

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 5, 1982  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

	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.				
EXCEPT SAT/SUN	1,936	1,153	1,949	40	84	72	22,709.0	20,993.7	324,315	280,214
SATURDAY ONLY	885	915	921	40	2	1	14,234.2	13,619.9	194,678	180,472
SUNDAY & HOL.	686	722	731	40	2	4	11,053.3	10,599.9	153,220	141,930

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE ABOVE DATA

SPECIAL EVENT SERVICE - VARIOUS DAYS AND  
DATES OF OPERATION

	EQUIPMENT			
	A.M.	BASE	P.M.	OWL
	RUSH		RUSH	
EXTRA HOLIDAY SERVICE ON DOWNTOWN MINI BUS - LINE 202 OPERATES THROUGH 1- 2-83		6	4	
HOLLYWOOD PARK OPERATES THROUGH 12-23-82		20	23	
LOS ALAMITOS OPERATES THROUGH 1-15-83			2	
SANTA ANITA 12-26-82 THROUGH 4-26-83	1	20	28	
HOLLYWOOD PARK 1-16-83 THROUGH 2-30-83			4	

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

COMPILED AND PREPARED BY:  
ROBERT J. PRICE  
SERVICE ANALYSIS/SCHEDULE DEPARTMENT  
DECEMBER 7, 1982

ADDITIONAL SERVICE OPERATING ON 12-5-82 BY TEMPORARY LETTERS  
SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
		GROSS		SAVING		A.M.	P.M.				
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
2	7		5		3			33.0	27.7	380	339
4	6-7		3					11.5	10.1	133	109
5	5		2		2			13.4	10.4	179	135
7	3		1		1			5.8	4.0	62	43
12	1				1			1.6	1.0	27	13
16	1				2			9.0	7.7	93	71
18	1	2			1			6.2	5.0	75	65
20	2	2			2			14.1	13.0	150	130
24	15				1			3.9	3.1	75	51
26	3-7	3						9.0	7.5	100	77
30	1	1			1			5.5	4.9	66	52
35	8	7			5	2	2	35.5	31.2	783	538
44	2-7				3			10.9	8.2	143	93
47	2	3			3			15.2	14.0	188	148
53	18				2			8.8	6.4	109	59
75	1	3			3			23.1	20.2	286	251
76	9	2			2			6.8	5.8	127	82
86	15	1						2.5	1.4	55	26
88	15				2		1	3.9	2.6	66	29
93	8	5			2			30.1	26.9	487	407
115	5	1			2			9.4	5.8	87	58
159	15	1						2.0	1.3	37	22
165	15	1				1		1.6	.7	41	25
169	15	1						1.2	.9	24	17
180	3	2			1			9.4	7.0	149	84
204	2	2			1			11.3	9.2	152	107
207	5	1			2			9.1	8.5	99	89
401	3	1			1			3.3	2.0	68	32
420	9	1			1			3.9	2.0	69	29

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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.				
422	9	4		3				14.8	11.9	255	179
428	9			1				1.9	1.3	38	18
433	9	1						3.9	3.3	62	45
438	3			1				3.8	2.6	73	36
446	9	1						1.6	1.2	28	24
460	1	1		1				5.5	3.3	122	60
470	9	1		2				6.6	4.0	170	83
480	9	1		1				7.6	5.7	160	131
483	3	2		2				6.6	4.6	137	72
484	9	3		2		3	1	8.7	7.0	230	175
486	9	1						1.8	1.3	40	29
487	9	2						4.2	3.5	95	73
604	6	1						1.6	1.0	37	18
607	5			1				2.8	2.0	51	29
721	8	3		2		3	1	7.0	5.7	185	150
760	9			1				1.5	.7	46	21
762	9	1		1				4.8	2.2	110	61
764	9	1		1				5.1	2.4	139	69
TOTAL		74		63		9	5	390.2	312.0	6,288	4,454

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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.				
1	7		4				34.0	33.7	299	296	
2	7	2	3				30.3	26.7	310	260	
4	7		3				25.3	23.5	280	247	
25	3	1	2				7.3	6.2	93	74	
35	8	3					29.7	22.1	743	448	
76	9	1	1				9.7	9.0	133	126	
204	2		6				50.8	47.0	541	445	
420	9		1				10.2	9.4	126	118	
422	9	2	3				20.0	18.2	305	278	
TOTAL		9	23	24			217.2	195.8	2,830	2,292	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		A.M.	DAY	P.M.		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		RUSH	BASE	RUSH	OWL	A.M.	P.M.				
25	3		1	1			4.7	4.0	60	45	
76	9	1	1	1			10.2	9.6	140	133	
422	9		1	1			7.7	6.3	119	96	
TOTAL		1	3	3			22.6	19.8	319	274	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

