

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE SEPTEMBER 13, 1981
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
	GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
	A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.				
EXCEPT SAT/SUN	2,044	1,201	2,106	239	111	124	23,400.4	21,366.6	337,269	288,645
SATURDAY ONLY	901	932	946	34		2	14,592.1	13,888.3	199,027	183,957
SUNDAY & HOL.	683	726	744	39	1	5	11,236.5	10,678.8	155,259	142,652

Handwritten notes:
2106
124
198
34

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE ABOVE DATA

SPECIAL EVENT SERVICE - VARIOUS DAYS AND DATES OF OPERATION				EQUIPMENT			
				A.M. RUSH	BASE	P.M. RUSH	OWL
GREEK THEATRE	OPERATES THROUGH	10-31-81				4	
POMONA FAIR	OPERATES THROUGH	9-27-81			8	11	
HOLLYWOOD PARK	OPERATES THROUGH	10-26-81				4	
SANTA ANITA	9-30-81 THROUGH	11- 9-81			8	13	
LOS ALAMITOS	10-27-81 THROUGH	11- 9-81				3	
LOS ALAMITOS	11-10-81 THROUGH	1-18-82				2	
HOLLYWOOD PARK	11-11-81 THROUGH	12-23-81			20	20	

THE ATTACHED IS A BREAKDOWN OF OPERATING COST FACTORS BY INDIVIDUAL LINE

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

DAILY EXCEPT SATURDAY AND SUNDAY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	VEHICLE MILES TOTAL	REVENUE	REVENUE
		GROSS		SAVING		A.M.	P.M.				
		A.M. RUSH	DAY BASE	P.M. RUSH	Owl						
1	2-7	27	17	33	2	1	6	363.5	350.1	3,804	3,596
2	7	26	17	25		1	3	310.9	290.6	3,662	3,266
4	6-7	26	20	28	2	3		362.3	312.5	3,980	3,653
5	3-5	34	19	40	2			408.3	369.0	5,166	4,287
6	3-5	23	15	28	2		4	277.9	265.5	3,801	3,544
7	2-3	26	14	28	2		1	323.2	303.7	4,527	3,728
8	5	12	8	10	1			156.7	150.0	1,824	1,671
9	2-5	46	20	44	2	2		472.2	428.0	6,076	5,010
10	7	25	15	25	1		2	284.2	270.6	2,874	2,577
12	1	17	8	19	1			209.9	193.4	2,475	2,056
16	1-7	22	13	20	1			250.5	240.9	2,239	1,945
18	1	29	18	29	1			351.4	327.3	3,977	3,536
20	2-6-7	50	47	61	3	1	4	653.5	638.3	6,542	6,192
24	15	22	11	21		3		241.4	218.7	4,138	3,398
25	3	14	8	15				167.7	161.1	1,946	1,792
26	1	16	11	18	1			202.7	192.8	1,948	1,720
28	3-7	39	20	37		3		396.4	364.6	4,867	4,306
29	2-18	22	14	25	1	2		262.3	248.2	3,004	2,644
30	1	45	29	42	2			517.2	494.2	5,852	5,029
32	1	7	5	6				82.7	79.2	1,075	1,014
33	12	9	6	9				114.4	104.5	1,724	1,476
34	18	5	2	5				51.5	47.6	778	624
35	8	39	12	35		10	8	333.2	282.2	5,917	4,656
39	15	21	12	20		2		220.9	206.6	3,397	2,915
41	5	6	6	6				85.4	82.1	1,028	951
44	2-7	36	17	33	1	1	2	382.8	358.8	4,452	4,162
47	2	19	9	17		3	1	200.2	186.0	2,292	1,973
49	2	19	10	21				230.3	210.7	3,112	2,554
50	3-5	24	11	24	2		1	272.7	257.9	3,118	2,877

