	Partial	
CR	MBTA	9	Conductor	Low	Partial	
CR	Metra	11	Conductor	High/Low	Partial	
CR	Metro-North	12	Conductor and TVM	High/Low	Partial	
CR	NICTD	8	Conductor	High/Low	Partial	
CR	NJT	17	Conductor and TVM	High/Low	Partial	
CR	SCRRA	5	Proof of Payment	Low	Full	
CR	SEPTA	7	Conductor and TVM	Low	Partial	
CR	STCUM		Conductor	High/Low	None	
CR	Tri-Rail	4	Proof of Payment	Low	Full	
CR	VRE	8	Proof of Payment	Low	Full	
LRT	Bi-State	2	Proof of Payment	High	Full	High Platforms
LRT	CTS	4	Proof of Payment	High	Full	High Platforms
LRT	Denv. RTD	2	Proof of Payment	Low	Full	Mini-high Platforms
LRT	ETS	3	Proof of Payment	High	Full	High Platforms
LRT	GCRTA	2	Operator (except CBD)	Low	None	None
LRT	LACMTA	2	Proof of Payment	High	Full	High Platforms
LRT	MBTA	3	Operator (except CBD)	Low	None	None
LRT	Metrorrey	2				Unknown
LRT	MTA	3	Proof of Payment	Low	Full	Mini-high Platforms
LRT	NFTA	3	Proof of Payment	High/Low	Full	Mini-high Platforms
LRT	NJT	1	Operator	Low	None	None
LRT	PAT	2	Operator	High/Low	Partial	High Platforms
LRT	RTA - N.O.	1	Operator	Low	None	None
LRT	SCCTA	3	Proof of Payment	Low	Full	Platform Lifts
LRT	SDT	4	Proof of Payment	Low	Full	Car Lifts
LRT	SDTEO	2	Turnstile	High	None	None
LRT	SEPTA	2	Operator (except CBD)	Low	None	None
LRT	SF Muni	4	Operator (except CBD)	High/Low	Partial	Mini-high Platforms
LRT	SRTD	4	Proof of Payment	Low	Full	Mini-high Platforms
LRT	STC	6	Turnstile with Magnetic Tickets	High	Partial	High Platforms
LRT	STE		Operator	High	None	None
LRT	Tri-Met	2	Proof of Payment	Low	Full	Platform Lifts
LRT	TTC	1	Operator and Proof of Payment	Low	None	None
RT	BART	10	Turnstile with Magnetic Tickets	High	Full	
RT	BCT	4	Proof of Payment	High	Full	
RT	CTA	8	Turnstile	High	Partial	
RT	GCRTA	3	Turnstile	High	Partial	
RT	LACMTA	4	Proof of Payment	High	Full	
RT	MARTA	8	Turnstile with Magnetic Tickets	High	Full	
RT	MBTA	6	Turnstile	High	Partial	
RT	MDTA	6	Turnstile with Magnetic Tickets	High	Full	
RT	MTA	4	Turnstile with Magnetic Tickets	High	Full	
RT	NYCT	11	Turnstile	High	Partial	
RT	PATCO	6	Turnstile with Magnetic Tickets	High	Partial	
RT	PATH	8	Turnstile	High	Partial	

Table A 3.2 Train length, loading and fare collection characteristics (continued)

Type	System	Maximum Train Length	Fare Collection Method (TVM: Ticket Vending Machine)	Platform Height	Wheelchair Access	Access Type (LRT)
RT	SEPTA	6	Turnstile	High	Partial	
RT	SIR	4	Turnstile	High	Partial	
RT	STC	9	Turnstile with Magnetic Tickets	High	None	
RT	STCUM	9	Turnstile with Magnetic Tickets	High	None	
RT	TTC	6	Turnstile	High	None	
RT	WMATA	6	Turnstile with Magnetic Tickets	High	Full	

Table A 3.3 Route characteristics and ridership[1]

Type	System	Route	Length (km)	Stations	Ridership (Avg. weekday)	Peak Hour			Peak 15-minutes		
						Pass.	Trains	Cars	Pass.	Trains	Cars
AGT	DTC	People Mover	4.7	13	6,984						
AGT	MDTA	MetroMover	9.3	21	16,700						
AGT	Morg. PRT	Morgantown PRT	5.0	5	16,000	2,800					
CR	CalTrain	CalTrain	123.7	34	20,976	2,374	6	23	932	2	8
CR	Coaster	Coaster	66.2	8	1,900	600					
CR	Conn DOT	Shore Line East	52.8	7	1,100						
CR	GO Transit	Bradford	66.8	6	1,559	798	1	7	798	1	7
CR	GO Transit	Georgetown	47.3	8	8,689	3,318	3	24	1,266	1	9
CR	GO Transit	Lakeshore East	50.9	10	29,993	7,537	5	51	3,500	2	21
CR	GO Transit	Lakeshore West	63.3	12	37,157	10,091	6	62	5,265	3	31
CR	GO Transit	Milton	50.2	8	13,246	3,996	3	27	1,574	1	10
CR	GO Transit	Richmond Hill	33.8	5	4,760	1,830	3	18	830	1	6
CR	GO Transit	Stouffville	46.7	8	1,987	1,238	2	12	953	1	6
CR	LIRR	Babylon	59.4	15	68,290	12,980	14	132	4,630	4	42
CR	LIRR	Far Rockaway	34.6	17	12,890	2,780	5	36	1,440	2	16
CR	LIRR	Flatbush Terminal	15.0	4		6,490	12	86	2,230	3	22
CR	LIRR	Hempstead	32.4	15	14,110	3,200	5	36	1,490	2	16
CR	LIRR	LIC Terminal	14.5	7		120	2	11	120	2	11
CR	LIRR	Long Beach	37.7	11	20,110	5,000	6	56	2,210	2	22
CR	LIRR	Montauk	172.0	22	7,340	1,340	4	20	760	2	10
CR	LIRR	Oyster Bay	38.5	13	5,040	1,010	2	11	530	1	6
CR	LIRR	Penn Terminal	15.0	6		41,480	38	380	12,380	10	106
CR	LIRR	Port Jefferson	93.1	22	51,380	10,960	12	109	4,320	4	38
CR	LIRR	Port Washington	29.6	13	41,390	9,130	8	76	3,640	3	30
CR	LIRR	Ronkonkoma	151.8	22	39,050	8,700	6	68	3,870	3	32
CR	LIRR	West Hempstead	21.1	11	3,570	1,340	3	20	680	1	8
CR	MARC	Brunswick	119.1	17	5,539	1,789	3		702	1	
CR	MARC	Camden	58.6	12	3,138	793	3		357	1	
CR	MARC	Penn	123.3	13	10,492	2,480	4		1,027	2	
CR	MBTA	Attleboro/Stou'ton	76.6	15	21,612	4,962	4		2,732	2	
CR	MBTA	Fairmount	15.3	5	1,452	518	2		310	1	
CR	MBTA	Fitchburg	79.7	18	6,648	2,101	3		1,002	1	
CR	MBTA	Framingham	34.5	12	9,228	1,832	2		971	1	
CR	MBTA	Franklin	49.6	17	13,068	2,579	3		1,185	1	
CR	MBTA	Haverhill/Reading	53.0	14	6,604	2,096	3		842	1	
CR	MBTA	Lowell	41.1	8	7,474	1,840	3		727	1	
CR	MBTA	Needham	22.1	12	6,846	1,918	3		860	1	
CR	MBTA	Rockport/Ipswich	72.0	16	10,230	2,292	4		1,122	2	
CR	Metra	BN	60.4	27	50,082	12,848	14	101	4,196	5	34
CR	Metra	C & NW-N	83.1	26	25,549	6,126	8	44	2,230	3	16
CR	Metra	C & NW-NW	113.5	22	38,587	10,438	8	71	4,562	3	31

