

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 20, 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. RUSH	P.M. RUSH				
EXCEPT SAT/SUN	2,001	1,162	2,032	287 <sup>1</sup> 40	114	106	22,894.7	21,047.0	326,690	281,245
SATURDAY ONLY	886	916	922	9 <sup>22</sup> 40			14,329.9	13,664.1	195,764	181,286
SUNDAY & HOL.	691	725	734	73 <sup>4</sup> 40	1	3	11,171.6	10,617.4	153,757	141,911
				3527						

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
LOS ALAMITOS OPERATES THROUGH 1-18-82			2	
SANTA ANITA 12-26-81 THROUGH 4-21-82	1	18	22	
HOLLYWOOD PARK 1-17-82 THROUGH 2-20-82			4	
LOS ALAMITOS 2-22-82 THROUGH 5- 1-82			2	
HOLLYWOOD PARK 4-23-82 THROUGH 7-19-82		20	20	
LOS ALAMITOS 5- 3-82 THROUGH 8-16-82			2	

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

COMPILED AND PREPARED BY:  
ROBERT J. PRICE  
SERVICE ANALYSIS/SCHEDULE DEPARTMENT  
DECEMBER 20, 1981

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

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

LINE	DIVISION	GROSS EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		A.M.		P.M.		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		RUSH	DAY	RUSH	OWL	A.M.	P.M.				
1	2-7	26	17	30	2			360.4	349.6	3,837	3,650
2	7	25	17	24				317.5	298.7	3,766	3,404
4	6-7	27	24	30	3			419.2	394.8	4,661	4,240
5	3-5	34	19	40	2			377.0	339.1	4,888	3,974
6	3-5	17	10	20	2			203.7	191.2	2,248	2,005
7	2-3	26	14	27	2	1		326.3	306.3	4,445	3,641
8	5	12	8	10	1			156.7	150.0	1,824	1,671
9	2-5	45	20	43	2	1		472.3	428.1	6,076	5,010
10	7	25	16	27	1			294.5	239.5	2,978	2,633
12	1	17	8	19	1			209.9	193.4	2,475	2,056
16	1-7	22	11	22	1			243.6	235.3	2,262	2,110
18	1	29	17	29	1			338.7	285.8	3,957	3,499
20	2-6-7	50	47	61	3	1	4	654.7	639.1	7,077	6,673
24	15	22	11	21		3		241.9	223.1	4,147	3,416
25	3	14	8	15				167.7	161.1	1,946	1,792
26	1	14	9	16	1			181.1	173.2	1,714	1,516
28	3-7	44	20	37		4		411.0	375.4	4,363	3,778
29	2-18	20	12	24	1	2		244.9	228.6	2,753	2,412
30	1	44	23	41	2			486.4	451.8	5,258	4,398
32	1	7	5	6				82.7	79.2	1,075	1,014
33	12	9	6	9				114.4	106.5	1,725	1,515
34	18	5	2	5				51.7	47.7	778	628
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	34	1	1	3	383.1	360.0	4,457	4,009
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	23	2		1	272.7	257.9	3,118	2,877

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.				
53	18	15	12	17	1			213.9	202.5	2,427	2,176
55	2	21	10	20	1	1		238.7	222.8	3,245	2,807
75	1-6	42	14	39		16	10	348.6	327.9	4,612	4,197
76	9	13	8	12	1			159.1	151.3	2,217	1,986
86	8	16	7	18				171.4	160.2	2,802	2,482
88	8	16	11	16				218.6	203.1	3,405	3,034
90	15	16	6	20		1	3	153.5	137.4	2,620	2,012
92	1	17	13	21	1			244.8	226.1	3,076	2,684
93	8	33	17	34		2		372.5	348.9	5,232	4,552
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	274.3	256.6	3,181	2,794
114	18	3	3	3				38.3	36.7	543	499
115	5	21	14	19				256.1	222.9	3,350	2,872
120	18	13	9	15			1	184.9	169.7	3,035	2,520
122	8	2		2				6.3	5.5	98	94
123	8	1		1				5.0	2.9	158	85
125	18	9	7	9				121.0	111.0	2,083	1,760
142	1-18	6	6	6				90.2	87.3	1,323	1,241
150	15	13	9	13			1	175.1	157.7	2,719	2,206
151	8	5	4	5		1	1	68.8	61.6	1,227	997
152	8	10	8	11			3	136.8	128.2	2,314	2,101
153	8	6	4	6		1	2	61.8	55.2	1,064	898
154	15	8	6	8				96.8	90.8	1,719	1,519
156	8	6	5	5				72.1	67.9	1,251	1,164
157	15	6	5	6				91.4	85.4	1,326	1,193
158	15	6	6	7			1	85.9	80.3	1,514	1,419
159	15	7	4	8		1	2	77.3	71.6	1,215	1,100