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

DAILY EXCEPT SATURDAY AND SUNDAY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		SAVING		TOTAL	REVENUE	TOTAL	REVENUE		
		A.M.	DAY	P.M.	OWL					A.M.	P.M.
53	18	16	13	18	1			239.5	228.2	2,752	2,436
55	2	22	10	20	1	2		242.1	224.4	3,300	2,834
75	1-6	41	14	39		15	10	351.5	327.9	4,673	4,267
76	9	13	8	14	1			151.1	146.0	2,024	1,804
81	15	11	9	13			1	172.3	156.4	2,563	2,166
86	8	17	7	19				168.2	159.3	2,697	2,432
87	3	5	5	5				71.2	69.0	687	635
88	8	16	11	16				218.1	202.6	3,405	3,034
90	15	17	6	21		1	3	156.9	138.9	2,719	2,080
92	1	17	13	21	1			244.8	226.1	3,076	2,684
93	8	34	17	38		1	2	354.3	322.3	6,391	5,612
97	15	5	5	6			1	72.3	68.3	1,221	1,120
102	1	6	4	6				66.8	62.7	798	696
103	5	3	3	3				41.1	39.7	400	378
105	5	20	13	22	1	1	1	274.2	256.5	3,161	2,787
114	18	3	3	3				38.3	36.7	543	499
115	5	21	14	22				254.9	223.8	3,302	2,837
120	18	13	9	15			1	184.9	169.7	3,035	2,520
122	8	3		3				11.1	10.8	175	144
123	8	1		1				5.1	3.0	158	85
125	18	9	7	9				121.0	111.0	2,083	1,760
142	1-18	7	7	7				106.0	102.4	1,449	1,348
151	8	5	4	5		1	1	68.8	61.6	1,227	997
152	8	10	9	12			3	147.4	135.6	2,496	2,278
153	8	6	4	6		1	2	61.8	55.2	1,064	898
154	15	8	6	8				97.1	90.8	1,719	1,519
156	8	5	5	5				70.7	67.1	1,231	1,148
157	15	6	5	6				91.4	85.4	1,326	1,193
158	15	6	6	6				85.0	78.8	1,526	1,405

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

DAILY EXCEPT SATURDAY AND SUNDAY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	VEHICLE MILES TOTAL	REVENUE	REVENUE
		GROSS		SAVING		A.M.	P.M.				
		A.M.	DAY	P.M.	OWL						
		RUSH	BASE	RUSH	OWL						
159	15	7	4	8		1	2	77.3	71.6	1,215	1,100
160	15	11	7	11			1	122.4	112.8	1,919	1,722
161	8	2	2	2				27.9	19.9	575	502
163	15	8	8	9				130.8	125.0	2,003	1,858
165	15	15	13	16			1	218.8	202.1	3,748	3,251
168	15	9	8	9			1	111.0	104.0	1,905	1,746
169	15	8	6	8				96.3	89.3	1,754	1,593
175	3	6	2	7		2	5	39.9	33.1	490	369
176	2	8		6				45.1	29.5	927	502
177	3	7	6	8				96.9	88.5	1,661	1,385
180	3	14	14	16				236.9	225.5	2,667	2,343
183	15	5	5	6			1	71.0	67.0	979	884
194		NO DAILY SERVICE									
200	2	9	7	10			1	118.5	114.7	1,014	916
201	3	4	4	4				56.8	54.8	712	668
202	3	7	14	10				109.7	85.0	875	798
204	2	40	27	38	4		1	501.6	462.5	5,806	4,787
205	FRIDAY	6		3				23.3	20.3	122	78
206	5	12	9	10		1		156.7	151.6	1,937	1,749
207	5	26	14	22	2	1		296.7	278.4	3,204	2,857
209	5	7	6	6				91.2	87.9	1,081	1,006
210	5	24	17	23			1	305.0	284.8	3,957	3,513
212	5-15	15	11	14				208.9	200.8	2,569	2,353
217	7	14	14	19			3	222.4	212.0	1,925	1,777
220	7	5	5	5				71.4	69.1	917	855
232	12	6	6	7				105.8	103.6	1,550	1,492
255	3	2	2	2				28.9	28.1	361	347
256	3	8	7	8			1	120.2	113.2	1,575	1,450
259	4	7	7	7				101.3	74.9	1,423	1,270

