

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT  
SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE OCTOBER 2, 1983

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

	EQUIPMENT									
	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
	A.M. RUSH	DAY PASE	P.M. PUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
EXCEPT SAT/SUN	2,090	1,195	2,098	42	86	86	24,032.2	22,325.2	338,539	297,743
SATURDAY ONLY	910	961	968	42			14,866.5	14,258.8	200,709	187,073
SUNDAY & HOL.	705	767	775	42	2	2	11,688.7	11,250.4	159,416	148,992

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE ABOVE DATA

SPECIAL EVENT SERVICE - VARIOUS DAYS AND DATES OF OPERATION	EQUIPMENT			
	A.M. RUSH	PASE	P.M. PUSH	OWL
HOLLYWOOD PARK OPERATES THROUGH 10-23-83			4	
SANTA ANITA 10-5-83 THROUGH 11-14-83	1	23	26	
LOS ALAMITOS 10-24-83 THROUGH 1-16-83			2	

THIS REPORT HAS THE SAME DATA AS SEPTEMBER REPORT -- ONLY THE LINE NUMBERS HAVE BEEN CHANGED

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

COMPILED AND PREPARED BY:  
ROBERT J. PRICE  
SERVICE ANALYSIS/SCHEDULE DEPARTMENT  
SEPTEMBER 29, 1983

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	28	17	34	3		5	306.4	375.7	4,099	3,814
2	7	32	17	25			1	354.4	328.3	4,303	3,809
4	6-7	35	30	37	2		1	520.4	493.7	5,941	5,420
10	7	24	15	27	1	2	2	300.8	289.8	2,940	2,717
14	2-7	36	17	37	1	1	4	300.7	366.5	4,535	4,053
16	1	23	15	25	1			275.8	263.3	2,549	2,337
18	1	30	17	29	1			344.0	336.1	3,968	3,831
20	2-6-7	77	57	51	7		2	947.8	899.0	10,109	9,321
26	1	14	9	14	1			182.5	174.1	1,746	1,529
28	3-7	49	20	35		4	1	430.4	392.5	4,960	4,299
30	1	45	25	42	2			401.2	455.9	5,496	4,627
33	1-6	42	19	44		11	12	427.5	397.1	5,658	5,034
38	2	20	10	20	1			275.7	212.1	2,352	2,039
40	5	41	24	45	2		1	485.5	447.5	5,843	5,082
42	5	9	8	10				146.0	133.4	2,176	1,865
45	2	29	19	31	1			362.6	336.4	4,491	3,726
48	2	10	6	13				131.5	123.2	1,407	1,183
51	2-18	26	13	20	1			291.1	267.3	3,438	2,908
53	18	15	11	10	1			274.5	218.7	2,572	2,463
55	1-12	14	9	14	2			104.4	182.1	2,674	2,384
56	1-18	13	9	15				170.6	163.4	2,273	2,124
63	2-12	46	21	40	1	3	1	488.3	451.2	6,645	5,596
65	1	6	5	7			1	82.2	78.6	1,075	1,014
66	2	22	9	19		3		216.7	199.9	2,529	2,130
68	1	23	15	25				282.2	245.1	3,373	2,913

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
70	9	28	16	28	2			321.6	309.0	3,914	3,661
76	9	18	11	19	1			204.2	201.9	2,608	2,587
78	9	29	14	30		1		289.3	278.7	4,110	3,883
81	7-18	22	12	23				266.0	254.0	3,538	3,252
83	3	19	12	21	2		1	219.3	210.7	2,520	2,327
84	3	17	7	15	1		3	156.8	148.6	1,811	1,645
90	15	17	6	20		2	3	153.1	141.8	2,577	2,122
92	15	21	13	21		2	1	230.1	220.2	3,278	2,958
94	15	23	11	22		4		248.7	226.0	4,218	3,517
96	15	16	7	17				167.4	150.8	2,860	2,406
97	15	5	5	4			1	73.0	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
104	9	3	3	3				45.0	42.2	765	657
105	5	18	13	21		1		263.6	248.7	3,037	2,743
107	5	11	8	11				158.8	156.9	1,945	1,927
108	23	14	9	17				195.5	188.7	2,568	2,484
110	23	7	6	8				116.7	113.4	1,420	1,367
111	23	16	11	16	1			224.1	212.3	2,876	2,688
115	5	22	12	13			2	244.0	217.0	3,280	2,761
117	18	9	7	9		1	1	127.9	117.9	1,548	1,372
119	18	4	3	3				45.7	43.0	594	528
120	18	13	9	15				190.6	175.2	3,204	2,647
124	18	4	4	4				61.9	60.7	971	935
125	18	9	7	9				121.0	111.0	2,082	1,760

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LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
126	18	2	2	2				26.4	25.1	373	343
127	18	2	2	2				31.8	31.0	501	480
128	12	2	2	2				30.2	27.9	468	399
130	12	4	4	4				59.7	55.2	997	853
146	12	3	3	3				50.4	50.0	754	746
147	12	2	2	2				28.6	26.9	277	238
149	12-13	4	4	4				50.1	48.1	1,113	1,088
150	8	16	9	17				184.5	169.2	2,813	2,371
152	8-15	12	8	10			1	143.3	133.5	2,518	2,222
154	8-15	5	5	5				73.4	70.4	1,245	1,161
158	15	5	5	5				73.1	68.5	1,128	1,120
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				214.7	201.6	3,500	3,211
168	8-15	9	7	9			1	100.9	97.3	1,881	1,689
169	15	8	5	5			1	79.2	73.0	1,343	1,223
170	9	4	4	4				56.4	55.0	895	850
175	3	7	2	5			2	42.5	35.2	527	408
176	3-9	4	4	4				55.9	55.1	789	782
177	3	6	6	6				87.1	82.1	1,364	1,190
178	9	4	3	3				44.1	42.0	749	686
180	3	16	14	20			1	254.7	239.3	2,978	2,539
183	15	5	5	6			1	72.5	68.1	1,019	891
185	9	3	3	3				43.2	41.3	775	719
187	9-16	7	8	8				112.5	107.9	1,898	1,752

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		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
188	3	6	6	7			94.8	88.3	1,306	1,059	
192	10	4	4	4			53.6	52.8	861	843	
200	2	9	7	10			119.1	114.1	1,022	916	
201	3	4	4	4			56.1	53.8	647	600	
204	2	42	29	32	4		518.4	478.0	6,006	4,989	
205	12	3	3	3			51.4	48.2	695	640	
206	23	14	10	15			207.4	200.3	2,273	2,209	
207	23	29	14	29	2		348.9	330.1	3,661	3,399	
209	5	7	6	6			91.2	87.9	1,081	1,006	
210	5	24	17	22			307.4	286.1	3,988	3,550	
211	5	2	2	2			30.3	29.5	389	374	
212	5-15	17	11	15			220.2	208.9	2,698	2,415	
215	18	4	2	3		2	34.7	31.1	475	390	
217	7	14	14	14			224.8	213.8	1,907	1,755	
220	7	5	5	5			74.1	71.1	1,132	1,046	
225	18	7	6	7			91.9	84.8	1,625	1,434	
228	15	6	4	6		1 1	63.9	59.7	1,032	941	
230	15	13	7	10			123.2	112.7	2,046	1,738	
232	12	10	10	10			151.3	148.1	2,214	2,166	
234	15	6	4	4			79.6	74.1	1,150	1,000	
236	8	6	4	6			65.6	60.0	1,109	957	
243	8	5	3	4		1 1	44.5	43.0	742	702	
245	8	5	4	5		1 1	65.4	62.0	1,085	1,085	
250	3	3	3	3			44.5	43.2	535	504	
251	3	22	11	24	2		261.8	246.0	2,838	2,470	

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		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
254	1-18	6	6	6				90.2	87.3	1,323	1,241
255	3	4	3	4				55.8	55.0	616	602
256	3	7	6	6				96.8	91.5	1,252	1,151
259	9	5	5	5				73.0	70.1	1,084	973
260	9-12	14	13	14				216.2	210.0	2,865	2,700
262	9	6	5	6				83.8	81.7	1,057	971
264	9	3	3	4			1	43.0	40.1	741	667
265	9	4	4	4				54.5	50.3	996	839
266	9-12	6	6	6				110.6	105.7	1,883	1,756
267	9	4	5	5				74.8	70.6	1,014	910
268	3	5	4	4			1	66.0	62.3	1,056	947
270	9-12	4	4	4				60.0	57.6	970	865
271	9	2	2	2				27.6	25.6	458	385
274	9	5	5	5				72.8	69.2	1,171	1,064
280	9	3	3	3				46.3	43.7	749	677
291	16	4	4	4				55.8	53.7	736	799
358	16	5		5				38.3	32.6	625	456
401	3	15	4	15				120.3	101.2	2,066	1,596
413	15	2		2				9.2	7.2	153	95
418	8	13		13			2	42.2	30.3	1,051	775
419	8	2		2				6.7	5.6	146	133
420	8	38	16	36			2	410.6	363.4	6,519	5,401
423	8	3		3				13.7	9.9	472	246
424	8	50	12	39			2	403.6	343.0	7,407	5,789
426	8	13		11			2	55.3	49.4	1,200	911

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		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
427	8	7		7				31.3	22.3	705	485
429	7	10		9				51.1	42.4	735	580
430	6	2		2		1		6.4	4.1	131	101
431	6	4		4		1	1	11.5	7.2	221	144
434	6	8	3	8			2	84.4	78.7	1,777	1,671
436	6	9		7		5	1	21.0	15.2	386	281
437	6	4		4			1	9.5	7.1	206	192
438	5	4		4		1	1	16.6	9.4	356	190
439	5	6	4	7				74.2	66.2	1,267	1,052
443	12	4		4				28.7	20.8	620	407
444	12	9	6	9				111.7	98.0	2,279	1,891
445	12	4		4				16.6	12.0	368	291
446	12	14	9	12		2	1	167.9	147.1	3,098	2,570
448	12	7		3				11.8	7.9	354	189
456	12	12	6	14	1			131.8	123.1	2,722	2,496
457	12	9		9				47.0	34.8	1,105	845
459	12	2		2				9.3	5.0	217	126
460	1	13	10	15				198.0	179.8	3,770	3,276
462	1	7	3	7				77.9	71.5	1,231	1,080
464	9	13		14				80.6	49.1	2,398	1,280
466	9	6		7			2	33.5	20.0	876	437
470	9	22	19	27			1	243.2	225.7	4,259	3,736
480	9-16	23	11	25		1	1	272.8	244.7	6,304	5,577
482	9-16	10	3	12				110.7	106.6	2,412	2,314
483	3	19	11	12			1	223.3	205.1	3,211	2,800

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LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	19	10	10		2	2	266.2	256.7	5,551	5,378
486	9	11	2	10		1		82.3	75.4	1,705	1,532
487	9	24	5	22		1	3	200.8	182.0	3,781	3,443
488	9	9	3	9				82.0	74.9	1,530	1,439
490	9-16	12	8	15		1		179.1	156.1	3,486	3,110
492	9	3		7			1	13.6	8.8	370	215
493	9	5	1	3		1		26.5	23.4	450	360
494	9	7		7		1	1	13.0	7.9	367	190
495	16	10		9				47.3	33.7	1,330	958
496	13-16	6	6	7				86.1	80.6	2,306	2,129
497	16	11		10		2		48.0	37.3	1,446	1,142
498	16	9		9				53.0	35.4	1,573	1,055
560	15	18	11	21			1	249.6	234.0	4,017	3,469
576	2	9		6				48.0	31.1	964	544
602	3	7	12	9				98.3	93.5	757	693
603	12	2				2		.9	.9	8	8
605	FRI DAY 6			3				24.1	21.1	147	103
608	6	2	2	2				38.8	37.2	202	176
630	3		1					4.5	4.2	66	61
680	18	3		7				10.2	6.5	228	115
694		NO DAILY SERVICE									
TOTAL		2,090	1,195	2,092	42	86	86	24,032.2	22,325.2	338,539	297,743