DAILY EXCEPT SATURDAY AND SUNDAY  
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	27	17	33	2			5	372.0	354.0	3,830	3,585
2	7	25	17	24				1	317.5	298.8	3,766	3,404
4	6-7	27	24	30	3				419.2	394.8	4,661	4,240
5	5	37	19	43	2			1	434.7	397.9	5,385	4,758
6	3	16	10	17	2			1	198.2	189.6	2,160	1,997
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	1,817	1,672
9	2-5	48	22	46	2		2		501.5	447.8	6,398	5,191
10	7	24	15	26	1		2	2	295.0	279.3	3,142	2,611
12	1	17	8	19	1				209.9	193.4	2,475	2,056
16	1	20	11	20	1				234.3	216.2	2,205	1,959
18	1	28	17	27	1				335.2	326.6	3,855	3,719
20	2-6-7	73	57	79	3			2	923.6	876.1	9,875	9,007
24	15	22	11	21			3		241.5	222.8	4,134	3,414
25	3	13	9	17				2	168.7	159.5	1,991	1,820
26	1	14	9	16	1				181.1	173.2	1,714	1,516
28	3-7	45	20	37			3		414.3	380.1	4,709	4,087
29	2-18	20	12	24	1		2	1	245.4	227.4	2,753	2,403
30	1	44	25	41	2				486.3	452.0	5,381	4,663
32	1	6	5	6					80.8	77.8	1,055	1,002
33	12	9	6	9					114.0	106.0	1,701	1,491
34	18	5	3	5					61.4	57.3	872	752
35	8	40	12	31			11	4	341.3	302.6	6,223	5,039
39	15	21	13	21			2	1	231.1	219.1	3,420	2,936
41	5	5	5	5					72.0	69.4	972	913
44	2-7	36	17	33	1		1	2	383.0	359.9	4,443	4,005
47	2	19	9	17			3	1	200.2	186.0	2,292	1,973
49	2	19	10	21					230.3	210.8	3,048	2,490
50	3-5	24	11	24	2			2	272.7	257.9	3,118	2,877

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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	11	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	37	14	37		11	9	352.2	327.3	4,684	4,242
76	9	13	8	13	1		1	159.1	151.3	2,217	1,986
86	15	14	7	16				159.8	140.9	2,840	2,306
88	15	17	11	17				229.1	216.7	3,656	3,215
90	15	16	6	20		1	3	153.5	137.4	2,620	2,012
92	1	17	13	21	1			246.9	227.9	3,137	2,731
93	8	32	16	32		2	1	380.3	339.3	6,023	4,948
97	15	5	5	6			1	72.7	68.3	1,164	1,027
102	1	4	3	3				51.4	48.5	590	517
103	5	3	3	3				41.1	39.7	400	378
105	5	19	13	21	1	1		264.6	249.5	3,046	2,749
114	18	3	3	3				38.3	36.7	535	491
115	5	21	14	16				256.1	221.4	3,350	2,872
120	18	13	9	15			1	189.9	174.2	3,209	2,642
123	8	1		1				5.5	2.9	183	85
125	18	9	7	9				121.0	111.0	2,082	1,760
130	12	4	4	4				59.7	55.2	997	853
142	1-18	6	6	6				90.2	87.3	1,323	1,241
149	1*-12-13	4	4	4				49.9	47.5	1,060	1,033
150	8	14	9	12				176.1	163.0	2,658	2,290
151	8	5	4	5		1	1	65.4	62.0	1,085	1,014
152	8-15	10	8	9			1	135.7	130.0	2,344	2,112
153	8	5	3	3		1		44.3	42.2	725	687
154	8-15	6	6	6				83.5	80.3	1,414	1,326
156	8	5	4	4				61.7	57.2	1,138	1,027
157	15	5	4	5				73.8	69.9	1,108	994
158	15	5	5	5				72.6	67.9	1,221	1,110