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LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES	
		GROSS		SAVING		A.M.	P.M.			TOTAL	REVENUE
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
306		18	3	2	4			31.9	28.6	425	232
308	2-6-7	44	10	39		23	18	267.7	239.8	3,760	2,770
354		5	2	2	2			26.9	26.3	304	297
356		18	2	2	2			28.4	26.8	369	322
359		18	2	2	2			28.7	27.4	407	379
401		3	14	5	14			121.4	105.8	1,495	968
420		9	9	7	10			134.7	123.4	1,720	1,484
422		9	18	9	17			180.3	172.6	2,541	2,306
423	9-12	10	10	10				154.4	122.4	2,444	1,934
424		9	5	5	6		1	70.6	68.6	1,184	1,135
426		8	12		13	1	2	44.8	32.0	777	566
428		9	11	7	12	1		116.7	109.7	1,892	1,667
429		7	12		16	1	5	63.8	56.0	954	673
430	3-9	5	5	5	5			66.5	65.5	700	696
431		9	4	4	4			56.8	54.1	952	865
432		9	9	5	9			107.1	79.3	1,646	1,408
433		9	5	5	5			69.6	68.5	846	751
434		6	7	4	7			82.9	65.8	1,747	1,663
435		3	6	6	6			90.3	85.8	1,191	1,042
436		3	6	6	6			89.6	83.5	1,263	1,023
440		9	7	8	8			112.5	106.4	1,958	1,776
441		9	5	5	5			72.8	69.2	1,171	1,064
445		9	3	3	3			44.0	41.6	816	742
446		9	3	3	3			45.1	43.4	767	724
447		9	3	3	3			46.3	43.7	749	677
451	9*-23	5	5	5	6		1	67.8	67.2	985	980
452	9*-23	5	5	5	5			67.3	65.7	1,078	1,053
456		12	13	5	13	1		176.9	122.1	2,887	2,499
480		9	25	11	25	3	1	258.5	229.2	4,815	3,654

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

DAILY EXCEPT SATURDAY AND SUNDAY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		P.M.		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	RUSH	OWL	A.M.	P.M.				
482	9	13	4	12	1		114.8	99.1	2,837	2,288	
483	3	18	16	18			267.2	252.3	3,856	3,483	
484	9	19	10	19	2	2	230.0	211.3	4,879	4,175	
486	9	9	2	10			81.7	57.2	1,772	1,280	
487	9	23	7	24			204.6	179.2	4,067	3,771	
488	9	10	3	10			85.5	75.0	1,656	1,331	
490	9	11	8	14			152.3	140.1	3,095	2,678	
492	9	4		4		1	17.8	12.2	494	352	
493	9	5	1	4	1	1	23.9	20.8	385	309	
494	9	3		4		2	12.6	8.9	343	215	
495	9	5		5			30.6	28.6	686	644	
496	1-13	6	6	7			81.8	78.7	2,161	2,143	
501	9	1		1			4.2	2.3	115	57	
503	12	1		1			3.9	2.5	114	71	
504	8	1		1			4.4	2.7	143	83	
505	8	3		3			14.0	7.8	366	183	
507	9	1		1			3.6	1.6	80	38	
508	9	1		1			4.1	1.9	123	61	
509	12	2		2			9.8	5.0	201	120	
511	8	1		1			3.7	2.3	90	61	
512	7	2		2			10.8	6.2	226	107	
514	7	3		3			13.5	6.1	322	147	
520	18	7		7			33.0	24.1	697	436	
600	12	2			2		.9	.9	8	8	
601	6	2		2			5.9	4.1	146	122	
602	6	5		4	1		15.1	10.1	300	188	
604	6	9		8	4	2	22.4	16.3	410	301	
605	6	4		4			14.9	11.0	351	284	
606	5	4		4			16.8	10.7	428	259	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