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LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	13	18	17	3			280.8	272.7	2,947	2,847
2	7	14	14	14				224.9	216.1	2,622	2,452
4	6-7	16	19	19	2			293.3	280.8	3,583	3,312
10	7	11	11	11	1			178.4	174.7	1,737	1,672
14	2-7	13	15	15	1			219.3	213.5	2,716	2,576
16	1	11	15	15	1			200.3	195.8	1,755	1,680
18	1	14	18	18	1			244.1	193.4	2,972	2,770
20	2-6-7	35	38	38	7			574.4	566.5	6,102	5,804
26	1	9	9	9	1			143.4	139.7	1,328	1,235
26	3-7	19	19	19				271.1	261.6	3,107	2,964
30	1	24	32	32	2			470.5	414.2	4,534	4,089
33	1-6	19	19	19				289.8	278.8	3,833	3,608
38	2	8	8	8	1			130.3	126.6	1,291	1,212
40	5	20	23	23	2			324.4	309.6	3,914	3,599
42	5	7	7	7				116.6	109.4	1,866	1,684
45	2	17	18	18	1			274.9	262.7	3,130	2,783
48	2	5	5	5				86.4	83.9	990	922
51	2-18	11	14	14	1			204.1	196.2	2,252	2,085
53	18	10	10	10	1			166.2	162.8	1,907	1,930
55	1-12	8	8	8	2			140.5	135.5	1,811	1,696
56	1-18	7	7	7				119.5	116.4	1,509	1,443
60	2-12	19	24	24	1			355.5	343.1	4,645	4,357
65	1	4	4	4				56.1	54.1	722	684
66	2	8	8	8				137.1	133.6	1,499	1,414
68	1	13	13	13				199.8	193.1	2,203	2,049

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LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	9	9	9	1			133.1	132.2	1,788	1,784
78	9	10	10	11				164.5	161.4	2,376	2,308
81	7-18	11	11	11				179.1	174.6	2,375	2,251
83	3	8	8	8	2			135.2	131.6	1,585	1,509
84	3	8	8	9	1			130.9	127.6	1,460	1,378
90	15	4	4	4				65.1	62.6	998	919
92	15	9	9	9				143.0	139.0	2,111	1,975
94	15	11	11	11				166.4	158.9	2,844	2,606
96	15	6	6	6				95.8	91.4	1,565	1,453
97	15	4	4	4				54.0	51.3	809	808
102	1	2	2	2				35.3	34.3	399	374
103	5	2	2	2				26.0	25.0	284	266
104		NO SATURDAY SERVICE									
105	5	11	11	11	1			185.6	178.4	2,134	1,988
107	5	5	5	5				87.3	73.7	1,155	1,145
108	23	8	11	11				157.1	152.6	2,200	2,160
110	23	5	5	5				79.5	76.9	1,102	1,057
111	23	8	8	9	1			136.3	132.3	1,830	1,781
115	5	12	12	12				200.8	191.0	2,607	2,385
117	18	6	6	6				102.6	97.1	1,362	1,257
119	18	2	2	2				28.2	27.5	369	336
120	18	8	8	9				125.0	118.6	2,051	1,823
124		NO SATURDAY SERVICE									
125	18	5	5	5				73.3	68.9	1,310	1,170

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EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
126	18	2	2	2			26.4	25.1	373	343	
127		NO SATURDAY SERVICE									
128		NO SATURDAY SERVICE									
130	12	4	4	4			58.3	53.7	982	834	
140	12	3	3	3			48.0	47.6	667	655	
147	12	2	2	2			25.5	24.1	267	228	
149	12-13	4	4	4			44.3	42.4	982	958	
150	8	9	9	9			140.5	133.7	2,154	1,954	
152	8-15	6	6	6			95.0	92.1	1,750	1,664	
154	8-15	4	4	4			55.7	53.7	960	912	
158	15	2	2	2			29.4	23.4	577	548	
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	828	753	
170		NO SATURDAY SERVICE									
175	3	2	2	2			25.6	24.2	314	289	
176		NO SATURDAY SERVICE									
177		NO SATURDAY SERVICE									
178		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	
185		NO SATURDAY SERVICE									
187	9-10	5	5	5			73.6	69.6	1,207	1,073	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY PACE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
188	3	6	6	6			90.0	94.4	1,242	1,023	
192		NO SATURDAY SERVICE									
200	2	5	5	5			81.0	79.1	758	713	
201	3	7	3	7			40.1	38.8	506	480	
204	2	17	18	19	4		302.8	284.9	3,548	3,108	
205	12	3	3	7			50.0	47.4	668	627	
206	23	7	7	7			124.3	119.9	1,579	1,512	
207	23	14	14	14	2		231.0	221.3	2,566	2,414	
209	5	4	4	4			63.7	61.6	764	721	
210	5	12	12	12			205.1	197.4	2,627	2,453	
211	5	2	2	2			30.3	29.5	389	374	
212	5-15	10	10	10			169.9	165.3	2,133	2,007	
215	18	2	2	2			29.7	27.9	308	359	
217	7	13	14	15			210.3	203.1	1,821	1,703	
220	7	5	5	5			72.6	70.2	917	857	
225	18	7	6	4			87.4	81.0	1,583	1,413	
228	15	2	2	2			29.0	27.9	471	449	
230	15	7	7	7			101.5	97.5	1,617	1,494	
232	12	5	5	5			78.2	76.7	1,156	1,130	
234	15	3	3	3			50.4	48.1	806	750	
236	8	3	3	3			43.2	41.2	789	734	
243		NO SATURDAY SERVICE									
245	8	7	3	7			40.7	39.9	640	622	
250	3	3	3	7			43.9	42.6	521	489	
251	3	10	10	11	2		175.5	170.1	1,876	1,727	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	CWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
254	1-18	4	4	4				58.3	55.9	910	835
255	3	3	3	3				47.9	47.4	505	496
256	3	4	4	4				58.4	55.1	843	776
259	9	3	3	3				42.4	39.7	643	570
260	9-12	8	8	3				123.5	121.1	1,790	1,727
262	9	3	3	3				49.8	48.9	733	695
264		NO SATURDAY SERVICE									
265		NO SATURDAY SERVICE									
266	9-12	6	6	4				102.9	97.2	1,786	1,622
267	9	2	2	2				28.9	27.8	465	431
268	3	3	3	3				48.7	46.4	796	727
270		NO SATURDAY SERVICE									
271		NO SATURDAY SERVICE									
274		NO SATURDAY SERVICE									
280	9	2	2	2				28.4	26.7	400	352
291		NO SATURDAY SERVICE									
358		NO SATURDAY SERVICE									
401	3	3	3	3				49.0	46.6	828	757
413		NO SATURDAY SERVICE									
418		NO SATURDAY SERVICE									
419		NO SATURDAY SERVICE									
420	8	15	16	16				255.5	248.5	3,881	3,668
423		NO SATURDAY SERVICE									
424	8	20	15	19				255.6	235.6	4,630	3,951
426		NO SATURDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
427		NO	SATURDAY	SERVICE							
429		NO	SATURDAY	SERVICE							
430		NO	SATURDAY	SERVICE							
431		NO	SATURDAY	SERVICE							
434	6	3	3	3			43.0	41.5	850	835	
436		NO	SATURDAY	SERVICE							
437		NO	SATURDAY	SERVICE							
438		NO	SATURDAY	SERVICE							
439		NO	SATURDAY	SERVICE							
443		NO	SATURDAY	SERVICE							
444	12	5	6	5			72.3	65.9	1,485	1,297	
445		NO	SATURDAY	SERVICE							
446	12	7	7	8			113.1	106.8	2,086	1,878	
448		NO	SATURDAY	SERVICE							
456	12	5	5	5	1		82.1	90.3	1,718	1,702	
457		NO	SATURDAY	SERVICE							
459		NO	SATURDAY	SERVICE							
460	1	10	10	10			161.2	151.2	2,971	2,750	
462	1	2	2	2			78.4	37.4	652	630	
464		NO	SATURDAY	SERVICE							
466		NO	SATURDAY	SERVICE							
470	9	10	10	10			177.0	164.0	2,999	2,638	
480	9-16	7	7	7			118.2	114.9	2,765	2,667	
482	9-16	3	3	3			53.3	53.0	1,140	1,137	
483	3	8	8	8			148.4	142.0	2,138	1,959	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

SATURDAY ONLY  
SCHOOL DAY - NON-PEACE, NON-POWL SCHEDULES

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	0	9	0			163.4	161.4	3,382	3,269	
486	9	2	2	2			36.2	35.6	543	532	
487	9	4	4	4			69.7	68.0	1,286	1,243	
488	9	2	2	2			24.4	24.2	339	338	
490	9-16	7	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									
495		NO SATURDAY SERVICE									
496	13-16	6	6	6			78.6	72.3	2,206	1,978	
497		NO SATURDAY SERVICE									
498		NO SATURDAY SERVICE									
560	15	10	10	10			158.4	153.1	2,554	2,388	
576		NO SATURDAY SERVICE									
602	3	5	8	8			58.2	54.6	508	458	
603		NO SATURDAY SERVICE									
605	6		3	3			46.3	43.5	253	209	
608	6	2	2	2			38.8	37.2	202	176	
630		NO SATURDAY SERVICE									
680		NO SATURDAY SERVICE									
694		NO SATURDAY SERVICE									
TOTAL		910	961	960	42		14,866.5	14,258.8	200,709	187,073	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M.	DAY	P.M.	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
		RUSH	BASE	RUSH							
1	7	13	15	15	3		260.5	254.2	2,741	2,660	
2	7	11	11	11			177.4	170.2	2,161	2,017	
4	6-7	10	15	15	3		248.8	239.5	3,056	2,875	
10	7	6	7	8	1		126.4	124.0	1,398	1,352	
14	2-7	8	12	12	1		177.4	172.6	2,258	2,151	
16	1	8	11	11	1		150.0	147.7	1,368	1,331	
18	1	9	15	15	1		208.6	199.3	2,401	2,232	
20	2-6-7	32	32	33	3		462.4	445.8	5,180	4,887	
26	1	6	8	8	1		124.1	120.4	1,141	1,050	
28	3-7	10	12	12			182.5	174.7	2,104	1,963	
30	1	10	29	29	2		352.3	336.9	3,935	3,522	
33	1-6	9	13	13			197.9	191.7	2,574	2,432	
38	2	6	6	6	1		101.5	98.8	1,017	960	
40	5	11	12	12	2		196.2	186.7	2,363	2,149	
42	5	5	5	5			95.7	80.4	1,384	1,243	
45	2	14	15	15	1		226.7	217.2	2,560	2,311	
48	2	5	5	5			80.8	78.5	909	853	
51	2-18	9	9	9	1		147.0	141.4	1,689	1,560	
53	18	7	7	7	1		126.6	124.5	1,489	1,444	
55	1-12	8	8	8	2		140.4	135.4	1,811	1,696	
56	1-18	7	7	7			107.5	104.7	1,351	1,298	
60	2-12	16	19	19	1		295.1	274.7	3,813	3,568	
65	1	2	2	2			23.4	22.3	371	351	
66	2	8	8	8			127.4	123.7	1,400	1,311	
68	1	10	10	10			163.4	158.2	1,850	1,732	