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.
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	7	7	7				116.7	111.9	1,794	1,669
165	15	15	13	16			1	219.0	202.1	3,752	3,251
168	15	9	8	9			1	115.5	111.7	1,970	1,828
169	15	8	6	7				95.6	89.5	1,737	1,597
175	3	6	2	8		2	5	42.5	35.2	527	408
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	15	14	16				235.1	223.9	2,746	2,429
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	6	12	9				98.4	93.5	762	693
204	2	40	27	38	4		1	501.6	462.5	5,806	4,787
205	FRIDAY 6			3				24.1	21.1	125	81
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	16				222.2	212.0	1,936	1,784
220	7	5	5	5				74.1	71.1	1,132	1,046
232	12	6	6	7				105.8	103.8	1,684	1,627
250	3	4	4	4				56.6	54.9	603	562
255	3	2	2	2				28.9	28.1	361	347
256	3	8	7	8			1	120.2	113.2	1,587	1,454
259	9	5	5	5				73.9	70.1	1,084	973

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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.				
308	2-6-7	44	10	39		23	18	268.5	242.2	3,302	2,787
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	13	4	13				117.8	103.6	1,901	1,489
420	9	9	7	10				130.1	120.0	1,720	1,484
422	9	19	9	18		1		208.2	193.1	3,268	2,803
423	9-12	10	10	10				154.7	146.1	2,181	1,938
424	9	4	4	4				56.4	55.0	885	850
426	8	13		11		1		40.0	33.7	675	499
428	9	11	7	11		1		115.1	107.8	1,870	1,640
429	7	10		10				53.5	49.1	706	539
430	3-9	5	5	5				66.5	65.5	700	696
431	9	3	3	3				42.5	32.0	742	677
432	9	9	5	9				106.8	99.3	1,649	1,443
433	9	5	5	5				69.6	66.8	931	846
434	6	6	4	6				76.9	73.7	1,635	1,574
435	3	6	6	6				90.3	85.8	1,191	1,042
438	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				42.6	40.5	775	719
446	9	3	3	3				40.9	39.7	691	639
447	9	3	3	3				46.3	43.7	749	677
451	9*-23	5	5	6			1	67.8	67.2	985	980
452	9*-23	5	5	5				67.3	65.7	1,078	1,053
456	12	13	6	14	1			143.8	130.3	2,975	2,611
480	9	25	11	25		3	1	258.5	229.2	4,815	3,654
482	9	13	4	12		1		114.8	101.1	2,736	2,242

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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.				
483	3	16	11	16			216.0	200.9	3,174	2,811	
484	9	20	10	19	4	2	228.6	210.0	4,908	4,218	
486	9	9	2	10			81.7	72.4	1,748	1,266	
487	9	20	5	22		1	180.7	160.6	3,470	2,983	
488	9	10	3	10			82.2	70.0	1,724	1,342	
490	9	12	8	14			152.3	142.1	2,844	2,496	
492	9	3		3			13.4	11.4	263	216	
493	9	5	1	4	1		22.2	19.7	437	374	
494	9	3		3	1	2	14.0	9.9	336	190	
496	1-13	6	6	7			81.2	78.7	2,161	2,142	
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	81	38	
508	9	1		1			4.1	1.9	123	61	
509	12	2		2			9.8	4.7	289	121	
511	8	1		1			3.7	2.3	90	61	
520	18	7		7			33.3	24.9	697	436	
600	12	2			2		.9	.9	8	8	
601	6	2		2			5.9	4.1	146	122	
602	6	5		5	1	1	18.2	12.1	366	233	
604	6	9		8	4	1	23.5	16.3	481	356	
605	6	4		4			16.3	12.3	389	323	
606	5	4		4		1	16.7	10.4	349	186	
607	5	7	3	7			73.9	63.8	1,316	1,182	
608	6	2	2	2			38.8	37.2	202	176	
716	8	5		5			22.6	15.0	523	361	
721	8	11		12		2	46.8	28.8	1,225	824	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