DAILY EXCEPT SATURDAY AND SUNDAY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTEPLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
607	5	8	7	8			109.4	101.0	2,059	1,805	
608	6	2	2	2			38.8	37.2	202	176	
716	8	6		6			23.8	15.3	582	415	
721	8	11		10		2	54.2	44.7	1,517	974	
737	12	4		4			38.5	20.6	360	243	
755	12	11		10			51.6	31.3	1,342	803	
757	12	13		15	1	1	76.7	52.3	2,039	1,272	
758	12	6		6			36.6	19.1	1,039	500	
760	9	14		14	3	1	60.0	43.7	2,001	1,021	
762	9	13		13	2	2	67.2	28.5	2,006	1,042	
764	9	8		9	1	2	48.3	30.8	1,485	1,028	
800	1	12	9	13			176.8	162.4	3,501	3,115	
801	1	7	2	7			65.2	57.8	1,123	963	
810	12	13	7	13	2	2	166.2	143.5	3,212	2,541	
813	12	9	6	9			112.2	96.9	2,345	1,896	
814	12	7		7			45.7	29.6	1,040	607	
820	9	23	10	21	3	1	263.9	220.4	4,798	3,502	
822	9	3	3	3			44.2	41.3	704	593	
825	9	2	2	2			29.6	27.6	488	415	
826	1	9	7	10			138.5	130.8	1,958	1,746	
827	9-12	6	6	6			87.2	80.7	1,380	1,308	
828	5	14	14	16		1	224.6	213.7	3,034	2,788	
829	9-12	6	6	6			105.9	83.5	1,813	1,703	
831	9	4	4	4			56.0	52.5	1,027	900	
834	18	9	7	9		1	130.2	120.5	1,585	1,403	
838	18	4	4	4			58.5	55.6	840	761	
841	12	10	9	11			173.9	166.0	2,484	2,312	
842	18	2	2	2			27.2	22.3	419	403	
844	12	3	3	3			43.9	39.4	684	582	

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DAILY EXCEPT SATURDAY AND SUNDAY
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LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
		RUSH	BASE	RUSH	OWL						
846	12	4	4	4				59.7	55.2	999	853
849	12	4	4	4				64.6	61.0	862	788
860	1*-12-13	4	4	4				49.6	48.9	1,092	1,067
861	18	2	2	2				29.3	28.2	416	384
867	18	2	2	3				29.5	27.5	353	301
869	18	8	7	9				109.0	99.9	1,920	1,673
871	5	10	8	11				148.0	133.8	2,212	1,865
872	12	2	2	2				28.7	27.3	362	325
874	12	1	1	1				13.9	13.2	125	108
TOTAL		2,044	1,201	2,106	39	111	124	23,400.4	21,366.6	337,269	288,645

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY
SCHOOL DAY - NON-RACE, NON-ROWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		P.M.	OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY			A.M.	P.M.				
1	2-7	12	13	13	2			232.5	225.9	2,482	2,375
2	7	11	11	13			2	179.1	170.5	2,203	2,037
4	6-7	15	15	15	2			242.4	233.0	2,989	2,810
5	3-5	18	18	18	2			278.4	265.2	3,361	3,052
6	3-5	15	15	17	2			230.3	223.9	3,322	3,190
7	2-3	16	20	20	2			286.4	250.5	3,607	3,244
8	5	8	8	8	1			139.4	135.7	1,599	1,523
9	2-5	19	21	21	2			305.7	291.4	3,706	3,179
10	7	11	11	11	1			182.9	178.2	1,783	1,695
12	1	8	8	11	1			161.3	155.2	1,803	1,650
16	1-7	12	12	12	1			198.9	185.1	1,723	1,663
18	1	14	14	14	1			221.8	212.9	2,563	2,311
20	2-6-7	35	38	38	3			572.9	554.6	6,061	5,722
24	15	11	11	11				167.0	136.3	2,863	2,589
25	3	7	7	7				113.8	111.4	1,402	1,339
26	1	11	11	11	1			163.2	150.1	1,520	1,398
28	3-7	19	19	19				269.1	258.2	3,113	2,934
29	2-18	11	14	14	1			200.9	193.7	2,189	2,051
30	1	24	32	32	2			430.7	414.2	4,534	4,089
32	1	4	4	4				56.1	54.1	722	684
33	12	5	5	5				75.4	72.3	1,218	1,146
34	18	2	2	2				36.4	35.4	513	482
35	8	14	11	15				191.1	175.0	3,397	2,935
39	15	9	9	9				142.9	138.9	2,122	1,947
41	5	6	6	6				83.0	79.7	1,021	951
44	2-7	13	15	15	1			219.3	213.3	2,716	2,576
47	2	7	7	7				126.1	123.1	1,402	1,330
49	2	9	9	9				155.0	148.9	2,078	1,905
50	3-5	11	11	10	2			196.5	192.2	2,324	2,246