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	4	7	7	1			102.2	101.6	1,378	1,376
78	9	7	8	8				127.7	125.3	1,857	1,807
81	3-18	9	9	9				147.6	143.9	2,035	1,934
83	3	6	6	6	2			101.9	99.3	1,189	1,134
84	3	6	6	6	1			105.6	103.3	1,177	1,117
90	15	3	3	3				47.8	46.3	744	704
92	15	6	6	6				100.2	98.1	1,446	1,378
94	15	10	10	10				148.1	141.6	2,530	2,333
96	15	5	5	5				74.7	71.1	1,251	1,149
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
104		NO	SUNDAY	SERVICE							
105	5	9	9	9	1			159.2	152.4	1,860	1,721
107	5	5	5	5				87.3	86.5	1,155	1,145
108	23	6	9	9				125.4	122.1	1,712	1,687
110	23	5	5	5				76.6	74.1	1,068	1,022
111	23	8	8	8	1			136.3	132.3	1,830	1,781
115	5	8	8	8				141.5	134.4	1,853	1,705
117	18	6	6	6				89.9	84.5	1,195	1,092
119		NO	SUNDAY	SERVICE							
120	18	6	6	6				78.1	73.3	1,317	1,150
124		NO	SUNDAY	SERVICE							
125	18	7	3	3				40.0	37.7	748	674

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
126		NO	SUNDAY	SERVICE							
127		NO	SUNDAY	SERVICE							
128		NO	SUNDAY	SERVICE							
130	12	4	4	4			58.3	53.7	982	834	
146	12	3	3	3			48.0	47.6	667	655	
147	12	1	1	1			13.4	12.8	146	127	
149	12-13	4	4	4			44.3	42.4	982	958	
150	8	9	9	9			134.4	127.1	2,065	1,841	
152	P-15	5	5	5			72.7	70.4	1,253	1,184	
154	P-15	4	4	4			47.7	45.7	836	779	
158	15	2	2	2			27.4	25.9	539	509	
161		NO	SUNDAY	SERVICE							
163	P-15	5	5	5			75.0	73.2	1,231	1,164	
165	P-15	10	10	10			126.3	120.8	2,233	2,088	
168	P-15	4	4	4			48.9	48.2	876	858	
169		NO	SUNDAY	SERVICE							
170		NO	SUNDAY	SERVICE							
175	3	1	1	1			12.7	12.0	174	162	
176		NO	SUNDAY	SERVICE							
177		NO	SUNDAY	SERVICE							
178		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	
185		NO	SUNDAY	SERVICE							
187	1-16	4	4	4			52.4	49.7	872	785	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
188	3	3	3	3			48.0	45.2	652	547	
192		NO SUNDAY SERVICE									
200	2	5	5	5			75.1	72.9	715	671	
201	3	2	2	2			20.6	19.9	259	244	
204	2	15	15	14	4		260.0	244.9	3,004	2,618	
205	12	2	2	2			25.2	23.4	352	314	
206	23	7	7	7			96.7	93.7	1,227	1,109	
207	23	9	9	9	2		152.3	145.4	1,747	1,638	
209	5	4	4	4			53.5	50.1	653	605	
210	5	12	12	12			101.0	102.7	2,475	2,286	
211		NO SUNDAY SERVICE									
212	E-15	10	10	10			159.5	154.6	1,957	1,845	
215		NO SUNDAY SERVICE									
217	7	11	11	11			150.4	145.5	1,307	1,231	
220	7	3	3	3			39.0	37.9	551	520	
225		NO SUNDAY SERVICE									
228	15	2	2	2			25.0	23.9	408	386	
230	15	5	5	5			66.0	63.2	1,029	943	
232	12	5	5	5			78.2	76.7	1,156	1,130	
234	15	3	3	3			43.9	41.7	708	653	
236	8	2	2	2			24.1	22.8	427	392	
243		NO SUNDAY SERVICE									
245	8	3	3	3			34.7	33.9	551	534	
250	3	2	2	2			23.0	23.0	277	256	
251	3	7	7	7	2		128.1	126.6	1,205	1,248	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
254	1-18	3	3	3			36.8	35.2	567	530	
255	3	2	2	2			36.6	36.2	373	365	
256	3	3	3	3			44.6	42.0	642	586	
259	9	3	3	3			42.4	39.7	643	570	
260	9-12	7	7	7			105.5	103.0	1,518	1,446	
262	9	3	3	3			48.9	48.0	718	680	
264		NO SUNDAY SERVICE									
265		NO SUNDAY SERVICE									
266	9-12	4	4	4			61.2	58.4	1,040	953	
267	9	2	2	2			26.7	25.6	434	400	
268	3	3	3	3			39.2	36.9	645	579	
270		NO SUNDAY SERVICE									
271		NO SUNDAY SERVICE									
274		NO SUNDAY SERVICE									
280	9	2	2	2			28.4	26.7	447	400	
291		NO SUNDAY SERVICE									
356		NO SUNDAY SERVICE									
401	3	3	3	3			49.0	46.6	828	757	
413		NO SUNDAY SERVICE									
418		NO SUNDAY SERVICE									
419		NO SUNDAY SERVICE									
420	8	11	11	11			181.0	177.0	2,920	2,810	
423		NO SUNDAY SERVICE									
424	8	14	11	11		1	163.2	153.9	2,841	2,565	
426		NO SUNDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. PUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
427		NO	SUNDAY	SERVICE							
429		NO	SUNDAY	SERVICE							
430		NO	SUNDAY	SERVICE							
431		NO	SUNDAY	SERVICE							
434	0	7	3	3			78.6	76.9	757	742	
436		NO	SUNDAY	SERVICE							
437		NO	SUNDAY	SERVICE							
438		NO	SUNDAY	SERVICE							
439		NO	SUNDAY	SERVICE							
443		NO	SUNDAY	SERVICE							
444	12	7	3	3			79.4	75.6	943	817	
445		NO	SUNDAY	SERVICE							
446	12	7	7	8			113.1	106.8	2,086	1,878	
448		NO	SUNDAY	SERVICE							
456	12	5	5	5	1		79.3	77.4	1,670	1,653	
457		NO	SUNDAY	SERVICE							
459		NO	SUNDAY	SERVICE							
460	1	10	10	10			161.2	151.2	2,971	2,750	
462	1	2	2	2			76.2	35.2	616	594	
464		NO	SUNDAY	SERVICE							
466		NO	SUNDAY	SERVICE							
470	9	10	10	10			177.0	164.0	2,900	2,678	
480	9-16	7	7	9			125.0	122.4	2,909	2,815	
482	9-16	3	3	7			44.7	43.9	953	947	
483	3	0	8	0			140.2	134.3	2,016	1,855	

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	5	5	5				92.0	90.2	2,003	1,997
486	9	2	2	2				36.2	35.6	543	532
487	9	3	3	3				43.3	42.0	818	790
488	9	2	2	2				24.4	24.2	339	338
490	9-16	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									
495		NO SUNDAY SERVICE									
496	13-16	4	5	6				56.4	49.1	1,555	1,310
497		NO SUNDAY SERVICE									
498		NO SUNDAY SERVICE									
560	15	10	10	10				151.1	146.0	2,487	2,333
576		NO SUNDAY SERVICE									
602		NO SUNDAY SERVICE									
603		NO SUNDAY SERVICE									
605		NO SUNDAY SERVICE									
608	6	2	2	2				38.8	37.2	202	176
630		NO SUNDAY SERVICE									
680		NO SUNDAY SERVICE									
694	16	1	1	2		1		8.4	7.4	132	102
TOTAL		705	767	775	42	2	2	11,488.7	11,250.4	159,416	148,992

ADDITIONAL SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2 THROUGH 15, 1983

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

		EQUIPMENT									
		GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
LINE	DIVISION	A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
14	7			1				7.5	7.1	79	75
15	1							4.7	4.2	48	39
17	1	1		2				8.4	6.5	124	85
20	7	2						6.3	4.7	90	62
30	1			1				5.0	4.8	51	40
40	2							.8	.7	5	5
51	18	1		1				7.2	5.6	101	68
55	1-12	4		3				18.5	13.3	310	162
60	12							.9	.8	15	11
66	2	2		2				10.0	8.4	119	91
70	9			1				6.1	4.2	82	65
94	15			2				13.2	11.0	193	121
100	5	1		1				6.7	5.8	71	57
100	23							1.2	.8	24	14
124	18	1	1	1				13.8	13.5	9	1
125	16	1		1				7.3	5.2	154	83
170	9	1				1		1.8	.9	37	21
180	3	1		2		1	2	1.8	1.3	43	19
180	3	1		3		1	3	5.5	4.0	64	39
192	16	1						2.5	1.9	46	40
200	2	1		1				4.2	3.3	48	28
204	2	1		1				6.0	4.4	90	56
206	* 23	1						3.9	3.3	47	36
210	5		1					4.0	3.3	41	32
210	18	2				1		2.4	5.2	47	18

\*Effective October 13, 1983

ADDITIONAL SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 2 THROUGH 15, 1983

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

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
250	3	2				2		2.3	1.8	33	19
260	9	1						3.4	2.3	66	32
264	9	2		1			1	7.4	5.9	127	85
267	9	3		4		2	1	13.9	11.6	256	229
268	3	6		5		1	3	16.9	9.5	266	170
291	16	1				1		.9	.8	22	19
420	8			3		1		13.1	12.3	211	192
424	8	2		2				10.9	6.1	236	110
444	12	1						2.8	1.5	72	34
448	12	1		1				11.2	8.5	181	136
486	9	1		1				4.6	2.7	128	65
483	3	4		4		2	4	7.3	5.1	150	110
487	9	1				1		.6	.2	8	3
493	16			1				2.5	1.3	72	34
496	FRI 13			1				.8	.4	20	9
497	16	1		1				6.3	4.0	178	138
498	16			1				2.2	1.3	70	29
560	15	2		1				6.4	4.5	120	55
TOTAL		50	2	49		14	14	262.8	203.4	4,154	2,737



ADDITIONAL SERVICE OPERATING COST FACTORS

EFFECTIVE OCTOBER 16 THROUGH 15, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
94	15		3	3				21.9	19.5	397	380
TOTAL			3	3				21.9	19.5	397	380



ADDITIONAL SERVICE OPERATING COST FACTORS  
EFFECTIVE OCTOBER 16 THROUGH NOVEMBER 13, 1983

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

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
14	7			1				7.5	7.1	79	75
16	1							4.7	4.2	48	39
18	1	1		2				8.4	6.5	124	85
20	7	2						6.3	4.7	90	62
30	1			1				5.0	4.8	51	40
42	2							.8	.7	5	5
51	16	1		1				7.2	5.6	101	68
60	12							.9	.8	15	11
66	2	2		2				10.0	8.4	119	91
70	9			1				6.1	4.2	82	65
105	5	1		1				6.7	5.8	71	57
106	23							1.2	.8	24	14
125	18	1		1				7.3	5.2	154	83
165	15							1.0	.9	21	17
170	9	1				1		1.8	.9	37	21
180	3	1		2		1	2	1.8	1.3	43	19
186	3	1		3		1	3	5.5	4.0	64	39
192	16	1						2.5	1.9	46	40
200	2	1		1				4.2	3.3	48	28
204	2	1		1				6.0	4.4	90	56
205	23	1						3.9	3.3	47	36
213	5		1					4.0	3.3	41	32
215	16	2				1		2.4	5.2	47	18
225	15	1						.6	.5	15	10
256	3	2				2		2.3	1.8	33	19