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

LINE	DIVISION	EQUIPMENT				IN LINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		P.M.	OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY			A.M.	P.M.				
737	12	4		4				38.5	20.6	360	243
755	12	10		9				46.2	35.9	1,339	927
757	12	13		15		1	1	74.9	56.5	1,522	923
758	12	5		5				31.5	17.1	892	401
760	9	14		14		3	1	64.3	47.9	2,000	1,349
762	9	13		13		2	2	74.0	47.5	2,109	1,249
764	9	8		9		1	2	48.3	30.8	1,485	1,028
800	1	12	9	13				175.4	161.0	3,470	3,084
801	1	7	2	7		1		65.2	57.8	1,123	963
810	12	14	7	13		3	2	167.9	147.6	3,117	2,592
813	12	8	6	8				107.4	94.6	2,181	1,827
814	12	5		5				36.3	25.4	765	521
820	9	23	10	21		3	1	263.9	231.9	4,679	3,757
822	9	3	3	3				44.2	41.3	704	593
825	9	2	2	2				27.6	25.6	458	385
826	1	9	7	10				138.5	130.8	1,958	1,746
827	9-12	6	6	6				60.9	57.6	991	927
828	5	14	14	16			1	224.6	213.7	3,034	2,788
829	9-12	6	6	6				108.7	103.5	1,839	1,703
831	9	4	4	4				54.5	50.3	996	839
834	18	9	7	9			1	129.8	120.3	1,571	1,396
838	18	4	4	4				58.5	55.6	840	761
841	12	10	9	11				172.9	165.8	2,484	2,312
842	18	2	2	2				27.2	22.3	419	403
844	12	2	2	2				30.2	27.9	468	399
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				26.1	24.8	373	343

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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	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE		
867	18	3	2	2		1	31.1	28.3	444	390	
869	18	8	7	9			106.1	96.9	1,907	1,656	
871	5	10	8	11			152.6	138.6	2,249	1,907	
872	12	2	2	2			27.8	26.5	350	313	
TOTAL		2,001	1,162	2,032	40	114	106	22,894.7	21,047.0	326,690	281,245



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

SATURDAY 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							
1	2-7	12	13	13	2			232.5	225.9	2,482	2,375
2	7	11	11	11				181.3	174.0	2,195	2,055
4	6-7	15	15	15	3			245.0	235.9	2,890	2,745
5	3-5	18	18	18	2			278.4	265.2	3,361	3,052
6	3-5	8	8	8	2			141.1	135.3	1,912	1,794
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	3,605	3,420
10	7	11	11	11	1			178.5	175.7	1,722	1,658
12	1	8	11	11	1			161.3	155.2	1,803	1,650
16	1-7	10	10	10	1			158.7	156.2	1,508	1,462
18	1	14	14	14	1			221.8	212.5	2,563	2,311
20	2-6-7	35	38	38	3			574.0	555.7	6,045	5,735
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	9	9	9	1			143.4	139.7	1,328	1,235
28	3-7	19	19	19				271.1	261.6	3,107	2,964
29	2-18	12	12	12	1			183.5	174.4	2,007	1,871
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	213.5	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	11	2			196.5	192.2	2,324	2,246