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES		
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.					
53	18	10	10	10	1			172.1	169.2	2,059	1,905	
55	2	12	12	12	1			198.3	192.6	2,461	2,324	
75	1-6	12	14	14				206.2	199.6	2,599	2,516	
76	9	5	5	5	1			90.3	88.6	1,298	1,251	
81	15	9	9	9				143.5	133.7	2,251	1,982	
86	8	7	7	7				103.4	102.0	1,617	1,580	
87	3	3	3	3				45.1	43.8	542	511	
88	8	10	10	10				159.6	152.9	2,536	2,398	
90	15	3	3	3				52.4	50.9	806	759	
92	1	10	10	10	1			166.6	158.4	2,148	1,979	
93	8	17	17	17				258.5	252.2	3,995	3,824	
97	15	4	4	4				53.7	51.3	904	838	
102	1	3	3	3				49.5	48.0	519	482	
103	5	2	2	2				26.0	25.0	284	266	
105	5	11	11	11	1			191.0	184.0	2,189	2,043	
114	18	1	1	1				11.3	10.6	179	161	
115	5	13	13	13				213.5	202.5	2,876	2,597	
120	18	8	8	8				128.1	121.6	1,966	1,746	
122		NO SATURDAY SERVICE										
123		NO SATURDAY SERVICE										
125	18	5	5	5				73.3	56.1	1,310	1,170	
142	1-18	6	6	6				83.9	81.0	1,142	1,065	
151	8	3	3	3				43.0	39.9	697	622	
152	8	6	6	6				96.4	92.3	1,772	1,658	
153		NO SATURDAY SERVICE										
154	15	4	4	4				56.0	53.6	1,014	936	
156	8	4	4	4				56.5	53.6	912	844	
157	15	4	4	4				65.0	61.1	1,024	949	
15c	15	2	2	2				29.2	27.3	513	489	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES	
		GROSS		SAVING		TOTAL	REVENUE			TOTAL	REVENUE
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
154	15	2	2	2			29.0	27.9	471	449	
160	15	7	7	7			101.9	97.3	1,623	1,490	
161		NO SATURDAY SERVICE									
163	15	5	5	5			85.8	83.1	1,499	1,442	
165	15	10	10	10			155.4	146.4	2,141	1,883	
168	15	5	5	5			95.1	92.3	1,325	1,258	
169	15	3	3	3			43.9	40.8	806	748	
175	3	2	2	2			25.6	24.2	314	289	
176		NO SATURDAY SERVICE									
177		NO SATURDAY SERVICE									
180	3	13	13	13			215.0	205.8	2,538	2,279	
183	15	4	4	4			55.2	52.8	727	667	
194		NO SATURDAY SERVICE									
200	2	5	5	5			81.0	79.1	758	713	
201	3	3	3	3			40.1	38.8	506	480	
202	3	5	10	10			72.3	67.5	660	596	
204	2	15	15	16	4		270.0	254.4	3,137	2,742	
205	6		3	3			46.3	43.5	208	164	
206	5	7	7	7			118.0	113.5	1,529	1,441	
207	5	14	14	14	2		224.0	215.4	2,511	2,331	
209	5	4	4	4			63.7	61.6	764	721	
210	5	12	12	12			205.1	197.4	2,627	2,453	
212	5-15	10	10	10			169.9	165.3	2,133	2,007	
217	7	14	14	14			210.3	203.1	1,816	1,699	
220	7	5	5	5			72.4	70.7	998	947	
232	12	3	3	3			52.6	51.4	875	811	
255	3	2	2	2			28.9	28.1	361	347	
256	3	4	4	4			58.4	55.1	843	776	
257	4	3	3	3			42.4	39.7	643	570	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.		A.M.	P.M.				
306											
308											
354	5	2	2	2			26.9	26.4	304	297	
356	18	2	2	2			28.4	26.8	369	322	
359	18	2	2	2			28.7	27.4	407	379	
401	3	3	3	3			49.0	46.6	828	757	
420	9	5	5	5			92.4	60.1	1,038	949	
422	9	7	7	7			109.6	93.4	1,641	1,591	
423	9-12	8	8	8			122.0	116.6	1,936	1,787	
424											
426											
428	9	5	5	5			71.4	68.9	1,129	1,048	
429											
430											
431											
432	9	3	3	3			48.3	46.3	752	733	
433	9	2	2	2			28.9	27.8	460	426	
434	6	3	3	3			43.5	42.7	842	835	
435	3	4	4	4			64.0	61.0	993	894	
438	3	6	6	6			90.4	84.4	1,263	1,023	
440	9	5	5	5			73.9	69.6	1,206	1,073	
441											
445											
446											
447	9	2	2	2			28.4	26.7	400	352	
451											
452											
456	12	5	5	5	1		82.0	80.8	1,768	1,752	
480	9	7	7	8			127.0	117.8	3,138	2,716	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		SAVING		TOTAL	REVENUE	TOTAL	REVENUE		
		A.M.	DAY	P.M.	OWL					A.M.	P.M.
482	9	3	3	3			54.2	53.0	1,179	1,137	
483	3	8	8	8			148.4	142.0	2,138	1,959	
484	9	9	9	9			154.2	149.4	3,304	3,134	
486	9	2	2	2			36.2	35.6	543	532	
487	9	7	7	7			107.5	102.9	1,903	1,797	
488	9	2	2	2			24.4	24.2	339	338	
490	9	3	3	3			50.7	39.3	851	801	
492		NO SATURDAY SERVICE									
493	9	1	1	1			17.9	17.6	207	197	
494		NO SATURDAY SERVICE									
495		NO SATURDAY SERVICE									
496	1-13	5	6	6			72.5	68.7	2,041	1,982	
501		NO SATURDAY SERVICE									
503		NO SATURDAY SERVICE									
504		NO SATURDAY SERVICE									
505		NO SATURDAY SERVICE									
507		NO SATURDAY SERVICE									
508		NO SATURDAY SERVICE									
509		NO SATURDAY SERVICE									
511		NO SATURDAY SERVICE									
512		NO SATURDAY SERVICE									
514		NO SATURDAY SERVICE									
520		NO SATURDAY SERVICE									
600		NO SATURDAY SERVICE									
601		NO SATURDAY SERVICE									
602		NO SATURDAY SERVICE									
604		NO SATURDAY SERVICE									
605		NO SATURDAY SERVICE									
606		NO SATURDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
		RUSH	BASE	RUSH	OWL						
846		12	4	4	4			58.3	53.7	984	834
849		12	4	4	4			63.4	59.9	849	775
860	1*-12-13	4	4	4				44.1	42.3	1,046	1,023
861		18	2	2	2			29.3	28.2	416	384
867		18	2	2	2			28.5	27.1	339	297
869		18	7	7	7			99.8	93.5	1,614	1,439
871		5	7	7	7			121.7	114.4	1,899	1,709
872		12	2	2	2			27.8	26.7	350	313
874	SATURDAY SERVICE PROVIDED BY 872										
TOTAL		901	932	945	44		2	14,592.1	13,888.3	199,027	183,957