ADDITIONAL SERVICE OPERATING COST FACTORS  
EFFECTIVE OCTOBER 16 THROUGH NOVEMBER 12, 1983

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

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
262	9	1						3.4	2.3	66	32
264	9	2		1			1	7.4	5.9	127	85
267	9	3		4		2	1	13.9	11.6	256	229
268	3	6		5		1	3	16.9	9.5	266	170
291	16	1				1		.9	.8	22	19
420	8			3		1		13.1	12.3	211	192
424	8	2		2				10.9	6.1	236	110
444	12	1						2.8	1.5	72	34
446	12	1		1				11.2	8.5	181	136
480	9	1		1				4.6	2.7	128	65
483	3	4		4		2	4	7.3	5.1	150	110
487	9	1				1		.6	.2	8	3
496	FRI 13			1				.8	.4	20	9
TOTAL		43	1	39		14	14	201.6	155.9	3,238	2,224



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

	EQUIPMENT									
	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
	A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
EXCEPT SAT/SUN	2,101	1,197	2,117	44	86	92	24,174.7	22,445.1	340,146	298,565
SATURDAY ONLY	909	963	970	44			14,895.2	14,324.5	201,325	187,608
SUNDAY & HOL.	703	765	774	44	2	2	11,666.8	11,229.0	159,307	148,876

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE ABOVE DATA

SPECIAL EVENT AND OTHER EXTRA SCHEDULED SERVICE EVENT/SERVICE	DATES OF OPERATION	DAYS	EQUIPMENT	HOURS			MILES			
				A.M.	BASE	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
LOS ALAMITOS	OPERATES THROUGH 1-16-84	M - SA				2	14.6	13.8	109	102
HOLLYWOOD PARK	11-16-83 THROUGH 12-23-83	W - F			19	22	136.6	108.3	1678	1164
	11-19-83 THROUGH 12-24-83	SA - SU		3	23	27	209.5	175.1	2053	1413
602 HOLIDAY SERVICE	11-25-83 THROUGH 12-30-83	M - F			6	7	36.8	34.3	321	289
	11-25-83 THROUGH 12-31-83	SAT		3	7	7	52.7	49.9	487	441
605 WESTWOOD SHUTTLE	OPERATES WEEKLY	FRI				3	24.1	21.1	147	103

HIGHLIGHTS - 10-16-83 FINE-TUNING ADJUSTMENTS IN SCHEDULES AND PINK LETTERS MADE PERMANENT  
11-13-83 MORE FINE-TUNING AND PINK LETTERS MADE PERMANENT

NOTE - LINE 630 WILL BE CANCELLED AS OF 11-24-83  
SCHOOL HOLIDAY SCHEDULE OPERATES 12-19-83 THROUGH 12-30 83  
AN 'S' PRECEDING DIVISION NUMBER ON PINK PAGES INDICATES SCHOOL DAY ONLY SERVICE

THE ATTACHED IS A BREAKDOWN OF OPERATING COST FACTORS BY INDIVIDUAL LINE  
WHITE PAGES SHOW ONLY SCHEDULED SERVICE  
PINK PAGES SHOW SERVICE OPERATING ON TEMPORARY LETTERS - THIS IS NOT INCLUDED IN TOTAL

COMPILED AND PREPARED BY:  
ROBERT J. PRICE  
SCHEDULING DEPARTMENT  
DECEMBER 13, 1983





ADDITIONAL SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
14	7			1				7.5	7.1	79	75
16	1							4.7	4.2	48	39
18	1	1		2				8.4	6.5	124	85
20	7	2						6.3	4.7	90	62
30	1			1				5.0	4.8	51	40
45	2							.8	.7	5	5
60	12							.9	.8	15	11
66	2	2		2				10.0	8.4	119	91
70	9			1				6.1	4.2	82	65
105	5	1		1				6.7	5.8	71	57
108	23							.8	.6	16	9
125	18	1		1				7.3	5.2	154	83
165	15							1.0	.9	21	17
177	S 3							1.0	.4	17	6
178	S 9	1			1			1.8	.9	37	21
180	S 3	1		2		1	2	1.9	1.3	44	26
188	S 3	1		3		1	3	5.5	4.2	69	49
192	S 16	1						2.5	1.9	46	40
204	2	1		1				6.0	4.4	90	56
206	23	1						3.9	3.3	47	36
210	S 18		1					4.0	3.3	41	32
215	S 2					1		2.4	5.2	47	18
228	S 15	1						.6	.5	15	10
256	S 3	2				2		2.6	2.1	41	28
260	S 1	1						3.4	2.3	66	32
264	S 2	2		1			1	7.4	5.9	127	86
267	S 1	3		4		2	1	13.9	11.6	256	229
268	9	6		5		1	3	16.9	9.5	266	170
291	S 16	1				1		.9	.8	22	19
480	9	1		1				4.6	2.7	128	65



ADDITIONAL SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT

LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
483	S 3	4		4		2	4	7.2	5.5	147	100
487	S 9	1				1		.6	.2	8	3
TOTAL		35	1	30	1	12	14	152.3	119.4	2,389	1,665



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	28	17	34	3		5	396.4	375.7	4,099	3,814
2	7	32	17	25			1	354.4	328.3	4,303	3,809
4	6-7	35	30	37	3		1	520.4	493.7	5,941	5,420
10	7	24	15	27	1	2	2	300.8	289.8	2,940	2,717
14	2-7	36	17	37	1	1	4	390.7	366.5	4,535	4,053
16	1	23	15	25	1			275.8	263.3	2,549	2,337
18	1	30	17	28	1			344.9	336.1	3,968	3,831
20	2-6-7	77	57	81	3		2	947.8	899.0	10,109	9,321
26	1	14	9	16	1			182.5	174.1	1,746	1,529
28	3-7	49	20	38		4	1	430.4	392.5	4,960	4,299
30	1	45	25	42	2			491.2	455.9	5,496	4,627
33	1-6	42	19	44		11	12	427.5	397.1	5,658	5,034
38	2	20	10	20	1			228.2	213.9	2,387	2,056
40	5	41	24	45	2		1	485.5	447.5	5,843	5,082
42	5	9	8	10				146.0	133.4	2,176	1,865
45	2	29	19	31	1			362.6	336.4	4,491	3,726
48	2	10	6	13				131.5	123.2	1,407	1,183
51	2-18	26	13	29	1			302.1	281.8	3,437	2,981
53	18	15	11	19	1			224.5	218.7	2,572	2,463
55	1-12	17	12	18	2			239.4	223.1	3,196	2,792
56	1-18	13	7	15				163.9	156.1	2,161	1,994
60	2-12	46	21	49	1	3	1	488.3	451.2	6,645	5,596
65	1	6	5	7				82.2	78.6	1,075	1,014
66	2	22	9	19		3		216.7	199.9	2,529	2,130
68	1	23	15	25				282.2	265.1	3,333	2,913
70	9	28	16	28	2			321.6	309.0	3,914	3,661
76	9	18	11	19	1			204.2	201.9	2,608	2,587
78	9	29	14	30		1		289.3	278.7	4,110	3,883
81	3-18	22	12	23				266.0	254.0	3,538	3,252
83	3	19	12	21	2		1	219.3	210.7	2,520	2,327



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	13	7	15	1		3	156.8	148.6	1,811	1,645
90	15	17	6	20		2	2	162.1	135.9	2,523	2,165
92	15	21	13	21		2	1	230.1	220.2	3,278	2,958
94	15	23	12	24		4		267.0	241.8	4,510	3,637
96	15	16	7	17			1	167.7	150.3	2,863	2,390
97	15	5	5	6			1	73.0	68.3	1,164	1,027
102	1	4	3	3				51.4	48.5	590	517
103	5	3	2	2				28.4	27.0	311	291
104	9	3	3	3				45.0	42.2	765	657
105	5	18	13	21	1	1		263.6	248.7	3,037	2,743
107	5	11	8	11				158.8	156.9	1,945	1,927
108	23	14	9	13				197.0	189.6	2,588	2,497
110	23	7	6	8				116.7	113.4	1,420	1,367
111	23	16	11	16	1			224.1	212.3	2,876	2,688
115	5	22	12	18			2	244.0	217.0	3,280	2,761
117	18	9	7	9		1	1	127.9	117.9	1,548	1,372
119	18	4	3	3				45.7	43.0	594	528
120	18	13	9	15				190.6	175.2	3,204	2,647
124	18	5	4	5				69.6	67.5	939	880
125	18	9	7	9				121.0	111.0	2,082	1,760
126	18	2	2	2				26.4	25.1	373	343
127	18	2	2	2				31.8	31.0	501	480
128	12	2	2	2				30.2	27.9	468	399
130	12	4	4	4				59.7	55.2	997	853
146	12	3	3	3				51.5	50.6	691	675
147	12	2	2	2				28.6	26.9	277	238
149	12-13	4	4	4				50.1	48.1	1,113	1,088
150	8	16	9	14				186.5	170.4	2,834	2,390
152	8-15	12	8	12			3	147.9	137.0	2,544	2,222
154	8-15	5	5	5				73.4	70.4	1,245	1,161





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	5	5	5				73.1	68.5	1,226	1,120
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				214.7	201.6	3,500	3,211
168	8-15	9	7	9		1	1	100.9	97.3	1,881	1,689
169	15	8	5	5		1		79.2	73.0	1,343	1,223
170	9	4	4	4				56.4	55.0	885	850
175	3	7	2	5		2	2	42.5	35.2	527	408
176	3-9	4	4	4				55.9	55.1	789	782
177	3	6	6	6				87.1	82.1	1,364	1,190
178	9	4	3	3				42.5	40.9	710	661
180	3	16	14	20			1	254.7	239.3	2,978	2,539
183	15	5	5	6			1	72.5	68.1	1,019	891
185	9	3	3	3				43.2	41.3	775	719
187	9-16	7	8	8				112.5	107.9	1,898	1,752
188	3	6	6	7				94.8	88.3	1,306	1,059
192	16	4	4	4				53.6	52.8	861	843
200	2	10	7	11				124.2	116.9	1,074	944
201	3	4	4	4				56.1	53.8	647	600
204	2	42	29	38	4			518.4	478.0	6,006	4,989
205	12	3	3	3				51.4	48.2	695	640
206	23	14	10	15				207.4	200.3	2,273	2,209
207	23	29	14	28	2			349.1	330.3	3,661	3,399
209	5	7	6	6				91.2	87.9	1,081	1,006
210	5	24	17	22				307.4	286.1	3,988	3,550
211	5	2	2	2				30.3	29.5	389	374
212	5-15	17	11	15				220.2	208.9	2,698	2,415
215	18	4	2	3			2	34.7	31.1	475	390
217	7	14	14	16				224.8	213.8	1,907	1,755
220	7	5	5	5				74.1	71.1	1,132	1,046