[1] SEPTA commuter rail ridership data was determined from *SEPTA: Regional Rail Ridership Census 1993-94*, © SEPTA 1994.

Table A 3.3 Route characteristics and ridership (continued)

Type	System	Route	Length (km)	Stations	Ridership (Avg. weekday)	Peak Hour			Peak 15-minutes		
						Pass.	Trains	Cars	Pass.	Trains	Cars
CR	Metra	C & NW-W	57.2	17	28,592	7,739	7	57	2,667	2	19
CR	Metra	Heritage Corridor	59.9	6	1,317	677	2	6	376	1	3
CR	Metra	Milw. District -N	79.7	19	20,205	5,313	6	40	1,736	2	12
CR	Metra	Milw. District -W	64.1	23	21,273	5,833	7	44	2,359	3	16
CR	Metra	Metra Electric	65.4	49	41,024	11,292	20	100	3,288	6	30
CR	Metra	Rock Island	75.4	25	31,062	7,813	9	62	3,118	3	23
CR	Metra	South Shore	145.1	20	11,602	2,968	4	28	1,666	2	16
CR	Metra	SouthWest Serv.	40.6	9	5,862	1,957	2	15	1,075	1	8
CR	Metro-North	Harlem	124.0	36	59,675	13,377	17	138	4,820	5	47
CR	Metro-North	Hudson	119.0	29	33,461	8,541	15	88	2,619	5	28
CR	Metro-North	New Haven	168.0	39	75,656	15,282	20	158	5,191	6	55
CR	Metro-North	Waterbury Branch	52.0	8	314						
CR	NICTD	South Shore	145.0	21	11,602	2,968	4	28	1,666	2	16
CR	NJT	Atlantic City	109.3	8	1,504	222	2		120	1	
CR	NJT	Boonton Line	77.1	20	5,657	1,920	5		847	2	
CR	NJT	Main/Bergen Line	153.1	31	17,103	4,671	10		1,601	3	
CR	NJT	Montclair	20.6	6	1,239	335	2		168	1	
CR	NJT	Morris & Essex	96.9	33	25,704	4,752	13		1,952	4	
CR	NJT	N. Jersey Coast	107.4	25	37,346	6,924	7		2,965	3	
CR	NJT	Northeast Corrdr.	97.9	14	54,076	6,668	8		3,148	4	
CR	NJT	Pascack Valley	49.3	17	6,125	1,895	4		932	2	
CR	NJT	Raritan Valley	69.9	19	12,761	2,971	6		1,116	2	
CR	SCRRA	Orange County	140.4	9	2,444	859	2		542	1	
CR	SCRRA	Riverside	94.5	5	2,877	797	2		460	1	
CR	SCRRA	San Bernadino	90.6	13	4,835	1,277	2		684	1	
CR	SCRRA	Santa Clarita	124.3	8	2,632	614	2		332	1	
CR	SCRRA	Ventura County	106.6	10	2,873	769	2		449	1	
CR	SEPTA	R1	47.7	15	2,461	103	2		55	1	
CR	SEPTA	R2	75.7	33	10,142	1,444	3		553	1	
CR	SEPTA	R3	77.3	35	12,218	1,835	5		751	3	
CR	SEPTA	R5	127.0	54	26,210	3,899	6		1,622	2	
CR	SEPTA	R6	39.8	20	3,067	632	4		325	2	
CR	SEPTA	R7	73.7	27	11,524	1,314	4		739	2	
CR	SEPTA	R8	38.5	21	7,700	817	3		289	1	
CR	STCUM	Deux-Montagnes	27.2	13	10,731	2,499			875		
CR	STCUM	Dorion - Rigaud	64.4	18	11,781	3,503			1,226		
CR	Tri-Rail	Tri-Rail	107.0	15	8,065	601	1		601		
CR	VRE	Fredricksburg	86.5	11	4,605	1,188	2		858	1	
CR	VRE	Manassas	56.0	10	3,295	892	2		647	1	
LRT	Bi-State	MetroLink	30.6	18	27,055						
LRT	CTS	201 (NW-South)	19.5	22	68,000	4,950	11	33	1,840	4	12
LRT	CTS	202 (Northeast)	11.8	18	38,000	3,395	11	33	1,495	4	12
LRT	Denv. RTD	101	8.5	14	15,222	3,000			1,000		
LRT	ETS	101	13.7	10	35,000	3,219					
LRT	GCRTA	67AX (Shaker)		18							
LRT	GCRTA	67X (Van Aken)		18							
LRT	LACMTA	Blue Line	35.4	22	40,640	2,416	9	18			
LRT	MBTA	B Boston College	10.3	18	32,979						
LRT	MBTA	C Cleveland Circ.	9.3	15	12,727						
LRT	MBTA	D Riverside	21.7	24	18,421						
LRT	MBTA	E Heath St.	6.0	10	13,451						
LRT	MBTA	Mattapan	4.1	8	7,104						
LRT	Metrorrey	Metrorrey	17.5	17							

Table A 3.3 Route characteristics and ridership (continued)