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES	
		GROSS		SAVING		A.M.	P.M.			TOTAL	REVENUE
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
1	2-7	11	13	13	2			229.5	223.3	2,459	2,351
2	7	11	11	13		2		175.3	166.8	2,159	1,997
4	6-7	15	15	15	2			232.9	223.5	2,867	2,689
5	3-5	11	12	12	2			195.1	188.1	2,347	2,148
6	3-5	7	7	9	2			133.1	129.9	1,863	1,797
7	2-3	12	13	13	2			208.3	200.3	2,729	2,487
8	5	5	5	5	1			100.3	98.2	1,185	1,141
9	2-5	12	14	14	2			223.8	200.1	2,780	2,267
10	7	6	6	6	1			112.8	110.1	1,267	1,211
12	1	5	5	8	1			128.3	123.5	1,451	1,332
16	1-7	6	7	7	1			120.9	119.1	1,175	1,149
18	1	12	12	12	1			183.9	176.3	2,100	1,959
20	2-6-7	20	32	33	3			430.0	413.5	4,988	4,668
24	15	10	10	10				148.8	115.3	2,509	2,351
25	3	5	5	5				84.7	83.3	1,045	1,000
26	1	6	6	8	1			125.4	121.8	1,149	1,067
28	3-7	10	10	10				161.1	155.5	1,859	1,760
29	2-18	9	9	9	1			145.3	140.0	1,650	1,520
30	1	10	29	29	2			352.3	336.9	3,935	3,522
32	1	2	2	2				23.4	22.3	371	351
33	12	2	2	2				34.9	33.8	524	500
34	18	2	2	2				36.4	35.5	513	482
35	8	14	11	11		1		162.8	159.0	2,810	2,503
39	15	6	6	6				100.2	98.1	1,452	1,377
41		NO	SUNDAY	SERVICE							
44	2-7	9	10	10	1			149.7	146.3	1,970	1,869
47	2	7	7	7				114.1	110.7	1,142	1,060
49	2	9	9	9				147.4	140.7	1,989	1,813
50	3-5	8	8	8	2			147.5	143.2	1,855	1,767