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225	18	7	6	7				91.9	84.8	1,625	1,434
228	15	6	4	6		1	1	63.9	59.7	1,032	941
230	15	13	7	10				123.2	112.7	2,046	1,738
232	12	10	10	10				151.3	148.1	2,214	2,166
234	15	6	4	6				79.7	74.1	1,145	1,000
236	8	6	4	6			2	65.6	60.0	1,109	957
243	8	5	3	4		1	1	49.0	46.6	737	666
245	8	4	3	4		1	1	52.8	49.7	842	777
250	3	3	3	3				44.5	43.2	535	504
251	3	22	11	24	2		1	261.8	246.0	2,838	2,470
254	1-18	6	6	6				90.2	87.3	1,323	1,241
255	3	4	3	4				55.8	55.0	616	602
256	3	7	6	6				96.8	91.5	1,252	1,151
259	9	5	5	5				73.9	70.1	1,084	973
260	9-12	14	13	16				216.2	210.0	2,865	2,700
262	9	6	5	6				83.8	81.7	1,057	971
264	9	3	3	4			1	43.0	40.1	741	667
265	9	4	4	4				54.5	50.3	996	839
266	9-12	6	6	6				110.6	105.7	1,883	1,756
267	9	6	5	5				74.8	70.6	1,014	910
268	3	5	4	4		1		66.8	62.3	1,056	947
270	9-12	4	4	4				60.0	57.6	930	865
271	9	2	2	2				27.6	25.6	458	385
274	9	5	5	5				72.8	69.2	1,171	1,064
280	9	3	3	3				46.3	43.7	749	677
291	16	4	4	4				55.8	53.7	736	700
358	18	5		5				38.3	32.6	625	456
401	3	15	4	15				120.3	101.2	2,066	1,596
413	15	2		2				9.2	7.2	153	95
418	8	13		13		3	2	42.2	30.3	1,051	775



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419	8	2		2				7.9	5.6	190	133
420	8	39	20	39	2	1	3	461.7	427.8	7,265	6,314
423	8	3		3				13.7	9.9	472	246
424	8	52	12	43		12	7	414.3	350.2	7,697	5,900
426	8	13		11		2		55.3	49.4	1,200	911
427	8	6		6				28.0	19.5	686	424
429	7	10		9				51.1	42.4	735	580
430	6	2		2		1		6.4	4.1	131	101
431	6	4		4		1	1	11.5	7.2	221	144
434	6	8	3	8			2	84.4	78.7	1,777	1,671
436	6	9		7		5	1	21.0	15.2	386	281
437	6	4		4			1	9.5	7.1	206	192
438	5	4		4		1	1	16.6	9.4	356	190
439	5	6	4	7				74.2	66.2	1,267	1,052
443	12	5		4		1		30.1	19.3	657	400
444	12	9	5	9			1	99.0	86.4	2,030	1,653
445	12	4		4				16.6	12.0	368	291
446	12	16	8	14		3	1	192.0	170.0	3,168	2,680
448	12	3		3				11.8	7.9	354	189
456	12	11	6	14	1			129.0	120.9	2,717	2,472
457	12	9		9			1	45.6	34.2	1,083	845
459	12	2		2				9.3	5.0	217	126
460	1	13	10	15				198.0	179.8	3,770	3,276
462	1	7	3	7				77.9	71.5	1,231	1,080
464	9	13		14				80.6	49.1	2,398	1,280
466	9	6		7			2	33.5	20.0	876	437
470	9	22	10	23			1	243.2	225.7	4,259	3,736
480	9-16	23	11	25		1	1	272.8	244.7	6,304	5,577
482	9-16	10	3	12				110.7	106.6	2,412	2,314
483	3	18	11	18			1	223.3	205.1	3,211	2,800



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE NOVEMBER 13, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	19	10	19		2	2	266.2	256.7	5,551	5,378
486	9	11	2	10		1		82.3	75.4	1,705	1,532
487	9	24	5	22		1	3	200.8	182.0	3,781	3,443
488	9	9	3	9				82.0	74.9	1,530	1,439
490	9-16	12	8	15		1		179.1	156.1	3,486	3,110
492	9	3		3			1	13.6	8.8	370	215
493	9	5	1	3		1		26.5	23.4	450	360
494	9	3		3		1	1	13.0	7.9	367	190
495	16	10		10				49.9	35.1	1,404	993
496	13-16	6	6	7				86.1	80.6	2,306	2,129
497	16	12		11		1		52.4	40.0	1,577	1,254
498	16	9		10				55.3	36.4	1,643	1,081
560	15	20	11	22			1	259.3	241.1	4,178	3,523
576	2	9		6				48.0	31.1	964	544
602	3	7	12	9				98.3	93.5	757	693
603	12	2				2		.9	.9	8	8
605		FRIDAY ONLY - SEE PAGE 1									
608	6	2	2	2				38.8	37.2	202	176
630	3		1					4.5	4.2	66	61
680	18	3		3				10.2	6.5	228	115
694	NO DAILY SERVICE										
TOTAL		2,101	1,197	2,117	44	86	92	24,174.7	22,445.1	340,146	298,565





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	13	18	17	3			280.8	272.7	2,947	2,847
2	7	14	14	14				224.9	216.1	2,622	2,452
4	6-7	16	19	19	3			293.3	280.8	3,583	3,312
10	7	11	11	11	1			178.5	174.9	1,732	1,666
14	2-7	13	15	15	1			219.3	213.5	2,716	2,576
16	1	11	15	15	1			200.3	195.8	1,755	1,680
18	1	14	18	18	1			255.0	244.1	2,972	2,770
20	2-6-7	35	38	38	3			574.4	566.5	6,102	5,804
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
30	1	24	32	32	2			430.5	414.2	4,534	4,089
33	1-6	19	19	19				289.8	278.8	3,833	3,608
38	2	8	8	8	1			130.3	126.6	1,291	1,212
40	5	20	23	23	2			324.4	309.6	3,914	3,599
42	5	7	7	7				116.6	109.4	1,866	1,684
45	2	17	18	18	1			274.9	262.7	3,130	2,783
48	2	5	5	5				86.4	83.9	990	922
51	2-18	11	14	14	1			204.1	196.2	2,252	2,085
53	18	10	10	10	1			166.2	162.8	1,997	1,930
55	1-12	8	8	8	2			140.6	135.6	1,848	1,730
56	1-18	7	7	7				111.6	109.2	1,398	1,348
60	2-12	19	24	24	1			355.5	343.1	4,645	4,357
65	1	4	4	4				56.1	54.1	722	684
66	2	8	8	8				137.1	133.6	1,499	1,414
68	1	13	13	13				199.8	193.1	2,203	2,049
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	8	9	9	1			133.1	132.2	1,788	1,784
78	9	10	10	11				164.5	161.4	2,376	2,308
81	3-18	11	11	11				179.1	174.6	2,375	2,251
83	3	8	8	8	2			135.2	131.6	1,585	1,509



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	8	8	8	1			130.9	127.6	1,460	1,378
90	15	4	4	4				65.1	62.6	998	919
92	15	9	9	9				143.0	139.0	2,111	1,975
94	15	11	14	14				191.0	182.2	3,167	2,904
96	15	6	6	6				95.8	91.4	1,565	1,453
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				26.1	25.0	284	266
104		NO SATURDAY SERVICE									
105	5	11	11	11	1			185.6	178.4	2,134	1,988
107	5	5	5	5				87.3	73.7	1,155	1,145
108	23	8	11	11				157.1	152.6	2,200	2,160
110	23	5	5	5				79.5	76.9	1,102	1,057
111	23	8	8	8	1			136.3	132.3	1,830	1,781
115	5	12	12	12				200.8	191.0	2,607	2,385
117	18	6	6	6				102.6	97.1	1,362	1,257
119	18	2	2	2				28.9	27.5	369	336
120	18	8	8	8				125.0	118.6	2,051	1,823
124		NO SATURDAY SERVICE									
125	18	5	5	5				73.3	68.9	1,310	1,170
126	18	2	2	2				26.4	25.1	373	343
127		NO SATURDAY SERVICE									
128		NO SATURDAY SERVICE									
130	12	4	4	4				58.3	53.7	982	834
146	12	2	2	2				36.3	35.9	534	528
147	12	2	2	2				25.5	24.1	267	228
149	12-13	4	4	4				44.3	42.4	982	958
150	8	9	9	9				140.5	133.7	2,154	1,954
152	8-15	6	6	6				95.3	91.9	1,762	1,664
154	8-15	4	4	4				55.7	53.7	960	912



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	2	2	2				29.4	23.4	577	548
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	828	753
170		NO SATURDAY SERVICE									
175	3	2	2	2				25.6	24.2	314	289
176		NO SATURDAY SERVICE									
177		NO SATURDAY SERVICE									
178		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
185		NO SATURDAY SERVICE									
187	9-16	5	5	5				73.6	69.6	1,207	1,073
188	3	6	6	6				90.0	84.4	1,242	1,023
192		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
204	2	17	18	19	4			302.8	284.9	3,548	3,108
205	12	3	3	3				50.1	47.5	682	627
206	23	7	7	7				124.3	119.9	1,579	1,512
207	23	14	14	14	2			231.0	221.3	2,566	2,414
209	5	4	4	4				63.7	61.6	764	721
210	5	12	12	12				205.1	197.4	2,627	2,453
211	5	2	2	2				30.3	29.5	389	374
212	5-15	10	10	10				169.9	165.3	2,133	2,007
215	18	2	2	2				29.7	27.9	398	359
217	7	13	14	15				210.3	203.1	1,821	1,703
220	7	5	5	5				72.6	70.2	917	857

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225	18	7	6	6				87.4	81.0	1,583	1,413
228	15	2	2	2				29.0	27.9	471	449
230	15	7	7	7				101.5	97.5	1,617	1,494
232	12	5	5	5				78.2	76.7	1,156	1,130
234	15	3	3	3				50.4	48.1	806	750
236	8	3	3	3				43.2	41.2	789	734
243		NO SATURDAY SERVICE									
245	8	3	3	3				40.7	39.9	640	622
250	3	3	3	3				43.9	42.6	521	489
251	3	10	10	11	2			175.5	170.1	1,876	1,727
254	1-18	4	4	4				58.3	55.9	910	835
255	3	3	3	3				47.9	47.4	505	496
256	3	4	4	4				58.4	55.1	843	776
259	9	3	3	3				42.4	39.7	643	570
260	9-12	8	8	8				123.5	121.1	1,790	1,727
262	9	3	3	3				49.8	48.9	733	695
264		NO SATURDAY SERVICE									
265		NO SATURDAY SERVICE									
266	9-12	6	6	6				102.9	97.2	1,786	1,622
267	9	2	2	2				28.9	27.8	465	431
268	3	3	3	3				48.7	46.4	796	727
270		NO SATURDAY SERVICE									
271		NO SATURDAY SERVICE									
274		NO SATURDAY SERVICE									
280	9	2	2	2				28.4	26.7	400	352
291		NO SATURDAY SERVICE									
358		NO SATURDAY SERVICE									
401	3	3	3	3				49.0	46.6	828	757
413		NO SATURDAY SERVICE									
418		NO SATURDAY SERVICE									

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419		NO SATURDAY SERVICE									
420	8	16	16	16	2			266.7	259.2	4,193	3,968
423		NO SATURDAY SERVICE									
424	8	20	15	19				255.6	235.6	4,630	3,951
426		NO SATURDAY SERVICE									
427		NO SATURDAY SERVICE									
429		NO SATURDAY SERVICE									
430		NO SATURDAY SERVICE									
431		NO SATURDAY SERVICE									
434	6	3	3	3				43.0	41.5	850	835
436		NO SATURDAY SERVICE									
437		NO SATURDAY SERVICE									
438		NO SATURDAY SERVICE									
439		NO SATURDAY SERVICE									
443		NO SATURDAY SERVICE									
444	12	5	6	5				73.3	65.8	1,619	1,395
445		NO SATURDAY SERVICE									
446	12	7	7	8				113.1	106.8	2,086	1,878
448		NO SATURDAY SERVICE									
456	12	5	5	5	1			82.1	80.3	1,718	1,702
457		NO SATURDAY SERVICE									
459		NO SATURDAY SERVICE									
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				38.4	37.4	652	630
464		NO SATURDAY SERVICE									
466		NO SATURDAY SERVICE									
470	9	10	10	10				177.0	164.0	2,989	2,638
480	9-16	7	7	7				118.2	114.9	2,765	2,667
482	9-16	3	3	3				53.3	53.0	1,140	1,137
483	3	8	8	8				148.4	142.0	2,138	1,959