Type	System	Route	Length (km)	Stations	Ridership (Avg. weekday)	Peak Hour			Peak 15-minutes		
						Pass.	Trains	Cars	Pass.	Trains	Cars
LRT	MTA	Light Rail	36.4	24	20,500						
LRT	NFTA	Metro Rail	10.3	14	28,129						
LRT	NJT	7 City Subway	8.1	11	16,871	1,769					
LRT	PAT	42L Library	13.0	48	6,649						
LRT	PAT	42S South Hills	21.0	35	20,134						
LRT	RTA - N.O.	12 St. Charles	10.6								
LRT	RTA - N.O.	Riverfront	2.6	10							
LRT	SCCTA	Light Rail	33.8	33	20,155						
LRT	SDT	East	30.0	22	12,989						
LRT	SDT	South	26.4	20	30,722						
LRT	SDTEO	1 North-South	15.5	19	65,000						
LRT	SDTEO	2 East-West	8.5	11							
LRT	SEPTA	10 Overbrook	9.5		14,494	528					
LRT	SEPTA	11 Darby	10.8		13,864	463					
LRT	SEPTA	13 Darby/ Yeadon	11.2		20,962	1,342					
LRT	SEPTA	34 Angora	8.0		15,674	1,009					
LRT	SEPTA	36 Eastwick	11.4		14,727	788					
LRT	SEPTA	100 Norristown	21.7	22	7,212	477	8		132	2	
LRT	SEPTA	101 Media	13.7	35	5,082	630	10	10	244	3	3
LRT	SEPTA	102 Sharon Hill	8.5	27	3,366	321	6	6	115	2	2
LRT	SF Muni	J Church	10.8		15,584						
LRT	SF Muni	K Ingleside	12.6		27,828						
LRT	SF Muni	L Taraval	12.7		28,451						
LRT	SF Muni	M Ocean View	14.6		27,864						
LRT	SF Muni	N Judah	11.4		31,148						
LRT	SRTD	RT	27.0	29	24,382	1,311					
LRT	Tri-Met	MAX	24.1	30	24,900	1,975	9	16	615	3	5
LRT	TTC	501 Queen	16.9		59,138	1,224					
LRT	TTC	502 Downtowner	9.7		7,737	413					
LRT	TTC	503 Kingston Rd.	9.3		2,561	327					
LRT	TTC	504 King	12.8		58,756	1,613					
LRT	TTC	505 Dundas	10.8		47,955	792					
LRT	TTC	506 Carlton	14.9		59,371	1,127					
LRT	TTC	507 Long Branch	7.8		7,003	268					
LRT	TTC	511 Bathurst	4.7		23,533	979					
LRT	TTC	512 St. Clair	7.0		29,200	1,293					
LRT	TTC	604 Harbourfront	1.8	6	9,950	520					
RT	BART	Concord/Daly City	58.6	19		7,349	8	80			
RT	BART	Fremont/Daly City	62.7	19		4,571	5	50			
RT	BART	Fremont/Rich.	58.4	18		2,004	4	24			
RT	BART	Richmond/Daly C.	44.8	19		3,713	4	40			
RT	BCT	SkyTrain	28.8	20	110,000	6,932	25	100	2,056	7	28
RT	CTA	Blue	55.1	43	122,800	9,376			2,616		
RT	CTA	Brown	18.2	28	32,750	7,051			1,848		
RT	CTA	Green	33.9	33	26,800	2,952			950		
RT	CTA	Orange	19.9	17	14,800	4,287			1,535		
RT	CTA	Purple	26.1	22	10,050	3,479			1,147		
RT	CTA	Red	34.9	33	182,350	11,533			3,601		
RT	CTA	Yellow	8.1	2	5,300						
RT	GCRTA	66X	30.8	18							
RT	LACMTA	Red	7.1	5	15,550						

NOTE Most TTC streetcar lines serve subway stations at their outer ends and run through downtown — giving them effectively four peak points per line. They also serve many short trips and have high off-peak use. This accounts for the exceptionally low ratio of peak-hour to daily ridership.

Table A 3.3 Route characteristics and ridership (continued)

Type	System	Route	Length (km)	Stations	Ridership (Avg. weekday)	Peak Hour			Peak 15-minutes		
						Pass.	Trains	Cars	Pass.	Trains	Cars
RT	MARTA	East/West	25.8	16	71,396	2,986	8	60	926	2	12
RT	MARTA	North/South	35.7	18	117,941	5,093	8	58	1,796	3	22
RT	MBTA	Blue	9.6	12	54,000	6,389					
RT	MBTA	Orange	18.0	19	127,000	7,379					
RT	MBTA	Red	33.0	22	185,000	9,282					
RT	MDTA	Metrorail	33.1	21	46,300	3,698			1,456		
RT	MTA	Metro	22.9	12	43,000						
RT	NYCT	1, 9	23.7	38		16,991	16	160	5,398	4	40
RT	NYCT	2	41.2	49		14,052	12	120	4,585	4	40
RT	NYCT	3	29.4	34		10,524	10	90	3,107	3	27
RT	NYCT	4	33.0	27		18,084	15	150	5,200	4	40
RT	NYCT	5	40.1	40		15,975	13	130	4,600	4	40
RT	NYCT	6	24.3	38		29,175	22	220	8,648	6	60
RT	NYCT	7	15.2	21		23,369	21	231	6,318	4	44
RT	NYCT	A	54.5	61		22,526	15	136	6,638	4	40
RT	NYCT	B	33.8	46		10,715	8	80	3,614	2	20
RT	NYCT	C	36.2	47		6,611	9	72	2,151	3	24
RT	NYCT	D	41.6	42		12,377	10	80	5,513	4	32
RT	NYCT	E	24.9	20		22,530	12	120	7,884	4	40
RT	NYCT	F	43.4	49		28,554	17	136	8,210	5	40
RT	NYCT	Franklin Shuttle	2.2	5							
RT	NYCT	G	23.3	27		4,300	6	36			
RT	NYCT	42nd St. Shuttle	0.7	2		5,860		100			
RT	NYCT	H	10.7	6							
RT	NYCT	J, Z	21.4	30		13,791	13	104	4,886	4	32
RT	NYCT	L	16.3	24		12,621	13	104	3,982	4	32
RT	NYCT	M	27.5	37		3,710	8	64	1,078	2	16
RT	NYCT	N	32.6	44		11,030	11	100	3,465	3	28
RT	NYCT	Q	26.2	20		12,111	9	72	3,614	3	24
RT	NYCT	R	34.8	43		12,208	12	96	4,069	4	32
RT	PATCO	PATCO	22.9	13	41,190	7,720			2,000		
RT	PATH	Hoboken - 33rd	5.6	6	38,650	6,138	11	77	1,599	3	21
RT	PATH	Hoboken - WTC	4.8	4	55,200	8,939	13	91	3,298	4	28
RT	PATH	Journal Sq. - 33rd	9.2	8	36,600	4,763	9	63	1,484	2	14
RT	PATH	Newark - WTC	14.3	6	83,800	11,580	15	120	4,083	5	40
RT	SEPTA	Blue (Mkt - Frank)	19.6	28	193,362						
RT	SEPTA	Orange (Broad)	18.3	24	131,952						
RT	SIR	Staten Island Rly.	23.0	22	19,161						
RT	STC	1	18.8	20	1,037,726	70,700	50	450	STC provided hourly and 30 minute 2-way data. Adjusted to 1-way at 72% on heavy lines, 80% on lighter lines. The 30 minute rate is 51-59% of hourly for heavy lines, ≅ 70% on lighter lines.		
RT	STC	2	23.4	24	1,199,173	75,300	53	468			
RT	STC	3	23.6	21	940,962	63,000	53	468			
RT	STC	4	10.7	10	111,409	7,400	13	117			
RT	STC	5	15.7	13	254,224	20,700	23	207			
RT	STC	6	13.9	11	152,369	10,300	12	108			
RT	STC	7	18.9	14	241,842	18,300	20	140			
RT	STC	9	15.3	12	365,430	27,600	23	207			
RT	STC	A	17.0	10	147,374	18,100	20	120			
RT	STCUM	1 (Green)	22.1	27	369,766	21,869			7,654		
RT	STCUM	2 (Orange)	24.8	28	407,731	24,382			8,534		
RT	STCUM	4 (Yellow)	4.3	3	56,943	10,928			3,825		
RT	STCUM	5 (Blue)	9.7	12	85,555	6,360			2,226		
RT	TTC	601 B-D	27.0	31	362,811	21,050			6,598		
RT	TTC	602 Y-U-S	29.9	31	475,530	26,908	24	144	8,285	7	42
RT	TTC	603 SRT	7.2	6	38,481	3,507			1,157		