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
		RUSH	BASE	RUSH	OWL	A.M.	P.M.				
53	18	8	8	8	1			141.1	136.6	1,707	1,585
55	2	8	8	8	1			137.3	132.6	1,832	1,705
75	1-6	8	13	13				188.7	184.0	2,382	2,320
76	9	4	4	4	1			74.7	73.1	1,023	977
81	15	9	9	9				136.6	127.0	2,117	1,869
86	8	6	6	6				82.0	79.9	1,390	1,340
87	3	2	2	2				24.0	23.1	277	256
88	8	10	10	10				152.7	145.9	2,469	2,327
90	15	3	3	3				47.5	46.3	771	703
92	1	9	9	10	1			147.5	139.0	1,969	1,791
93	8	12	12	12				210.0	202.8	3,006	2,889
97	15	5	5	5				59.1	56.5	956	864
102	1	2	2	2				27.1	26.5	299	288
103	5	2	2	2				23.3	22.3	256	238
105	5	9	9	9	1			164.6	157.9	1,922	1,783
114		NO	SUNDAY	SERVICE							
115	5	9	9	9				154.9	145.9	2,006	1,795
120	18	6	6	6				80.8	76.0	1,282	1,122
122		NO	SUNDAY	SERVICE							
123		NO	SUNDAY	SERVICE							
125	18	3	3	3				40.0	37.7	748	674
142	1-18	5	5	5				58.4	55.2	1,050	752
151	8	3	3	3				37.0	34.1	609	534
152	8	5	5	5				69.6	66.1	1,210	1,107
153		NO	SUNDAY	SERVICE							
154	15	4	4	4				48.0	45.6	877	799
156	8	3	3	3				36.5	34.3	513	461
157	15	4	4	4				56.1	52.5	877	811
158	15	2	2	2				27.2	25.2	533	497

