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Smithsonian National Air and Space Museum Archives

New York Airways Collection - The Port of New York Authority, Exhibit for CAB Docket No. 15661, 6/7/1965

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Subway Frequency and Running Times

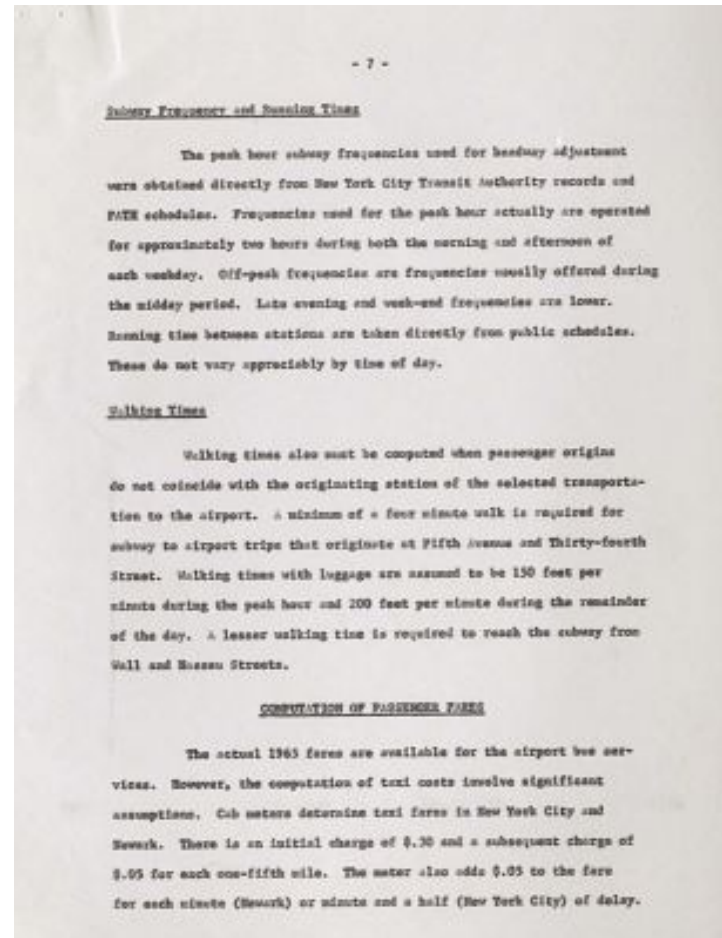
The peak hour subway frequencies used for headway adjustment were obtained directly from New York City Transit Authority records and PATH schedules. Frequencies used for the peak hour actually are operated for approximately two hours during both the morning and afternoon of each weekday. Off-peak frequencies are frequencies usually offered during the midday period. Late evening and week-end frequencies usually offered during the midday period. Late evening and week-end frequencies are lower. Running time between stations are taken directly from public schedules. These do not vary appreciably by time of day.

Walking Times

Walking times also must be computed when passenger origins do not coincide with the originating station of the selected transportation to the airport. A minimum of a four minute walk is required for subway to airport trips that originate at Fifth Avenue and Thirty-fourth Street. Walking times with luggage are assumed to be 150 feet per minute during the peak hour and 200 feet per minute during the remainder of the day. A lesser walking time is required to reach the subway from Wall and Nassau Streets.

Computation of Passenger Fares

The actual 1965 fares are available for the airport bus services. However, the computation of taxi costs involves significant assumptions. Cab meters determine taxi fares in New York City and Newark. There is an initial charge of \$.30 and a subsequent charge of \$.05 for each one-fifth mile. The meter also adds \$.05 to the fare for each minute (Newark) or minute and a half (New York City) of delay.



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