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

DAILY EXCEPT SATURDAY AND SUNDAY  
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.				
159	15	5	4	5		1	1	61.0	57.9	974	913
160	15	11	7	10				122.7	112.3	2,048	1,734
161	8	2	2	2				27.1	25.6	528	483
163	8-15	7	7	7				115.1	111.8	1,747	1,664
165	8-15	16	13	15		1		216.4	204.4	3,632	3,357
168	8-15	9	7	9		1	1	100.9	97.3	1,881	1,689
169	15	7	5	5				76.7	71.8	1,309	1,210
175	3	7	2	5		2	2	42.5	35.2	527	408
176	2	8		6				45.1	28.5	907	502
177	3	6	6	6				87.0	81.4	1,490	1,314
180	3	15	14	16				235.1	223.9	2,746	2,429
183	15	5	5	6				72.0	67.6	995	891
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	12	9				98.4	93.5	757	693
204	2	40	27	38	4		1	501.6	462.5	5,806	4,787
205	FRIDAY 6			3				24.1	21.1	147	103
206	5	12	8	10		1		156.7	151.6	1,937	1,749
207	5	26	14	21	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	22				307.5	286.1	3,980	3,542
212	5-15	16	11	14				213.4	203.4	2,622	2,352
217	7	14	14	16				222.5	212.4	1,893	1,734
220	7	5	5	5				74.1	71.1	1,132	1,046
232	12	6	6	7				106.5	103.8	1,563	1,505
250	3	4	4	4				56.6	54.9	603	562
255	3	2	2	2				30.4	29.8	318	308
256	3	8	7	7				111.8	105.2	1,448	1,334



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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.
259	9	5	5	5			73.9	70.1	1,084	973	
260	9-12	10	10	11			165.1	158.3	2,280	2,096	
266	9-12	6	6	6			109.8	103.7	1,977	1,726	
270	9-12	4	4	4			60.9	57.6	957	892	
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			29.3	28.1	384	353	
401	3	13	4	13			117.8	103.6	1,901	1,489	
413	15	2		2			8.5	5.0	213	119	
420	9	9	7	10			130.1	120.0	1,720	1,484	
422	9	18	9	19	1		203.4	190.5	3,197	2,786	
424	9	4	4	4			56.4	55.0	885	850	
426	8	13		11	2		53.9	49.1	1,195	904	
428	9	12	7	11	1		122.6	113.2	1,968	1,709	
429	7	10		9			52.0	43.3	710	569	
430	3-9	4	4	4			55.9	55.1	789	782	
431	9	3	3	3			41.4	39.5	713	659	
432	9	8	5	9			94.0	87.9	1,408	1,286	
433	9	5	5	5			69.6	66.8	931	846	
434	6	7	3	8		2	82.4	77.5	1,752	1,655	
435	3	4	4	4			65.1	61.9	1,036	940	
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	4	4	4			55.6	53.4	746	692	
452	9*-23	4	4	4			53.9	52.8	820	799	

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LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		BASE		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
456	12	12	6	13	1			135.2	121.4	2,698	2,358
460	1	12	10	14				192.8	176.6	3,649	3,211
462	1	7	3	7				77.9	71.5	1,231	1,080
470	9	22	10	21	1	2		248.0	223.3	4,470	3,737
480	9	23	11	25	1	1		266.6	235.6	4,962	3,823
482	9	10	3	12				116.2	105.1	2,705	2,283
483	3	16	11	16				216.0	200.9	3,174	2,811
484	9	18	10	18	2	1		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	23		3		180.7	160.6	3,470	2,983
488	9	9	3	9				80.0	67.8	1,672	1,300
490	9	12	8	15	1			160.3	150.3	3,194	2,793
492	9	3		3		2		13.1	8.8	351	215
493	9	5	1	5	1	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				80.1	78.7	2,167	2,135
501	9	1		1				4.2	2.3	115	57
503	12	1		1				3.9	2.5	114	71
504	8	1		1				4.2	2.7	141	82
505	8	3		3				12.6	8.0	316	185
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				3.1	2.3	69	59
520	18	7		7				37.4	28.1	814	533
600	12	2				2		.9	.9	8	8
601	6	2		2		1		6.4	4.1	131	101
602	6	4		4		1	1	11.3	7.2	221	144
604	6	8		6		5	1	18.8	13.3	331	245