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	9	9	9				163.4	161.4	3,382	3,269
486	9	2	2	2				36.2	35.6	543	532
487	9	4	4	4				69.7	68.0	1,286	1,243
488	9	2	2	2				24.4	24.2	339	338
490	9-16	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									
495		NO SATURDAY SERVICE									
496	13-16	6	6	6				78.6	72.3	2,206	1,978
497		NO SATURDAY SERVICE									
498		NO SATURDAY SERVICE									
560	15	10	10	10				158.4	153.1	2,587	2,421
576		NO SATURDAY SERVICE									
602	3	5	8	8				58.2	54.6	508	458
603		NO SATURDAY SERVICE									
605	6		3	3				46.3	43.5	253	209
608	6	2	2	2				38.8	37.2	202	176
630		NO SATURDAY SERVICE									
680		NO SATURDAY SERVICE									
694		NO SATURDAY SERVICE									
TOTAL		909	963	970	44			14,895.2	14,324.5	201,325	187,608



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	11	14	15	3			251.5	245.5	2,660	2,580
2	7	11	11	11				177.4	170.2	2,161	2,017
4	6-7	10	15	15	3			248.8	239.5	3,056	2,875
10	7	6	8	8	1			132.7	131.7	1,365	1,352
14	2-7	9	11	11	1			169.4	164.9	2,108	2,009
16	1	8	11	11	1			150.0	147.7	1,368	1,331
18	1	9	15	15	1			208.6	199.3	2,401	2,232
20	2-6-7	32	32	33	3			462.6	445.8	5,180	4,887
26	1	6	8	8	1			124.1	120.4	1,141	1,050
28	3-7	10	12	12				182.5	174.7	2,104	1,963
30	1	10	29	29	2			352.3	336.9	3,935	3,522
33	1-6	9	13	13				198.0	191.7	2,574	2,432
38	2	6	6	6	1			101.5	98.8	1,017	960
40	5	11	12	12	2			196.2	186.7	2,363	2,149
42	5	5	5	5				85.7	80.4	1,384	1,243
45	2	14	15	15	1			226.7	217.2	2,560	2,311
48	2	5	5	5				80.8	78.5	909	853
51	2-18	9	9	9	1			147.0	141.4	1,689	1,560
53	18	7	7	7	1			126.6	124.5	1,489	1,444
55	1-12	8	8	8	2			140.5	135.5	1,848	1,730
56	1-18	7	7	7				91.8	89.2	1,201	1,150
60	2-12	16	19	19	1			285.1	274.7	3,813	3,568
65	1	2	2	2				23.4	22.3	371	351
66	2	8	8	8				127.4	123.7	1,400	1,311
68	1	10	10	10				163.4	158.2	1,850	1,732
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	4	7	7	1			102.2	101.6	1,378	1,376
78	9	7	8	8				127.7	125.3	1,857	1,807
81	3-18	9	9	9				147.6	143.9	2,035	1,934
83	3	6	6	6	2			101.9	99.3	1,189	1,134



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	6	6	6	1			105.6	103.3	1,177	1,117
90	15	3	3	3				47.8	46.3	744	704
92	15	6	6	6				100.2	98.1	1,446	1,378
94	15	10	10	10				148.1	141.6	2,530	2,333
96	15	5	5	5				74.7	71.1	1,251	1,149
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				23.4	22.4	256	238
104		NO SUNDAY SERVICE									
105	5	9	9	9	1			159.2	152.4	1,860	1,721
107	5	5	5	5				87.3	86.5	1,155	1,145
108	23	6	9	9				125.4	122.1	1,712	1,687
110	23	5	5	5				76.6	74.1	1,068	1,022
111	23	8	8	8	1			136.3	132.3	1,830	1,781
115	5	8	8	8				141.5	134.4	1,853	1,705
117	18	6	6	6				89.9	84.5	1,195	1,092
119		NO SUNDAY SERVICE									
120	18	6	6	6				78.1	73.3	1,317	1,150
124		NO SUNDAY SERVICE									
125	18	3	3	3				40.0	37.7	748	674
126		NO SUNDAY SERVICE									
127		NO SUNDAY SERVICE									
128		NO SUNDAY SERVICE									
130	12	4	4	4				58.3	53.7	982	834
146	12	2	2	2				36.3	35.9	534	528
147	12	1	1	1				13.4	12.8	146	127
149	12-13	4	4	4				44.3	42.4	982	958
150	8	9	9	9				134.4	127.1	2,065	1,841
152	8-15	5	5	5				72.7	70.4	1,253	1,184
154	8-15	4	4	4				47.7	45.7	836	779



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	2	2	2				27.4	25.9	539	509
161		NO SUNDAY SERVICE									
163	8-15	5	5	5				75.9	73.2	1,231	1,164
165	8-15	10	10	10				126.3	120.8	2,233	2,088
168	8-15	4	4	4				48.9	48.2	876	858
169		NO SUNDAY SERVICE									
170		NO SUNDAY SERVICE									
175	3	1	1	1				12.7	12.0	174	162
176		NO SUNDAY SERVICE									
177		NO SUNDAY SERVICE									
178		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
185		NO SUNDAY SERVICE									
187	1-16	4	4	4				52.4	49.7	872	785
188	3	3	3	3				48.0	45.2	652	547
192		NO SUNDAY SERVICE									
200	2	5	5	5				75.1	72.9	715	671
201	3	2	2	2				20.6	19.9	259	244
204	2	15	15	16	4			260.0	244.9	3,004	2,618
205	12	2	2	2				25.2	23.4	352	314
206	23	7	7	7				96.7	93.7	1,227	1,199
207	23	9	9	9	2			152.3	145.4	1,747	1,638
209	5	4	4	4				53.5	50.1	653	605
210	5	12	12	12				191.0	182.7	2,475	2,286
211		NO SUNDAY SERVICE									
212	5-15	10	10	10				159.5	154.6	1,957	1,845
215		NO SUNDAY SERVICE									
217	7	11	11	11				150.4	145.5	1,307	1,231
220	7	3	3	3				39.0	37.9	551	520





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225			NO SUNDAY SERVICE								
228	15	2	2	2			25.0	23.9	408	386	
230	15	5	5	5			66.0	63.2	1,029	943	
232	12	5	5	5			78.2	76.7	1,156	1,130	
234	15	3	3	3			43.9	41.7	708	653	
236	8	2	2	2			24.1	22.8	427	392	
243			NO SUNDAY SERVICE								
245	8	3	3	3			34.7	33.9	551	534	
250	3	2	2	2			23.9	23.0	277	256	
251	3	7	7	7	2		128.1	126.6	1,285	1,248	
254	1-18	3	3	3			36.8	35.2	567	530	
255	3	2	2	2			36.6	36.2	373	365	
256	3	3	3	3			44.6	42.0	642	586	
259	9	3	3	3			42.4	39.7	643	570	
260	9-12	7	7	7			105.5	103.0	1,518	1,446	
262	9	3	3	3			48.9	48.0	718	680	
264			NO SUNDAY SERVICE								
265			NO SUNDAY SERVICE								
266	9-12	4	4	4			61.2	58.4	1,040	953	
267	9	2	2	2			26.7	25.6	434	400	
268	3	3	3	3			39.2	36.9	645	579	
270			NO SUNDAY SERVICE								
271			NO SUNDAY SERVICE								
274			NO SUNDAY SERVICE								
280	9	2	2	2			28.4	26.7	447	400	
291			NO SUNDAY SERVICE								
358			NO SUNDAY SERVICE								
401	3	3	3	3			49.0	46.6	828	757	
413			NO SUNDAY SERVICE								
418			NO SUNDAY SERVICE								



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419			NO SUNDAY SERVICE								
420	8	11	11	12	2			195.5	190.0	3,276	3,119
423			NO SUNDAY SERVICE								
424	8	14	11	11		1		163.2	153.9	2,841	2,565
426			NO SUNDAY SERVICE								
427			NO SUNDAY SERVICE								
429			NO SUNDAY SERVICE								
430			NO SUNDAY SERVICE								
431			NO SUNDAY SERVICE								
434	6	3	3	3				38.6	36.9	757	742
436			NO SUNDAY SERVICE								
437			NO SUNDAY SERVICE								
438			NO SUNDAY SERVICE								
439			NO SUNDAY SERVICE								
443			NO SUNDAY SERVICE								
444	12	3	3	3				40.9	37.1	990	856
445			NO SUNDAY SERVICE								
446	12	7	7	8				113.1	106.8	2,086	1,878
448			NO SUNDAY SERVICE								
456	12	5	5	5	1			79.3	77.4	1,670	1,653
457			NO SUNDAY SERVICE								
459			NO SUNDAY SERVICE								
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				36.2	35.2	616	594
464			NO SUNDAY SERVICE								
466			NO SUNDAY SERVICE								
470	9	10	10	10				177.0	164.0	2,990	2,638
480	9-16	7	7	9		2		125.0	122.4	2,909	2,815
482	9-16	3	3	3				44.3	43.9	953	947
483	3	8	8	8				140.2	134.3	2,016	1,855



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE NOVEMBER 13, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	5	5	5				92.0	90.2	2,003	1,997
486	9	2	2	2				36.2	35.6	543	532
487	9	3	3	3				43.3	42.0	818	790
488	9	2	2	2				24.4	24.2	339	338
490	9-16	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									
495		NO SUNDAY SERVICE									
496	13-16	4	5	6				56.4	49.1	1,554	1,309
497		NO SUNDAY SERVICE									
498		NO SUNDAY SERVICE									
560	15	10	10	10				151.1	146.0	2,487	2,333
576		NO SUNDAY SERVICE									
602		NO SUNDAY SERVICE									
603		NO SUNDAY SERVICE									
605		NO SUNDAY SERVICE									
608	6	2	2	2				38.8	37.2	202	176
630		NO SUNDAY SERVICE									
680		NO SUNDAY SERVICE									
694	16	1	1	2		1		8.4	7.3	131	102
<b>TOTAL</b>		<b>703</b>	<b>765</b>	<b>774</b>	<b>44</b>	<b>2</b>	<b>2</b>	<b>11,666.8</b>	<b>11,229.0</b>	<b>159,307</b>	<b>148,876</b>

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

1/1/84 - 1/28/84

2018  
1883

19  
4  
5

	EQUIPMENT									
	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
	A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	✓ TOTAL	× REVENUE	✓ TOTAL	× REVENUE
EXCEPT SAT/SUN	2,104	1,196	2,118	44	86	92	24,196.8	22,457.5	340,379	298,837
SATURDAY ONLY	909	963	970	44			14,904.7	14,331.7	201,459	187,754
SUNDAY & HOL.	703	765	774	44	2	2	11,671.7	11,234.1	159,358	148,933