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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			167.9	162.5	2,008	1,863	
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	
86	8	7	7	7				103.4	102.0	1,617	1,580	
88	8	10	10	10				160.1	153.4	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	2,937	2,658	
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	4	4	4				58.3	55.9	910	835	
150	15	9	9	9				143.0	133.6	2,238	1,954	
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	
158	15	2	2	2				29.4	23.4	577	548	
159	15	2	2	2				29.0	27.9	471	449	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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						
160	15	7	7	7			101.9	97.3	1,623	1,490	
161		NO SATURDAY SERVICE									
163	15	5	5	5			85.8	83.4	1,475	1,418	
165	15	10	10	10			155.4	146.4	2,141	1,883	
168	15	5	5	5			72.3	69.5	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			214.1	204.9	2,540	2,285	
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	8	8			58.2	54.6	511	458	
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	15	14			210.3	203.1	1,821	1,703	
220	7	5	5	5			72.6	70.2	917	857	
232	12	3	3	3			52.6	51.4	875	811	
250	3	3	3	3			44.7	43.4	521	496	
255	3	2	2	2			28.9	28.1	361	347	
256	3	4	4	4			58.4	55.1	843	776	
259	9	3	3	3			42.4	39.7	643	570	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.
308											
		NO SATURDAY SERVICE									
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			82.6	78.3	949	861	
422	9	7	7	7			109.6	93.4	1,641	1,591	
423	9-12	8	8	8			122.0	116.1	1,929	1,769	
424		NO SATURDAY SERVICE									
426		NO SATURDAY SERVICE									
428	9	5	5	5			71.4	68.9	1,129	1,048	
429		NO SATURDAY SERVICE									
430		NO SATURDAY SERVICE									
431		NO SATURDAY SERVICE									
432	9	3	3	3			48.3	46.3	785	741	
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		NO SATURDAY SERVICE									
445		NO SATURDAY SERVICE									
446		NO SATURDAY SERVICE									
447	9	2	2	2			28.4	26.7	400	352	
451		NO SATURDAY SERVICE									
452		NO SATURDAY SERVICE									
456	12	5	5	5	1		81.8	80.3	1,768	1,752	
480	9	7	7	8			127.0	117.8	3,138	2,716	
482	9	3	3	3			54.2	53.0	1,179	1,137	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		OWL		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.		A.M.	P.M.				
RUSH	BASE	RUSH	OWL								
483	3	8	8	8				148.4	142.0	2,138	1,959
484	9	9	9	9				154.3	149.4	3,304	3,135
486	9	2	2	2				36.2	35.6	543	532
487	9	4	4	4				69.6	67.6	1,273	1,240
488	9	2	2	2				24.4	24.2	339	338
490	9	3	3	3				50.7	49.3	850	801
492		NO SATURDAY SERVICE									
493	9	1	1	1				17.9	17.6	207	197
494		NO SATURDAY SERVICE									
496	1-13	5	6	6				71.7	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									
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									
607		NO SATURDAY SERVICE									
608	6	2	2	2				38.8	37.2	202	176
716		NO SATURDAY SERVICE									
721		NO SATURDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	VEHICLE MILES TOTAL	
		GROSS		SAVING		REVENUE	REVENUE			
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL					A.M.
737										
755										
757										
758										
760										
762										
764										
800	1	9	9	9			147.0	138.2	2,830	2,644
801	1	2	2	2			37.1	36.2	632	614
810	12	7	7	8			113.1	106.8	2,086	1,878
813	12	5	5	5			72.3	65.9	1,485	1,297
814										
820	9	10	10	10			176.7	165.7	2,902	2,588
822										
825										
826	1	5	5	5			89.3	86.0	1,246	1,155
827										
828	5	10	10	10			152.8	144.3	2,216	2,037
829	9-12	6	6	6			101.2	95.7	1,746	1,578
831										
834	18	6	6	6			102.6	97.1	1,372	1,267
838										
841	12	8	8	8			135.6	128.4	2,073	1,887
842										
844										
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			26.1	24.8	373	343