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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
RUSH	BASE	RUSH	OWL								
605	6	4		4		1	9.5	7.1	206	192	
606	5	4		4	1	1	16.6	9.4	356	190	
607	5	6	4	6			70.9	64.2	1,215	1,023	
608	6	2	2	2			38.8	37.2	202	176	
716	8	5		5			18.7	14.7	441	358	
721	8	10		11		1	36.4	26.5	970	690	
737	12	4		4			16.4	12.0	360	291	
755	12	9		8			42.4	32.7	1,152	834	
756	12	2		2			7.4	4.9	150	101	
757	12	13		14	1		74.8	50.1	2,092	1,303	
758	12	6		7		1	38.4	19.7	1,007	433	
760	9	8		8			44.2	31.7	1,375	940	
762	9	8		8			43.2	27.9	1,375	844	
764	9	8		9	1	1	48.3	30.8	1,485	1,028	
810	12	15	9	12	3	1	167.1	145.9	3,103	2,564	
813	12	9	6	9			113.5	98.0	2,340	1,892	
814	12	4		4			28.9	20.8	628	410	
822	9	3	3	3			44.2	41.3	704	593	
825	9	2	2	2			27.6	25.6	458	385	
826	1	8	7	9			123.8	117.7	1,680	1,514	
828	5	14	14	15			223.2	213.1	2,970	2,743	
831	9	4	4	4			54.5	50.3	996	839	
834	18	9	7	9	1	1	127.9	117.9	1,548	1,372	
838	18	4	4	4			58.5	55.7	840	761	
841	12	11	10	12			187.0	181.9	2,709	2,610	
842	18	2	2	2			27.2	26.3	390	378	
844	12	2	2	2			30.2	27.9	468	399	
849	12	3	3	3			51.2	48.5	695	640	
861	18	2	2	2			26.4	25.1	373	343	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		A.M.	DAY	P.M.	OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		RUSH	BASE	RUSH	OWL	A.M.	P.M.				
867	18	4	2	2		2		32.4	29.1	448	374
869	18	8	7	8				107.5	98.2	1,933	1,675
871	5	9	8	10				146.0	133.4	2,176	1,865
872	12	2	2	2				28.6	26.9	277	238
<b>TOTAL</b>		<b>1,936</b>	<b>1,153</b>	<b>1,949</b>	<b>40</b>	<b>84</b>	<b>72</b>	<b>22,709.0</b>	<b>20,993.7</b>	<b>324,315</b>	<b>280,214</b>

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SATURDAY ONLY

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.				
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	5	23	23	23	2			324.4	309.6	3,914	3,599
6	3	8	8	8	2			135.2	131.6	1,478	1,418
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	18	21	21	2			301.9	287.5	3,720	3,418
10	7	11	11	11	1			178.5	174.9	1,712	1,647
12	1	8	11	11	1			161.3	155.2	1,803	1,650
16	1	10	10	10	1			152.9	150.0	1,466	1,416
18	1	14	14	14	1			219.7	210.8	2,559	2,394
20	2-6-7	35	38	38	3			572.9	555.3	6,079	5,789
24	15	11	11	11				166.4	158.9	2,844	2,606
25	3	7	7	7				107.2	104.7	1,346	1,280
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			430.6	414.2	4,531	4,089
32	1	4	4	4				56.1	54.1	722	684
33	12	5	5	5				75.2	72.9	1,198	1,142
34	18	2	2	2				34.9	33.9	475	444
35	8	14	11	15				192.1	175.9	3,441	2,933
39	15	9	9	9				143.0	139.0	2,111	1,975
41	5	5	5	5				72.1	69.5	971	912
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	10	10	10				166.2	160.0	2,131	1,942
50	3-5	11	11	11	2			196.5	192.2	2,324	2,246

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SATURDAY ONLY  
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	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	13	14	14		1		208.2	201.0	2,682	2,537
76	9	5	5	5	1			90.3	88.6	1,298	1,251
86	15	6	6	6				95.7	91.5	1,533	1,422
88	15	10	10	10				158.4	153.1	2,554	2,388
90	15	4	4	4				65.1	62.6	998	919
92	1	10	10	10	1			166.7	158.7	2,169	1,988
93	8	16	16	16				255.5	248.5	3,882	3,669
97	15	4	4	4				54.0	51.3	899	808
102	1	2	2	2				35.3	34.3	399	374
103	5	2	2	2				26.0	25.0	284	266
105	5	11	11	11	1			185.6	178.4	2,134	1,988
114	18	1	1	1				11.3	10.6	187	170
115	5	13	13	13				213.5	202.5	2,937	2,658
120	18	8	8	8				125.0	118.6	2,051	1,823
123		NO SATURDAY SERVICE									
125	18	5	5	5				73.3	68.9	1,310	1,170
130	12	4	4	4				58.3	53.7	982	834
142	1-18	4	4	4				58.3	55.9	910	835
149	1*-12-13	4	4	4				44.4	42.2	974	951
150	8	9	9	9				140.5	133.7	2,154	1,954
151	8	3	3	3				40.7	39.9	640	622
152	8-15	6	6	6				95.0	92.1	1,750	1,664
153		NO SATURDAY SERVICE									
154	8-15	4	4	4				55.7	53.7	960	912
156	8	3	3	3				43.3	41.2	786	732
157	15	3	3	3				50.4	48.1	806	750
158	15	2	2	2				29.4	23.4	577	548