Table A 3.3 Route characteristics and ridership (continued)

Type	System	Route	Length (km)	Stations	Ridership (Avg. weekday)	Peak Hour			Peak 15-minutes		
						Pass.	Trains	Cars	Pass.	Trains	Cars
RT	WMATA	Blue	37.5	24		4,600					
RT	WMATA	Green, Inner	8.1	9		2,800					
RT	WMATA	Green, Outer	12.8	5		1,200					
RT	WMATA	Orange	42.1	26		10,700					
RT	WMATA	Red	48.9	25		11,700					
RT	WMATA	Yellow	17.1	12		4,700					

Table A 3.4 Trunk characteristics and ridership[2]

Type	System	Trunk Name	Minimum Operated Headway (minutes)	Peak Hour			Peak 15-minutes		
				Pass.	Trains	Cars	Pass.	Trains	Cars
CR	CalTrain	CalTrain	5	2,374	6	23	932	2	8
CR	GO Transit	Lakeshore East	1	9,914	8	69	4,094	3	27
CR	GO Transit	Lakeshore West	1	17,358	13	116	6,784	5	45
CR	LIRR	Jamaica - Flatbush	3	6,490	12	86	2,230	3	22
CR	LIRR	Jamaica - Penn Stn.	1	41,480	38	380	12,380	10	106
CR	MARC	Washington Union Stn.	2	4,119	9		1,694	4	
CR	MBTA	North Station	1	7,819	12		3,227	4	
CR	MBTA	South/Back Bay Stn.	1	10,330	12		3,749	4	
CR	Metra	C & NW	1	22,310	21	160	8,395	6	58
CR	Metra	Metra Electric	1	13,853	23	124	4,765	8	42
CR	Metra	Rock Island	2	7,813	9	62	3,118	3	23
CR	Metra	Union Station North	1	10,717	13	81	4,095	5	28
CR	Metra	Union Station South	1	15,433	18	122	5,374	7	45
CR	Metro-North	Park Avenue Tunnel	1	35,926	50	371	10,965	14	116
CR	NJT	Hoboken Term.	1	12,721	34		3,849	9	
CR	NJT	Newark Penn Stn.	1	15,866	21		4,932	7	
CR	SCRRA	LAUPT	1	3,608	9		1,791	4	
CR	SEPTA	Penn (30th St.)	1	8,645	23		3,487	9	
CR	SEPTA	Reading	1	6,121	19		1,990	5	
CR	STCUM	CP Windsor Station	7	3,503			1,226		
CR	STCUM	Mont-Royal Tunnel	10	2,499			875		
CR	Tri-Rail	Tri-Rail	60	601	1		601	1	
CR	VRE	VRE	10	2,080	4		1,505	2	
LRT	CTS	Northeast Line	3	3,395	11	33	1,495	4	12
LRT	CTS	South Line	2	4,950	11	33	1,840	4	12
LRT	Denv. RTD	Central	5	3,000			1,000		
LRT	ETS	Northeast LRT	5	3,219	12	36			
LRT	LACMTA	Blue Line	6	2,416	9	18			
LRT	MBTA	Green Line Subway	1.33	10,000	45	90			
LRT	NJT	City Subway	2	1,769	30	30			
LRT	SEPTA	Media - Sharon Hill	2	950	16	16			
LRT	SEPTA	Norristown High-Speed	3	477	8		132	2	
LRT	SEPTA	Subway-Surface	1	4,130	60				
LRT	SF Muni	Muni Metro	2.61						
LRT	SRTD	Sacramento LRT	15	1,311					
LRT	Tri-Met	MAX	3	1,975	9	16	615	3	5