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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						
867	18	2	2	2			29.3	27.5	426	386	
869	18	7	7	7			97.2	90.8	1,745	1,567	
871	5	7	7	7			121.7	114.4	1,899	1,709	
872	12	2	2	2			29.4	28.0	334	297	
TOTAL		886	916	922	40		14,329.9	13,664.1	195,764	181,286	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.				
1	2-7	12	13	13	2			228.9	222.8	2,446	2,347
2	7	11	11	11				177.4	170.2	2,161	2,017
4	6-7	15	15	15	3			236.8	227.3	2,761	2,602
5	3-5	11	12	12	2			195.1	188.1	2,347	2,148
6	3-5	6	6	6	2			108.7	104.9	1,187	1,109
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	2,539
10	7	6	6	6	1			109.3	109.3	1,267	1,211
12	1	5	8	8	1			128.3	123.5	1,451	1,332
16	1-7	7	7	7	1			113.5	112.1	1,127	1,119
18	1	12	12	12	1			183.6	175.9	2,100	1,959
20	2-6-7	32	32	33	3			461.9	410.0	5,153	4,865
24	15	10	10	10				148.8	115.3	2,509	2,351
25	3	5	5	5				84.7	83.0	1,045	1,000
26	1	6	8	8	1			124.1	120.4	1,141	1,050
28	3-7	10	10	10				161.9	156.1	1,814	1,729
29	2-18	9	9	9	1			145.2	139.2	1,727	1,590
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	8	9	9	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			147.4	143.2	1,855	1,767



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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						
53	17	7	7	7	1			128.4	124.4	1,493	1,387
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
86	8	6	6	6				82.0	79.9	1,390	1,340
88	8	10	10	10				153.2	146.4	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	1,798
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	2,054	1,843
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	3	3	3				36.8	35.2	567	530
150	15	9	9	9				136.1	127.0	2,136	1,841
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				27.4	25.9	539	509
159	15	2	2	2				25.0	23.9	408	386

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.				
160	15	5	5	5			65.8	63.0	1,004	935	
161		NO SUNDAY SERVICE									
163	15	5	5	5			76.4	74.9	1,196	1,117	
165	15	10	10	10			125.7	116.7	1,410	1,153	
168	15	5	5	5			62.4	59.6	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			154.6	147.6	1,795	1,605	
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	12	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	1,307	1,231	
220	7	3	3	3			39.0	37.9	551	520	
232	12	3	3	3			52.6	51.4	875	811	
250	3	2	2	2			24.0	23.1	277	256	
255	3	2	2	2			24.0	23.2	300	286	
256	3	3	3	3			44.6	42.0	642	586	
259	9	3	3	3			42.4	39.7	643	570	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 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.				
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	86.7	1,479	1,343	
424											
426											
428	9	2	2	2			27.1	26.4	754	736	
429											
430											
431											
432	9	3	3	3			42.4	40.2	707	653	
433	9	2	2	2			26.7	25.7	429	395	
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	49.7	903	785	
441											
445											
446											
447	9	2	2	2			28.4	26.7	447	400	
451											
452											
456	12	5	5	5	1		78.9	77.4	1,716	1,700	
480	9	7	7	10		2	130.2	121.0	3,188	2,826	
482	9	3	3	3			44.2	42.7	978	916	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS			OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.		A.M.	P.M.				
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	3	3	3			42.4	41.3	803	775	
488	9	2	2	2			24.4	24.2	339	338	
490	9	3	3	3			50.7	49.3	850	801	
492		NO SUNDAY SERVICE									
493	9	1	1	1			17.9	17.6	207	197	
494		NO SUNDAY SERVICE									
496	1-13	4	6	6			64.1	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									
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									
607		NO SUNDAY SERVICE									
608	6	2	2	2			38.8	37.2	202	176	
716		NO SUNDAY SERVICE									
721		NO SUNDAY SERVICE									



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 20, 1981

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	GROSS EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES		
		A.M.		P.M.		SAVING		TOTAL	REVENUE	TOTAL	REVENUE	
		RUSH	DAY	RUSH	OWL	A.M.	P.M.					
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	169	151	
TOTAL		691	725	734	40	1	3	11,171.6	10,617.4	153,757	141,911	