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		P.M.	QWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY			A.M.	P.M.				
159	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	8-15	5	5	5			86.2	83.1	1,416	1,336	
165	8-15	10	10	10			147.0	141.6	2,607	2,464	
168	8-15	4	4	4			56.7	55.9	1,023	1,006	
169	15	3	3	3			44.1	41.1	802	753	
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	205.0	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	508	458	
204	2	15	15	16	4		270.0	254.4	3,137	2,742	
205	6		3	3			46.3	43.5	253	209	
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			53.3	51.7	818	773	
250	3	3	3	3			44.7	43.4	521	496	
255	3	2	2	2			24.3	23.6	266	255	
256	3	4	4	4			58.4	55.1	843	776	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		RUSH	OWL	SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY			P.M.	A.M.				
259	9	3	3	3			42.4	39.7	643	570	
260	9-12	7	7	7			110.4	105.8	1,596	1,481	
266	9-12	6	6	6			102.3	95.7	1,861	1,596	
270		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			29.3	28.1	384	353	
401	3	3	3	3			49.0	46.6	828	757	
413		NO SATURDAY SERVICE									
420	9	5	5	5			82.6	78.3	949	861	
422	9	7	7	7			109.6	93.4	1,641	1,591	
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	3	3	3			48.7	46.4	796	727	
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									



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SATURDAY ONLY

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.				
456	12	5	5	5	1			82.1	80.3	1,718	1,702
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				38.4	37.4	652	630
470	9	10	10	10				176.7	165.7	2,941	2,626
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
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	2	2	2		1	1	17.9	17.6	207	197
494		NO SATURDAY SERVICE									
496	1-13	5	6	6				70.4	69.0	2,019	1,975
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									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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. A.M.
605										
606										
607										
608	6	2	2	2			38.8	37.2	202	176
716										
721										
737										
755										
756										
757										
758										
760										
762										
764										
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										
822										
825										
826	1	5	5	5			84.3	81.0	1,202	1,111
828	5	10	10	10			152.8	144.3	2,216	2,037
831										
834	18	6	6	6			102.6	97.1	1,362	1,257
838										
841	12	8	8	8			138.6	133.4	2,162	2,041
842										
844										
849	12	3	3	3			50.0	47.4	668	627
861	18	2	2	2			26.4	25.1	373	343

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		SAVING		SAVING		TOTAL		TOTAL	
		A.M.	DAY	P.M.	OWL	A.M.	P.M.	REVENUE	REVENUE	REVENUE	REVENUE
		RUSH	BASE	RUSH	OWL						
867	18	2	2	2			29.7	27.9	398	359	
869	18	7	7	7			97.2	90.8	1,745	1,567	
871	5	7	7	7			116.6	109.4	1,866	1,684	
872	12	2	2	2			25.5	24.1	267	228	
<b>TOTAL</b>		<b>885</b>	<b>915</b>	<b>921</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>14,234.2</b>	<b>13,619.9</b>	<b>194,678</b>	<b>180,472</b>

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SUNDAY ONLY  
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.				
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	5	11	12	12	2			196.2	186.7	2,363	2,149
6	3	6	6	6	2			103.0	100.4	1,139	1,088
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	11	14	14	2			221.1	211.0	2,747	2,526
10	7	6	6	6	1			112.8	110.1	1,267	1,211
12	1	5	8	8	1			128.3	123.5	1,451	1,332
16	1	7	7	7	1			116.2	115.2	1,177	1,160
18	1	12	12	12	1			182.3	174.6	2,096	1,955
20	2-6-7	32	32	33	3			461.3	444.7	5,158	4,873
24	15	10	10	10				148.1	141.6	2,530	2,333
25	3	5	5	5				78.7	76.8	994	947
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				34.8	33.8	522	497
34	18	2	2	2				34.9	33.9	475	444
35	8	14	11	11		1		160.6	152.0	2,787	2,536
39	15	6	6	6				100.2	98.1	1,446	1,378
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				145.9	140.0	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 5, 1982