[2] *Ibid.*

Table A 3.4 Trunk characteristics and ridership

Type	System	Trunk Name	Minimum Operated Headway (minutes)	Peak Hour			Peak 15-minutes		
				Pass.	Trains	Cars	Pass.	Trains	Cars
RT	BART	Transbay Tube	3	14,881	17	170			
RT	BCT	SkyTrain	1.33	6,932	25	100	2,056	7	28
RT	CTA	Dearborn Subway	4	9,376	14	112	2,616	4	32
RT	CTA	State Subway	3	11,533			3,601	6	48
RT	MARTA	East/West	8	2,986	8	60	926	2	12
RT	MARTA	North/South	8	5,093	8	58	1,796	3	22
RT	MBTA	Blue	3.5	6,389					
RT	MBTA	Orange	4.5	7,379					
RT	MBTA	Red	4	9,282					
RT	MDTA	Metrorail	5	3,698					
RT	MTA	Metro	8						
RT	NYCT	14th Street Tunnel	4	10,609	13	104	3,528	4	32
RT	NYCT	53rd Street Tunnel	2	49,829	29	256	15,154	8	72
RT	NYCT	60th Street Tunnel	2	22,598	23	194	7,534	7	60
RT	NYCT	63rd Street Tunnel	4	2,331	9	72	775	2	16
RT	NYCT	8th Ave. Express	2	21,828	20	170	6,858	5	44
RT	NYCT	8th Ave. Local	1.5	8,351	12	108	2,506	3	26
RT	NYCT	Broadway Express	2	24,099	21	200	7,962	7	67
RT	NYCT	Broadway Local	3.5	16,991	16	160	5,398	4	40
RT	NYCT	Clark Street	2.5	15,073	18	171	4,873	5	48
RT	NYCT	Cranberry St. Tunnel	1.5	28,167	27	234	7,782	7	60
RT	NYCT	Joralemon St. Tunnel	2	26,236	23	230	7,305	6	60
RT	NYCT	Lexington Ave. Express	1.5	33,938	29	290	9,800	8	80
RT	NYCT	Lexington Ave. Local	2	29,175	22	220	8,648	6	60
RT	NYCT	Manhattan Bridge	0.5	33,248	25	214	12,306	9	76
RT	NYCT	Montague St. Tunnel	2	13,830	21	172	3,643	6	48
RT	NYCT	Rutgers St. Tunnel	2	12,910	14	112	3,937	4	32
RT	NYCT	Steinway Tunnel	2	23,369	21	231	6,318	4	44
RT	NYCT	Williamsburg Bridge	1.5	18,037	20	160	5,554	7	56
RT	PATCO	Ben Franklin Bridge	2	7,720			2,000		
RT	PATH	33rd St.	3	10,901	20	140	3,080	5	35
RT	PATH	World Trade Center	1.5	20,519	28	211	5,595	7	61
RT	SEPTA	Broad St. Subway	2						
RT	SEPTA	Market St. Subway	3						
RT	STCUM	1 Green	3	21,869	20	180			
RT	STCUM	2 Orange	3	24,382	20	180			
RT	STCUM	4 Yellow	5	10,928	12	72			
RT	STCUM	5 Blue	4	6,360	15	90			
RT	TTC	Bloor-Danforth	2.67	21,050	22	132			
RT	TTC	Scarborough RT	3.83	3,507	15	60			
RT	TTC	Yonge Subway	2.45	26,908	24	144	8,285	7	42
RT	WMATA	Blue/Orange	3	15,300	20				
RT	WMATA	Green/Yellow	3	7,500	20	80			
RT	WMATA	Red	3	11,700	20	120			

Table A 3.5 Rail transit car specifications

Mode	System	Car Designation	Date Built	Number in Class	Length (m)	Width (m)	Seats	Total Capacity	Doors	Door Width (m)
AGT	DTC	S-1		8	12.4	2.49	33	100	2	1.21
AGT	JTA	VAL 256	1988	2	12.8	2.64	12		2	
AGT	MDTA	C-100	1985-93	27	12.8	2.84	8	100	2	
AGT	Morg. PRT	Boeing PRT	1978-79	71	4.7	2.0	8	23	1	1.0
CR	CalTrain	California	1993	17	25.91	3.05	135		2	
CR	CalTrain	California (Cab)	1993	6	25.91	3.05	130		2	
CR	CalTrain	Gallery Cab	1985	21	25.91	3.23	139		1	
CR	CalTrain	Gallery Coach	1985-87	52	25.91	3.23	148		1	
CR	Coaster	Bi-Level	1994	16	25.91	3.0	135		2	
CR	Conn DOT	C&O 1600	1950	7	25.91	3.05	102	102		
CR	Conn DOT	C&O 1600	1950	3	25.91	3.05	66	66		
CR	Conn DOT	Comet II Mod	1991	2	25.91	3.2	131	131		
CR	Conn DOT	Comet II Mod	1991	4	25.91	3.2	118	118		
CR	Conn DOT	Comet II Mod	1991	4	25.91	3.2	130	130		
CR	Conn DOT	SPV 2000	1979	2	25.91	3.2	84	84		
CR	GO Transit	Bi-Level Cab	1983-90	42	25.91	3.0	161	302	2	
CR	GO Transit	Bi-Level Trailer	1977-91	289	25.91	3.0	162	302	2	
CR	LIRR	C-1	1990	5	25.91	3.1	190		2	
CR	LIRR	C-1	1990	5	25.91	3.1	181		2	
CR	LIRR	M-1	1972	74	25.91	3.28	122		2	
CR	LIRR	M-1	1968-71	305	25.91	3.28	118		2	
CR	LIRR	M-1	1972	74	25.91	3.28	118		2	
CR	LIRR	M-1	1968-71	305	25.91	3.28	122		2	
CR	LIRR	M-3	1985	87	25.91	3.28	114		2	
CR	LIRR	M-3	1985	87	25.91	3.28	120		2	
CR	LIRR	P-72	1955-56	38	25.2	3.18	118			
CR	LIRR	P-72	1955-56	38	25.2	3.18	123			
CR	LIRR	PP-72	1955-56	12	25.2	3.18	44			
CR	LIRR	PT-72	1955-56	36	25.2	3.18	118			
CR	LIRR	PT-72	1955-56	37	25.2	3.18	123			
CR	LIRR	PT-75	1963	28	25.2	3.2	133			
CR	MARC	Coach	1985-87	16	25.91	3.2	114			
CR	MARC	Coach	1949	2	25.91	3.05	96			
CR	MARC	Coach	1949	10	25.91	3.05	80			
CR	MARC	Coach	1992-3	11	25.91	3.2	120			
CR	MARC	Coach	1949	15	25.91	3.05	95			
CR	MARC	E/H Cab	1991	6	25.91	3.2	114			
CR	MARC	E/H Cab	1985-87	12	25.91	3.2	104			
CR	MARC	E/H Coach	1991	10	25.91	3.2	114			
CR	MARC	E/H Toilet	1991	9	25.91	3.2	118			
CR	MARC	Toilet Coach	1949	1	25.91	3.05	80			
CR	MARC	Toilet Coach	1949	5	25.91	3.05	88			
CR	MARC	Toilet Coach	1949	11	25.91	3.05	88			
CR	MBTA	BTC	1991	50	25.91	3.05	185	240	2	
CR	MBTA	BTC-1	1979	43	25.91	3.2	99	149		
CR	MBTA	BTC-1A	1987	40	25.91	3.2	127	157		
CR	MBTA	BTC-1B	1989-90	54	25.91	3.2	122	152		
CR	MBTA	BTC-3	1987-88	34	25.91	3.05	96	146		
CR	MBTA	CTC	1991	25	25.91	3.05	180	240		
CR	MBTA	CTC-1	1979	13	25.91	3.2	95	145		
CR	MBTA	CTC-1A	1989-90	52	25.91	3.2	122	152		
CR	MBTA	CTC-3	1987-88	33	25.91	3.05	94	144		
CR	Metra	CA2A, B, C	1961-65	24	25.91	3.38	156		1	
CR	Metra	CA2D	1974	14	25.91	3.38	149		1	
CR	Metra	CA2E	1978	25	25.91	3.38	147		1	