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		P.M.	OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY			A.M.	P.M.				
		RUSH	BASE	RUSH							
159	15	2	2	2			25.0	23.9	408	386	
160	15	5	5	5			65.8	63.0	1,004	935	
161		NO SUNDAY SERVICE									
163	15	5	5	5			76.4	73.4	1,196	1,117	
165	15	10	10	10			125.7	116.7	1,410	1,153	
168	15	5	5	5			78.4	75.6	1,080	1,013	
169		NO SUNDAY SERVICE									
175	3	1	1	1			12.7	12.0	174	162	
176		NO SUNDAY SERVICE									
177		NO SUNDAY SERVICE									
180	3	10	10	10			158.3	151.1	1,845	1,640	
183	15	3	3	3			33.7	32.3	413	374	
194	9	1	1	2			8.8	6.6	140	81	
200	2	5	5	5			75.1	72.9	715	671	
201	3	2	2	2			20.7	19.9	259	244	
202		NO SUNDAY SERVICE									
204	2	15	15	16	4		260.0	244.9	3,002	2,625	
205		NO SUNDAY SERVICE									
206	5	7	7	7			93.7	89.4	1,207	1,115	
207	5	9	9	9	2		149.0	143.7	1,710	1,601	
209	5	4	4	4			53.5	40.5	653	605	
210	5	11	12	12			191.0	182.7	2,475	2,286	
212	5-15	10	10	10			159.5	154.6	1,957	1,845	
217	7	11	11	11			150.4	145.5	1,302	1,226	
220	7	3	3	3			39.0	37.9	551	520	
232	12	3	3	3			52.6	51.4	875	811	
255	3	2	2	2			24.0	23.2	300	286	
256	3	3	3	3			44.6	42.0	642	586	
257	9	3	3	3			42.4	39.7	643	570	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS				SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.				
306											
308											
354											
356	18	2	2	2			24.4	22.8	315	268	
359											
401	3	3	3	3			49.0	46.6	828	757	
420	9	5	5	5			78.0	73.4	981	881	
422	9	5	5	6		1	84.7	82.7	1,220	1,171	
423	9-12	6	6	6			92.0	72.5	1,563	1,344	
424											
426											
428	9	2	2	2			27.1	26.4	<u>754</u>	<u>736</u>	
429											
430											
431											
432	9	3	3	3			42.4	40.2	706	653	
433	9	2	2	2			26.7	25.6	400	366	
434	6	3	3	3			38.9	38.1	750	742	
435	3	4	4	4			54.8	51.8	857	758	
438	3	3	3	3			48.2	45.2	662	547	
440	9	4	4	4			53.3	50.0	903	785	
441											
445											
446											
447	9	2	2	2			28.4	26.7	447	400	
451											
452											
456	12	5	5	5	1		79.2	77.6	1,716	1,700	
480	9	7	7	10		2	130.2	121.0	3,188	2,826	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		SAVING		A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
482	9	3	3	3			44.2	42.7	978	916	
483	3	8	8	8			140.2	134.3	2,016	1,855	
484	9	5	5	5			86.7	83.2	1,921	1,794	
486	9	2	2	2			36.2	35.6	543	532	
487	9	4	4	4			53.1	49.8	854	771	
488	9	2	2	2			24.4	24.2	339	338	
490	9	3	3	3			50.7	39.3	851	801	
492		NO SUNDAY SERVICE									
493	9	1	1	1			17.9	17.6	207	197	
494		NO SUNDAY SERVICE									
495		NO SUNDAY SERVICE									
496	1-13	4	6	6			65.1	58.9	1,834	1,689	
501		NO SUNDAY SERVICE									
503		NO SUNDAY SERVICE									
504		NO SUNDAY SERVICE									
505		NO SUNDAY SERVICE									
507		NO SUNDAY SERVICE									
508		NO SUNDAY SERVICE									
509		NO SUNDAY SERVICE									
511		NO SUNDAY SERVICE									
512		NO SUNDAY SERVICE									
514		NO SUNDAY SERVICE									
520		NO SUNDAY SERVICE									
600		NO SUNDAY SERVICE									
601		NO SUNDAY SERVICE									
602		NO SUNDAY SERVICE									
604		NO SUNDAY SERVICE									
605		NO SUNDAY SERVICE									
606		NO SUNDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE SEPTEMBER 13, 1981

SUNDAY ONLY
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		SAVING		TOTAL	REVENUE	TOTAL	REVENUE		
		A.M.	DAY	P.M.	OWL					A.M.	P.M.
		RUSH	BASE	RUSH	OWL						
846	12	4	4	4			58.3	53.7	984	834	
849	12	2	2	2			25.2	23.4	351	314	
860	1*-12-13	4	4	4			44.1	38.0	1,025	1,002	
861		NO SUNDAY SERVICE									
867		NO SUNDAY SERVICE									
869		NO SUNDAY SERVICE									
871	5	4	4	4			76.2	71.8	1,076	958	
872	12	1	1	1			13.4	12.8	177	159	
874		SUNDAY SERVICE PROVIDED BY 872									
TOTAL		682	726	744	39	1	5	11,236.5	10,678.8	155,259	142,652