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.
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	15	4	4	4				60.6	57.9	1,067	996
88	15	10	10	10				151.1	146.0	2,487	2,333
90	15	3	3	3				47.8	46.3	744	704
92	1	10	10	10	1			149.4	140.8	1,992	1,798
93	8	11	11	11				181.0	177.0	2,920	2,810
97	15	4	5	5				59.7	56.5	968	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			159.2	152.4	1,860	1,721
114		NO SUNDAY SERVICE									
115	5	9	9	9				154.9	145.9	2,054	1,843
120	18	6	6	6				78.1	73.3	1,317	1,150
123		NO SUNDAY SERVICE									
125	18	3	3	3				40.0	37.7	748	674
130	12	4	4	4				58.3	53.7	982	834
142	1-18	3	3	3				36.8	35.2	567	530
149	1*-12-13	4	4	4				44.4	42.2	974	951
150	8	9	9	9				134.4	127.1	2,065	1,841
151	8	3	3	3				34.7	33.9	551	534
152	8-15	5	5	5				72.7	70.4	1,253	1,184
153		NO SUNDAY SERVICE									
154	8-15	4	4	4				47.7	45.7	836	779
156	8	2	2	2				24.3	22.8	427	392
157	15	3	3	3				43.9	41.7	708	653
158	15	2	2	2				27.4	25.9	539	509

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SUNDAY ONLY

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.				
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	8-15	5	5	5			75.9	73.2	1,231	1,164	
165	8-15	10	10	10			126.0	120.8	2,232	2,088	
168	8-15	4	4	4			48.9	48.2	876	858	
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			8.4	6.7	143	85	
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	50.1	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			53.3	51.7	818	773	
250	3	2	2	2			24.0	23.1	277	256	
255	3	2	2	2			18.4	17.7	204	194	
256	3	3	3	3			44.6	42.0	642	586	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS		VEHICLE MILES	
		GROSS		BASE		SAVING		TOTAL	REVENUE	TOTAL	REVENUE
		A.M.	DAY	P.M.	OWL	A.M.	P.M.				
259	9	3	3	3			42.4	39.7	643	570	
260	9-12	6	6	6			91.2	87.0	1,320	1,213	
266	9-12	4	4	4			60.6	57.5	1,077	938	
270		NO SUNDAY SERVICE									
354		NO SUNDAY SERVICE									
356	18	2	2	2			24.4	22.8	315	268	
359		NO SUNDAY SERVICE									
401	3	3	3	3			49.0	46.6	828	757	
413		NO SUNDAY SERVICE									
420	9	5	5	5			78.0	73.4	981	881	
422	9	6	6	7		1	94.8	92.3	1,451	1,267	
424		NO SUNDAY SERVICE									
426		NO SUNDAY SERVICE									
428	9	2	2	2			27.1	26.4	754	736	
429		NO SUNDAY SERVICE									
430		NO SUNDAY SERVICE									
431		NO SUNDAY SERVICE									
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	3	3	3			39.2	36.9	645	579	
438	3	3	3	3			48.2	45.2	662	547	
440	9	4	4	4			53.3	49.7	903	785	
441		NO SUNDAY SERVICE									
445		NO SUNDAY SERVICE									
446		NO SUNDAY SERVICE									
447	9	2	2	2			28.4	26.7	447	400	
451		NO SUNDAY SERVICE									
452		NO SUNDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

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.				
456	12	5	5	5	1			79.3	77.4	1,670	1,653
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				36.2	35.2	616	594
470	9	10	10	10				176.7	165.7	2,941	2,626
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
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	2	2	2		1	1	17.9	17.6	207	197
494		NO SUNDAY SERVICE									
496	1-13	3	5	6				46.2	45.0	1,320	1,306
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									





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 5, 1982

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISION	EQUIPMENT				INTERLINE		VEHICLE HOURS TOTAL	VEHICLE MILES TOTAL	REVENUE	REVENUE
		GROSS		SAVING		TOTAL	TOTAL				
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL						
867		NO SUNDAY SERVICE									
869		NO SUNDAY SERVICE									
871	5	5	5	5			85.7	80.4	1,384	1,243	
872	12	1	1	1			13.4	12.8	146	127	
TOTAL		686	722	731	40	2	4	11,053.3	10,599.9	153,220	141,930