Table A 3.5 Rail transit car specifications (continued)

Mode	System	Car Designation	Date Built	Number in Class	Length (m)	Width (m)	Seats	Total Capacity	Doors	Door Width (m)
CR	Metra	CA2F	1980	7	25.91	3.51	147		1	
CR	Metra	CA2G	1980	2	25.91	3.38	147		1	
CR	Metra	CA3A, B	1959-60	49	25.91	3.51	155		1	
CR	Metra	CA3C, D, E, F	1965-68	14	25.91	3.51	155		1	
CR	Metra	CN1A, B	1965/74	26	25.91	3.18	139		1	
CR	Metra	Gallery	1994	75	25.91	3.33	140		1	
CR	Metra	Gallery	1995	98	25.91	3.33	148		1	
CR	Metra	MA3A (emu)	1971-72	129	25.91	3.2	156		1	
CR	Metra	MA3B (emu)	1978-79	36	25.91	3.2	156		1	
CR	Metra	TA2A, B, C	1961-65	57	25.91	3.23	162		1	
CR	Metra	TA2D, E, F	1974-80	125	25.91	3.23	157		1	
CR	Metra	TA3A, TB3A	1955	16	25.91	3.23	169		1	
CR	Metra	TA3B, C, D, E, F	1956-65	150	25.91	3.23	161		1	
CR	Metra	TA3G, H, I, J, K	1966-70	54	25.91	3.23	161		1	
CR	Metra	TA3L	1966-70	1	25.91	3.18	136		1	
CR	Metra	TA3L	1958	5	25.91	3.23	161		1	
CR	Metra	TN1A, D, F	1950-55	38	25.91	3.18	148		1	
CR	Metra	TN1B, C, E, G, H, I	1951-73	55	25.91	3.18	145		1	
CR	Metra	TN2A	1978	22	25.91	3.23	145		1	
CR	Metro-North	ACMU	1962	61	25.91	3.2	130			
CR	Metro-North	M-1A A	1971	89	25.91	3.2	118		2	
CR	Metro-North	M-1A B	1971	89	25.91	3.2	122		2	
CR	Metro-North	M-2 A	1973	121	25.91	3.2	118		2	
CR	Metro-North	M-2 B	1973	111	25.91	3.2	114		2	
CR	Metro-North	M-2 C	1973	10	25.91	3.2			2	
CR	Metro-North	M-3A A	1984	71	25.91	3.2	120		2	
CR	Metro-North	M-3A B	1984	71	25.91	3.2	114		2	
CR	Metro-North	M-4 A	1988	18	25.91	3.2	118		2	
CR	Metro-North	M-4 B	1988	18	25.91	3.2	114		2	
CR	Metro-North	M-4 D	1988	18	25.91	3.2	126		2	
CR	Metro-North	M-6 A	1993	16	25.91	3.2	118		2	
CR	Metro-North	M-6 B	1993	16	25.91	3.2	106		2	
CR	Metro-North	M-6 D	1993	16	25.91	3.2	126		2	
CR	Metro-North	Shoreliner	1986-91	33	25.91	3.2	118		2	
CR	Metro-North	Shoreliner	1986	45	25.91	3.2	131		2	
CR	Metro-North	SPV 2000	1981	10	25.91	3.2	109		2	
CR	NICTD	EMU-1	1982	34	25.91	3.2	93		3	
CR	NICTD	EMU-1A	1983	7	25.91	3.2	93		3	
CR	NICTD	EMU-2	1992	7	25.91	3.2	110		3	
CR	NICTD	TMU-1	1992	10	25.91	3.2	130		3	
CR	NJT	Arrow II	1974-75	35	25.91	3.2	119	149	3	
CR	NJT	Arrow II	1974-75	35	25.91	3.2	115	144	3	
CR	NJT	Arrow III	1977-78	130	25.91	3.2	119	149	3	
CR	NJT	Arrow III	1977-78	13	25.91	3.2	113	141	3	
CR	NJT	Arrow III	1977-78	87	25.91	3.2	115	144	2	
CR	NJT	Comet I	1971	9	25.91	3.2	125	156	2	
CR	NJT	Comet I	1971	32	25.91	3.2	115	144	2	
CR	NJT	Comet I	1971	106	25.91	3.2	131	164	2	
CR	NJT	Comet IA	1977/82	8	25.91	3.2	123	154	2	
CR	NJT	Comet IB	1968	15	25.91	3.2	115	144	2	
CR	NJT	Comet IB	1968	15	25.91	3.2	121	151	2	
CR	NJT	Comet II/IIA	1982-83	103	25.91	3.2	131	164	2	
CR	NJT	Comet II/IIA	1982-83	23	25.91	3.2	113	141	2	
CR	NJT	Comet IIB	1987-88	29	25.91	3.2	126	156	2	
CR	NJT	Comet IIB	1987-88	1	25.91	3.2	117	146	2	

Table A 3.5 Rail transit car specifications (continued)

Mode	System	Car Designation	Date Built	Number in Class	Length (m)	Width (m)	Seats	Total Capacity	Doors	Door Width (m)
CR	NJT	Comet IIB	1987-88	21	25.91	3.2	131	164	2	
CR	NJT	Comet IIB	1987-88	1	25.91	3.2	88	110	2	
CR	NJT	Comet III	1990-91	35	25.91	3.2	118	147	3[3]	
CR	NJT	Comet III	1990-91	11	25.91	3.2	103	129	3	
CR	NJT	Comet III	1990-91	6	25.91	3.2	108	135	3	
CR	SCRRA	Bi-Level V Modified	1992-93	59	25.91	3	148	148	2	
CR	SCRRA	Bi-Level V Modified	1992-93	31	25.91	3	145	145	2	
CR	SEPTA	JW2-C	1987	10	25.91	3.2	118		2	
CR	SEPTA	JW2-T	1987	25	25.91	3.2	133		2	
CR	SEPTA	SL II	1963	36	25.91	3.2	125		2	
CR	SEPTA	SL II	1964	17	25.91	3.2	127		2	
CR	SEPTA	SL III	1967	20	25.91	3.2	111		2	
CR	SEPTA	SL IV	1973-77	231	25.91	3.2	127		2	
CR	STCUM	Class B	1953-54	40	25.57	3.04	109		2	0.78
CR	STCUM	Gallery Cab	1970	2	25.91	3.03	154		1	2.0
CR	STCUM	Gallery Trailer	1970	7	25.91	3.03	168		1	2.0
CR	STCUM	MR90 (emu)	1994/95	29	25.91	3.05	95		3	
CR	STCUM	MR90 (trailer cab)	1994/95	4	25.91	3.05	95		3	
CR	STCUM	MR90 (trailer)	1994/95	25	25.91	3.05	95		3	
CR	STCUM	Single Level 700	1989	24	25.98	3.2	130		2	0.81
CR	Tri-Rail	Bi-Level	1988-91	15	25.91	3	162	162	2	
CR	Tri-Rail	Bi-Level III	1988	6	25.91	3	159	159	2	
CR	VRE	BTC-2	1955	17	25.91	3.05	99		2	
CR	VRE	Cab	1992	10	26.01	3.05	112		2	
CR	VRE	CTC-2	1955	4	25.91	3.05	92		2	
CR	VRE	Trailer	1992	28	26.01	3.05	120		2	
LRT	Bi-State	U2A	1992-93	31	27.28	2.67	72		4	1.3
LRT	CTS	U2, U2AC	1980-86	85	24.28	2.66	64	200	4	1.3
LRT	Denv. RTD	SD100	1993	11	29.18	2.61	64		4	1.3
LRT	ETS	U2	1978-83	37	24.28	2.66	64	161	4	1.3
LRT	GCRTA	800	1981	48	24.38	2.82	84	176	3	
LRT	LACMTA	LRV	1989-94	69	27.13	2.67	76	137	4	
LRT	MBTA	LRV Green	1986-88	100	21.95	2.69	50	112	3	
LRT	MBTA	LRV Green	1976-78	117	21.64	2.64	52	112	3	1.37
LRT	MBTA	PCC Green	1945-46	15	14.02	2.54	42		2	
LRT	Metrorrey	Monterrey LRV	1990	25	29.56	2.65	58		6	
LRT	MTA	LRV	1991-93	35	28.96	2.9	85	201	4	
LRT	NFTA	Buffalo LRV	1983-84	27	20.37	2.62	51	180	2	
LRT	NJT	PCC	1946-49	24	14.15	2.74	55	125	2	
LRT	PAT	PCC 4000	1948	16	14.02	2.54	50		2	
LRT	PAT	U3	1986	55	25.73	2.54	63	125	4	1.3
LRT	RTA - N.O.	Streetcar (St. Ch.)	1923-24	38	14.53	2.54	52		2	
LRT	RTA - N.O.	W-2	1930	3	14.63	2.74	52		1	
LRT	SCCTA	SCLRV	1987	50	26.82	2.74	76	167	4	1.56
LRT	SDT	U2	1980-89	71	24.26	2.64	64	96	4	1.3
LRT	SDT	U2A	1993	52	24.49	2.64	64	96	4	1.3
LRT	SDTEO	Guadalajara LRV	1989	16	29.56	2.65	52		4	
LRT	SEPTA	LRV (Red Arrow)	1981	29	16.15	2.69	50	96	2	
LRT	SEPTA	LRV (S-S)	1980-82	112	15.24	2.59	51	96	2	
LRT	SEPTA	N-5	1993	26	19.99	3	60	90	2	
LRT	SF Muni	LRV	1995	40	22.86	2.74	60		4	
LRT	SF Muni	SLRV	1978	100	21.64	2.69	68		3	1.37
LRT	SF Muni	SLRV	1978	30	21.64	2.69	58		3	1.37

[3] Includes double-stream high-level center door.

Table A 3.5 Rail transit car specifications (continued)

Mode	System	Car Designation	Date Built	Number in Class	Length (m)	Width (m)	Seats	Total Capacity	Doors	Door Width (m)
LRT	SRTD	U2A	1986-91	36	24.38	2.64	60	144	4	1.3
LRT	STE	Mexico LRV	1990-91	12	29.56	2.65	46		6	
LRT	Tri-Met	Portland LRV	1983-86	26	26.51	2.65	76	166	4	1.33
LRT	TTC	A-15 (PCC)	1951	22	14.15	2.54	45	103	2	
LRT	TTC	L-1/2 (CLRV)	1977-81	196	15.44	2.59	46	102	2	
LRT	TTC	L-3 (ALRV)	1987-89	52	23.16	2.59	61	155	3	
RT	BART	A-Car (Cab)	1972-75	135	23.01	3.2	72		2	1.37
RT	BART	B-Car (Midtrain)	1972-75	305	21.34	3.2	72		2	1.37
RT	BART	C	1994-95	80	21.34	3.2	68		2	1.37
RT	BART	Single C-1	1988-90	150	21.34	3.2	64		2	1.37
RT	BCT	S-1	1984-85	114	12.4	2.49	36	80	2	1.21
RT	BCT	S-1	1991	16	12.4	2.49	30	80	2	1.21
RT	CTA	2000 A	1964	70	14.63	2.84	47	150	4	0.64
RT	CTA	2000 B	1964	70	14.63	2.84	51	150	4	0.64
RT	CTA	2200 A	1969-70	72	14.63	2.84	47	150	4	0.65
RT	CTA	2200 B	1969-70	72	14.63	2.84	51	150	4	0.65
RT	CTA	2400 A	1976-78	97	14.63	2.84	45	150	2	1.27
RT	CTA	2400 B	1976-78	97	14.63	2.84	49	150	2	1.27
RT	CTA	2600 A	1981-87	299	14.63	2.84	43	150	2	1.27
RT	CTA	2600 B	1981-87	299	14.63	2.84	49	150	2	1.27
RT	CTA	3200 (A&B)	1992	256	14.63	2.84	39	150	2	1.27
RT	GCRTA	Cleveland RT	1984-85	60	23.01	3.15	80	128	3	1.27
RT	LACMTA	HRV	1991-93	30	22.86	3.2	59		3	
RT	MARTA	CQ 310	1979	100	22.86	3.2	68	136	3	1.27
RT	MARTA	CQ 310	1979	20	22.66	3.2	64	128	3	1.27
RT	MARTA	CQ 311	1984-88	120	22.86	3.2	68	136	3	1.27
RT	MBTA	00600 Blue	1979	70	14.78	2.82	42	94		
RT	MBTA	01200 Orange	1980	120	19.81	2.82	58	132		
RT	MBTA	01400 Red	1962	86	21.18	3.18	54	160		
RT	MBTA	01500 Red	1968	24	21.18	3.1	63	160		
RT	MBTA	01600 Red	1968	52	21.18	3.1	64	160		
RT	MBTA	01700 Red	1987	58	21.18	3.05	62	160	3	1.22
RT	MBTA	01800 Red	1992	86	21.18	3.05	50	160		
RT	MDTA	Heavy Rail	1984	136	22.76	3.11	76	166	3	1.23
RT	MTA	Married Pair	1984-86	100	22.76	3.11	76	166	3	1.27
RT	NYCT	R26	1959-60	110	15.56	2.68	44	110	3	1.27
RT	NYCT	R28	1960-61	100	15.56	2.68	44	110	3	1.27
RT	NYCT	R29	1962	236	15.56	2.68	44	110	3	1.27
RT	NYCT	R30	1961-2	130	18.35	3.05	50	145	4	1.17
RT	NYCT	R32	1964-65	595	18.35	3.05	50	145	4	1.17
RT	NYCT	R33	1962-63	494	15.56	2.68	44	110	4	1.27
RT	NYCT	R33S	1962-63	39	15.56	2.68	44	110	4	1.27
RT	NYCT	R36	1963-64	424	15.56	2.68	44	110	4	1.27
RT	NYCT	R38	1966-67	196	18.35	3.05	50	145	4	1.17
RT	NYCT	R40 (SL & ST)	1968-69	396	18.35	3.05	46	145	4	1.27
RT	NYCT	R42	1969-70	392	18.3	3.05	46	145	4	1.27
RT	NYCT	R44	1972-74	278	22.77	3.05	74	175	4	1.27
RT	NYCT	R46	1975-77	752	22.77	3.05	74	175	4	1.27
RT	NYCT	R62	1984-85	325	15.56	2.68	44	110	3	1.27
RT	NYCT	R62A	1985-87	825	15.56	2.68	44	110	3	1.27
RT	NYCT	R68	1986-88	425	22.77	3.05	70	175	4	1.27
RT	NYCT	R68A	1988-89	200	22.77	3.05	70	175	4	1.27
RT	PATCO	PATCO I MP	1968	50	20.68	3.09	80	96	2	1.27
RT	PATCO	PATCO I S	1968	25	20.68	3.09	72	73	2	1.27

Table A 3.5 Rail transit car specifications (continued)

Mode	System	Car Designation	Date Built	Number in Class	Length (m)	Width (m)	Seats	Total Capacity	Doors	Door Width (m)
RT	PATCO	PATCO II	1980-81	46	20.68	3.09	80	96	2	1.27
RT	PATH	PA-1	1965	157	15.54	2.81	31	130	2	1.37
RT	PATH	PA-2	1967	44	15.54	2.81	31	130	2	1.37
RT	PATH	PA-3	1972	46	15.54	2.81	31	130	2	1.37
RT	PATH	PA-4	1986-88	95	15.54	2.81	31	130	3	1.37
RT	SEPTA	Budd E-1	1960	231	16.76	2.77	56	107	3	1.24
RT	SEPTA	Double End: B-IV	1982	49	20.57	3.09	62	180	3	1.32
RT	SEPTA	Single End: B-IV	1982	76	20.57	3.09	65	180	3	1.32
RT	SIR	R-44 "A"	1971	40	22.76	3.05	72	175	3	
RT	SIR	R-44 "B"	1971	24	22.76	3.05	76	175	3	
RT	STC	MP-66 pneumatic	1969-73	528	16.96	2.51	40	220[4]	4	1.30
RT	STC	NM-73A pneumatic	1976	99	16.96	2.51	40	220	4	1.30
RT	STC	NM-73B pneumatic	1077-79	237	16.96	2.51	40	220	4	1.30
RT	STC	NM-73C pneumatic	1979	9	16.96	2.51	40	220	4	1.30
RT	STC	NM-79 pneumatic	1981-84	527	16.96	2.51	40	220	4	1.30
RT	STC	NC-82 pneumatic	1982-83	180	16.96	2.51	40	220	4	1.30
RT	STC	MP-82 pneumatic	1982-84	225	16.96	2.51	40	220	4	1.30
RT	STC	NM-83A pneumatic	1984-85	274	16.96	2.51	40	220	4	1.30
RT	STC	NM-83B pneumatic	1986-89	225	16.96	2.51	40	220	4	1.30
RT	STC	FM-86 steel wheel	1991-92	180	16.96	2.51	40	180	4	1.30
RT	STCUM	MR-63 pneumatic	1965-67	336	16.96	2.51	40	160	4	1.30
RT	STCUM	MR-73 pneumatic	1976	423	16.96	2.51	40	160	4	1.30
RT	TTC	H1	1965-66	160	22.7	3.15	83	225	4	1.14
RT	TTC	H2	1971-72	76	22.7	3.15	83	225	4	1.14
RT	TTC	H4	1974-75	88	22.7	3.15	77	226	4	1.14
RT	TTC	H5	1977-80	137	22.7	3.15	76	226	4	1.14
RT	TTC	H6	1986-89	126	22.86	3.15	76	226	4	1.14
RT	TTC	M1	1962-63	36	22.7	3.15	84	225	4	1.14
RT	TTC	S-1	1983-86	28	12.4	2.49	30	81	2	1.21
RT	WMATA	B2000 Cam	1983	76	22.78	3.09	68	170	3	1.25
RT	WMATA	B3000 Chopper	1984	290	23.09	3.09	68	170	3	1.25
RT	WMATA	B4000 Chopper	1991-93	100	23.09	3.09	68	170	3	1.25
RT	WMATA	R1000	1976	298	23.09	3.09	80	170	3	1.25

[4] STC (Mexico City) and STCUM (Montreal) are coincidentally adjacent listings—and the only operators of the French *metro pneumatique* system. The cars on both systems are substantially identical in dimensions, number of doors and seatings. Montreal rates total capacity at 160. Mexico City offered no such rating but loadings on the busiest line—line 3—reach 260 passengers per car. This is almost 6 passengers per m^2—by far the highest in North America. A more palatable total capacity of 220 passengers has been assigned to the Mexican fleet, less to the dimensionally identical steel-wheeled versions which experience less intense loading.

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