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE ABOVE DATA

SPECIAL EVENT AND OTHER EXTRA SCHEDULED SERVICE EVENT/SERVICE	DATES OF OPERATION	DAYS	EQUIPMENT			HOURS		MILES		
			A.M.	BASE	P.M.	TOTAL	REVENUE	TOTAL	REVENUE	
<del>605 WESTWOOD SHUTTLE</del>	<del>OPERATES WEEKLY</del>	<del>FRI</del>				3	24.1	21.1	147	103
→ LOS ALAMITOS	OPERATES THROUGH 1-16-84	M - SA				2	14.6	13.8	109	102
→ HOLLYWOOD PARK	<del>OPERATES THROUGH 12-23-83</del>	<del>W - F</del>		19	22	136.6	108.3	1678	1164	
→	<del>OPERATES THROUGH 12-24-83</del>	<del>SA - SU</del>	3	23	27	209.5	175.1	2053	1413	
<del>602 HOLIDAY SERVICE</del>	<del>OPERATES THROUGH 12-30-83</del>	<del>M - F</del>		6	7	36.8	34.3	321	289	
	OPERATES THROUGH 12-31-83	SAT	3	7	7	52.7	49.9	487	441	
SANTA ANITA	12-26-83 THROUGH 4-23-84	M*, W-F	3	18	24	106.2	85.3	1606	1149	
	12-31-83 THROUGH 4-21-84	SAT	3	23	38	229.0	161.3	3002	2189	
	1- 1-84 THROUGH 4-22-84	SUN	4	26	37	232.7	164.8	3085	2273	
* SPECIAL SCHEDULED MONDAYS 12-26-83, 1-2, 1-16, 2-13, 2-20, 4-23-84										

DECEMBER SHAKE-UP - FINE-TUNING ADJUSTMENTS IN SCHEDULES AND PINK LETTERS MADE PERMANENT

NOTE - SCHOOL HOLIDAY SCHEDULE OPERATES 12-19-83 THROUGH 12-30-83  
AN 'S' PRECEDING DIVISION NUMBER ON PINK PAGES INDICATES SCHOOL DAY ONLY SERVICE

THE ATTACHED IS A BREAKDOWN OF OPERATING COST FACTORS BY INDIVIDUAL LINE  
WHITE PAGES SHOW ONLY SCHEDULED SERVICE  
PINK PAGES SHOW SERVICE OPERATING ON TEMPORARY LETTERS - THIS IS NOT INCLUDED IN TOTAL

COMPILED AND PREPARED BY:  
ROBERT J. PRICE  
SCHEDULING DEPARTMENT  
DECEMBER 29, 1983

ADDITIONAL SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
14	7			1				7.5	7.1	79	75
16	1							4.7	4.2	48	39
18	1	1		2				8.4	6.5	124	85
30	1			1				5.0	4.8	51	40
66	2	3		2		1		10.8	8.8	130	96
70	9			1				6.1	4.2	82	65
105	5	1		1				6.7	5.8	71	57
125	18	1		1				7.3	5.2	154	83
165	15							1.0	.9	21	17
178	S 9	<del>1</del> 0						1.8	.9	37	21
180	S 3	<del>1</del>		<del>2</del>		1	<del>2</del>	1.9	1.3	44	26
188	S 3	<del>1</del>		<del>2</del>		1	<del>3</del>	5.5	4.2	69	49
192	S 16	1						2.5	1.9	46	40
206	23	1						3.9	3.3	47	36
210	S 5		1					4.0	3.3	41	32
215	S 18	<del>1</del> 0						2.4	5.2	47	18
228	S 15	1						.6	.5	15	10
256	S 3	2						2.6	2.1	41	28
260	S 9	1						3.4	2.3	66	32
264	S 9	2		<del>1</del> 0			<del>1</del>	7.4	5.9	127	86
267	S 9	<del>2</del> 1		<del>4</del> 3		2	<del>1</del>	13.9	11.6	256	229
268	3	<del>6</del> 5		<del>5</del> 2		1	<del>3</del>	16.9	9.5	266	170
291	S 16	<del>1</del> 0				1	<del>0</del>	.9	.8	22	19
480	9	1		1				4.6	2.7	128	65
483	S 3	<del>4</del> 2		<del>4</del> 0		2	<del>4</del>	7.2	5.5	147	100
487	S 9	1				1		.6	.2	8	3
19 * TOTAL		33	1	29	1	13	14	137.4	108.3	2,167	1,521





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	28	17	34	3		5	396.4	375.7	4,099	3,814
2	7	32	17	25			1	355.9	329.4	4,312	3,816
4	6-7	35	30	37	3		1	520.4	493.7	5,941	5,420
10	7	24	15	27	1	2	2	300.8	289.8	2,940	2,717
14	2-7	36	17	37	1	1	4	390.7	366.5	4,535	4,053
16	1	23	15	25	1			275.8	263.3	2,549	2,337
18	1	30	17	28	1			344.9	336.1	3,968	3,831
20	2-6-7	79	57	81	3		2	953.9	903.7	10,197	9,381
26	1	14	9	17	1		1	183.9	175.0	1,771	1,538
28	3-7	49	20	38		4	1	430.4	392.5	4,960	4,299
30	1	45	25	42	2			491.2	455.9	5,496	4,627
33	1-6	42	19	43		11	11	425.9	396.5	5,637	5,013
38	2	20	10	20	1			228.2	213.9	2,387	2,056
40	5	41	24	45	2		1	485.5	447.5	5,843	5,082
42	5	9	8	10				146.0	133.4	2,176	1,865
45	2	29	19	31	1			362.6	336.4	4,491	3,726
48	2	10	6	13				131.5	123.2	1,407	1,183
51	2-18	26	13	29	1			302.1	281.8	3,437	2,981
53	18	15	11	19	1			224.5	218.7	2,572	2,463
55	1-12	17	12	18	2			239.4	223.1	3,196	2,792
56	1-18	13	7	15				163.9	156.1	2,161	1,994
60	2-12	46	21	49	1	3	1	493.7	453.1	6,685	5,620
65	1	6	5	7			1	82.2	78.6	1,075	1,014
66	2	22	9	19		3		216.7	199.9	2,529	2,130
68	1	23	15	25				282.3	265.1	3,333	2,913
70	9	28	16	28	2			321.6	309.0	3,914	3,661
76	9	18	11	19	1			204.2	201.9	2,608	2,587
78	9	29	14	30		1		289.3	278.7	4,110	3,883
81	3-18	22	12	23				266.7	254.5	3,550	3,260
83	3	19	12	21	2		1	219.3	210.7	2,520	2,327



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	13	7	15	1		3	156.8	148.6	1,809	1,645
90	15	17	6	20		2	2	162.1	135.9	2,523	2,165
92	15	21	13	21		2	1	230.1	220.2	3,278	2,958
94	15	23	12	24		4		267.0	241.8	4,510	3,637
96	15	16	7	17			1	167.7	150.3	2,863	2,390
97	15	5	5	6			1	73.0	68.3	1,164	1,027
102	1	4	3	3				51.4	48.5	590	517
103	5	3	2	2				28.4	27.0	311	291
104	9	3	3	3				45.0	42.2	765	657
105	5	18	13	21	1	1		263.6	248.7	3,037	2,743
107	5	11	8	11				158.8	156.9	1,945	1,927
108	23	14	9	13				197.8	190.2	2,598	2,505
110	23	7	6	8				116.7	113.4	1,420	1,367
111	23	16	11	16	1			224.1	212.3	2,876	2,688
115	5	22	12	18			2	244.0	217.0	3,280	2,761
117	18	9	7	9		1	1	127.9	117.9	1,548	1,372
119	18	4	3	3				46.6	43.3	609	532
120	18	13	9	15				190.6	175.2	3,204	2,647
124	18	5	4	5				69.6	67.5	939	880
125	18	9	7	9				121.0	111.0	2,082	1,760
126	18	2	2	2				26.4	25.1	373	343
127	18	2	2	2				31.8	31.0	501	480
128	12	2	2	2				30.2	27.9	468	399
130	12	4	4	4				59.7	55.2	997	853
146	12	3	3	3				51.5	50.6	691	675
147	12	2	2	2				28.6	26.9	277	238
149	12-13	4	4	4				50.1	48.1	1,113	1,088
150	8	16	9	14				186.5	170.4	2,834	2,390
152	8-15	12	8	12			3	147.9	137.0	2,544	2,222
154	8-15	5	5	5				73.4	70.4	1,245	1,161



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	5	5	5				73.1	68.5	1,226	1,120
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				214.7	201.6	3,500	3,211
168	8-15	9	7	9		1	1	100.9	97.3	1,881	1,689
169	15	8	5	5		1		79.2	73.0	1,343	1,223
170	9	4	4	4				56.4	55.0	885	850
175	3	7	2	5		2	2	42.5	35.2	527	408
176	3-9	4	4	4				55.9	55.1	789	782
177	3	6	6	6				88.1	82.6	1,364	1,196
178	9	4	3	3				42.5	40.9	710	661
180	3	16	14	20			1	254.7	239.3	2,978	2,539
183	15	5	5	7			2	73.5	69.1	1,044	1,002
185	9	3	3	3				43.2	41.3	775	719
187	9-16	7	8	8				112.5	107.9	1,898	1,752
188	3	6	6	7				94.8	88.3	1,306	1,059
192	16	4	4	4				53.6	52.8	861	843
200	2	10	7	11				124.2	116.9	1,074	944
201	3	4	4	4				56.1	53.8	647	600
204	2	43	29	39	4			526.1	483.7	6,122	5,056
205	12	3	3	3				51.4	48.2	695	640
206	23	14	10	15				207.4	200.3	2,273	2,209
207	23	29	14	28	2			349.1	330.3	3,661	3,399
209	5	7	6	6				91.2	87.9	1,081	1,006
210	5	24	17	22				307.4	286.1	3,988	3,550
211	5	2	2	2				30.3	29.5	389	374
212	5-15	17	11	15				220.2	208.9	2,698	2,415
215	18	4	2	3			2	34.4	31.1	473	389
217	7	14	14	16				224.8	213.8	1,907	1,755
220	7	5	5	5				74.1	71.1	1,132	1,046



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225	18	7	6	7			91.9	84.8	1,625	1,434	
228	15	6	4	6		1 1	64.0	60.0	1,033	946	
230	15	13	7	10			123.2	112.7	2,046	1,738	
232	12	10	10	10			151.3	148.1	2,214	2,166	
234	15	6	4	6			79.7	74.1	1,145	1,000	
236	8	6	4	6		2	65.6	60.0	1,109	957	
243	8	5	3	4		1 1	49.0	46.6	737	666	
245	8	4	3	4		1 1	52.8	49.7	842	777	
250	3	3	3	3			44.5	43.2	535	504	
251	3	22	11	24	2	1	261.8	246.0	2,838	2,470	
254	1-18	6	6	6			90.2	87.3	1,323	1,241	
255	3	4	3	4			55.8	55.0	616	602	
256	3	7	6	6			96.8	91.5	1,252	1,151	
259	9	5	5	5			73.9	70.1	1,084	973	
260	9-12	14	13	16			216.2	210.0	2,865	2,700	
262	9	6	5	6			83.8	81.7	1,057	971	
264	9	3	3	4		1	43.0	40.1	741	667	
265	9	4	4	4			54.5	50.3	996	839	
266	9-12	6	6	6			110.6	105.7	1,883	1,756	
267	9	6	5	5			74.8	70.6	1,014	910	
268	3	5	4	4		1	66.0	62.3	1,056	947	
270	9-12	4	4	4			60.0	57.6	930	865	
271	9	2	2	2			27.6	25.6	458	385	
274	9	5	5	5			72.8	69.2	1,171	1,064	
280	9	3	3	3			46.3	43.7	749	677	
291	16	4	4	4			55.8	53.7	736	700	
358	18	5		5			38.3	32.6	625	456	
401	3	15	4	15			120.3	101.2	2,066	1,596	
413	15	2		2			9.2	7.2	153	95	
418	8	13		13		3 2	42.2	30.3	1,051	775	





SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419	8	2		2				7.1	5.6	155	133
420	8	39	20	39	2	1	3	459.5	424.8	7,228	6,298
423	8	3		3				13.7	9.9	472	246
424	8	52	12	43		12	7	414.3	350.2	7,697	5,900
426	8	13		11		2		55.3	49.4	1,200	911
427	8	6		6				28.0	19.5	686	424
429	7	10		9				51.1	42.4	735	580
430	6	2		2		1		6.8	4.5	131	101
431	6	4		4		1	1	12.6	8.1	221	144
434	6	8	3	7			1	84.6	79.1	1,826	1,728
436	6	9		7		5	1	22.9	15.7	392	286
437	6	4		4			1	10.5	7.7	206	192
438	5	4		4		1	1	16.6	9.4	356	190
439	5	6	4	7				74.2	66.2	1,267	1,052
443	12	5		4		1		30.1	19.3	657	400
444	12	9	5	9			1	99.0	86.4	2,030	1,653
445	12	4		4				16.6	12.0	368	291
446	12	16	8	14		3	1	192.0	170.0	3,168	2,680
448	12	3		3				11.8	7.9	354	189
456	12	11	6	14	1			129.0	120.9	2,717	2,472
457	12	9		9			1	45.6	34.2	1,083	845
459	12	2		2				9.3	5.0	217	126
460	1	13	10	15				198.0	179.8	3,770	3,276
462	1	7	3	7				77.9	71.5	1,231	1,080
464	9	13		14				80.6	49.1	2,398	1,280
466	9	6		7			2	33.5	20.0	876	437
470	9	22	10	23			1	243.2	225.7	4,259	3,736
480	9-16	23	11	25		1	1	272.8	244.7	6,304	5,577
482	9-16	10	3	12				110.7	106.6	2,412	2,314
483	3	18	11	18			1	223.3	205.1	3,211	2,800



SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
DAILY EXCEPT SATURDAY AND SUNDAY  
SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES  
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EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	19	10	19		2	2	266.2	256.7	5,551	5,378
486	9	11	2	10		1		82.3	75.4	1,705	1,532
487	9	24	5	22		1	3	200.8	182.0	3,781	3,443
488	9	9	3	9				82.0	74.9	1,530	1,439
490	9-16	12	8	15		1		179.1	156.1	3,486	3,110
492	9	3		3			1	13.6	8.8	370	215
493	9	5	1	3		1		26.5	23.4	450	360
494	9	3		3		1	1	13.0	7.9	367	190
495	16	10		10				49.9	35.1	1,404	993
496	13-16	6	6	7				86.1	80.6	2,306	2,129
497	16	12		11		1		52.4	40.0	1,577	1,254
498	16	9		10				55.3	36.4	1,643	1,081
560	15	20	11	22			1	259.3	241.1	4,178	3,523
576	2	9		6				48.0	31.1	964	544
602	3	7	12	9				98.3	93.5	757	693
603	12	2				2		.9	.9	8	8
605		FRIDAY ONLY - SEE PAGE 1									
608	6	2	2	2				38.8	37.2	202	176
680	18	3		3				10.2	6.5	228	115
694		NO DAILY SERVICE									
-----											
=====											
TOTAL		2,104	1,196	2,118	44	86	92	24,196.8	22,457.5	340,379	298,837



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	13	18	17	3			280.8	272.7	2,947	2,847
2	7	14	14	14				224.9	216.1	2,622	2,452
4	6-7	16	19	19	3			293.3	280.8	3,583	3,312
10	7	11	11	11	1			178.5	174.9	1,732	1,666
14	2-7	13	15	15	1			219.3	213.5	2,716	2,576
16	1	11	15	15	1			200.3	195.8	1,755	1,680
18	1	14	18	18	1			255.0	244.1	2,972	2,770
20	2-6-7	35	38	38	3			574.3	566.5	6,102	5,804
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
30	1	24	32	32	2			430.5	414.2	4,534	4,089
33	1-6	19	19	19				289.8	278.8	3,833	3,608
38	2	8	8	8	1			130.3	126.6	1,291	1,212
40	5	20	23	23	2			324.4	309.6	3,914	3,599
42	5	7	7	7				116.6	109.4	1,866	1,684
45	2	17	18	18	1			274.9	262.7	3,130	2,783
48	2	5	5	5				86.4	83.9	990	922
51	2-18	11	14	14	1			204.1	196.2	2,252	2,085
53	18	10	10	10	1			166.2	162.8	1,997	1,930
55	1-12	8	8	8	2			140.6	135.6	1,848	1,730
56	1-18	7	7	7				111.6	109.2	1,398	1,348
60	2-12	19	24	24	1			365.5	352.3	4,792	4,494
65	1	4	4	4				56.1	54.1	722	684
66	2	8	8	8				137.1	133.6	1,499	1,414
68	1	13	13	13				199.8	193.1	2,203	2,049
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	8	9	9	1			133.1	132.2	1,788	1,784
78	9	10	10	11				164.5	161.4	2,376	2,308
81	3-18	11	11	11				179.1	174.6	2,375	2,251
83	3	8	8	8	2			135.2	131.6	1,585	1,509



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

----- EQUIPMENT -----											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	8	8	8	1			130.9	127.6	1,460	1,378
90	15	4	4	4				65.1	62.6	998	919
92	15	9	9	9				143.0	139.0	2,111	1,975
94	15	11	14	14				191.0	182.2	3,167	2,904
96	15	6	6	6				95.8	91.4	1,565	1,453
-----											
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				26.1	25.0	284	266
104		NO SATURDAY SERVICE									
105	5	11	11	11	1			185.6	178.4	2,134	1,988
-----											
107	5	5	5	5				87.3	73.7	1,155	1,145
108	23	8	11	11				157.1	152.6	2,200	2,160
110	23	5	5	5				79.5	76.9	1,102	1,057
111	23	8	8	8	1			136.3	132.3	1,830	1,781
115	5	12	12	12				200.8	191.0	2,607	2,385
-----											
117	18	6	6	6				102.6	97.1	1,362	1,257
119	18	2	2	2				28.9	27.5	369	336
120	18	8	8	8				125.0	118.6	2,051	1,823
124		NO SATURDAY SERVICE									
125	18	5	5	5				73.3	68.9	1,310	1,170
-----											
126	18	2	2	2				26.4	25.1	373	343
127		NO SATURDAY SERVICE									
128		NO SATURDAY SERVICE									
130	12	4	4	4				58.3	53.7	982	834
146	12	2	2	2				36.3	35.9	534	528
-----											
147	12	2	2	2				25.5	24.1	267	228
149	12-13	4	4	4				44.3	42.4	982	958
150	8	9	9	9				140.5	133.7	2,154	1,954
152	8-15	6	6	6				95.3	91.9	1,762	1,664
154	8-15	4	4	4				55.7	53.7	960	912





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	2	2	2				29.4	23.4	577	548
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	828	753
170		NO SATURDAY SERVICE									
175	3	2	2	2				25.6	24.2	314	289
176		NO SATURDAY SERVICE									
177		NO SATURDAY SERVICE									
178		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
185		NO SATURDAY SERVICE									
187	9-16	5	5	5				73.6	69.6	1,207	1,073
188	3	6	6	6				90.0	84.4	1,242	1,023
192		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
204	2	17	18	19	4			302.8	284.9	3,548	3,108
205	12	3	3	3				50.1	47.5	682	627
206	23	7	7	7				124.3	119.9	1,579	1,512
207	23	14	14	14	2			231.0	221.3	2,566	2,414
209	5	4	4	4				63.7	61.6	764	721
210	5	12	12	12				205.1	197.4	2,627	2,453
211	5	2	2	2				30.3	29.5	389	374
212	5-15	10	10	10				169.9	165.3	2,133	2,007
215	18	2	2	2				29.7	27.9	398	359
217	7	13	14	15				210.3	203.1	1,821	1,703
220	7	5	5	5				72.6	70.2	917	857



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225	18	7	6	6				87.4	81.0	1,583	1,413
228	15	2	2	2				29.0	27.9	471	449
230	15	7	7	7				101.5	97.5	1,617	1,494
232	12	5	5	5				78.2	76.7	1,156	1,130
234	15	3	3	3				50.4	48.1	806	750
236	8	3	3	3				43.2	41.2	789	734
243		NO SATURDAY SERVICE									
245	8	3	3	3				40.7	39.9	640	622
250	3	3	3	3				43.9	42.6	521	489
251	3	10	10	11	2			175.5	170.1	1,876	1,727
254	1-18	4	4	4				58.3	55.9	910	835
255	3	3	3	3				47.9	47.4	505	496
256	3	4	4	4				58.4	55.1	843	776
259	9	3	3	3				42.4	39.7	643	570
260	9-12	8	8	8				123.5	121.1	1,790	1,727
262	9	3	3	3				49.8	48.9	733	695
264		NO SATURDAY SERVICE									
265		NO SATURDAY SERVICE									
266	9-12	6	6	6				102.9	97.2	1,786	1,622
267	9	2	2	2				28.9	27.8	465	431
268	3	3	3	3				48.7	46.4	796	727
270		NO SATURDAY SERVICE									
271		NO SATURDAY SERVICE									
274		NO SATURDAY SERVICE									
280	9	2	2	2				28.4	26.7	400	352
291		NO SATURDAY SERVICE									
358		NO SATURDAY SERVICE									
401	3	3	3	3				49.0	46.6	828	757
413		NO SATURDAY SERVICE									
418		NO SATURDAY SERVICE									



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419			NO SATURDAY SERVICE								
420	8	16	16	16	2			266.7	259.2	4,193	3,968
423			NO SATURDAY SERVICE								
424	8	20	15	19				255.6	235.6	4,630	3,951
426			NO SATURDAY SERVICE								
427			NO SATURDAY SERVICE								
429			NO SATURDAY SERVICE								
430			NO SATURDAY SERVICE								
431			NO SATURDAY SERVICE								
434	6	3	3	3				43.0	41.5	850	835
436			NO SATURDAY SERVICE								
437			NO SATURDAY SERVICE								
438			NO SATURDAY SERVICE								
439			NO SATURDAY SERVICE								
443			NO SATURDAY SERVICE								
444	12	5	6	5				73.3	65.8	1,619	1,395
445			NO SATURDAY SERVICE								
446	12	7	7	8				112.7	104.8	2,073	1,887
448			NO SATURDAY SERVICE								
456	12	5	5	5	1			82.1	80.3	1,718	1,702
457			NO SATURDAY SERVICE								
459			NO SATURDAY SERVICE								
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				38.4	37.4	652	630
464			NO SATURDAY SERVICE								
466			NO SATURDAY SERVICE								
470	9	10	10	10				177.0	164.0	2,989	2,638
480	9-16	7	7	7				118.2	114.9	2,765	2,667
482	9-16	3	3	3				53.3	53.0	1,140	1,137
483	3	8	8	8				148.4	142.0	2,138	1,959

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SATURDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	9	9	9				163.4	161.4	3,382	3,269
486	9	2	2	2				36.2	35.6	543	532
487	9	4	4	4				69.7	68.0	1,286	1,243
488	9	2	2	2				24.4	24.2	339	338
490	9-16	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									
495		NO SATURDAY SERVICE									
496	13-16	6	6	6				78.6	72.3	2,206	1,978
497		NO SATURDAY SERVICE									
498		NO SATURDAY SERVICE									
560	15	10	10	10				158.4	153.1	2,587	2,421
576		NO SATURDAY SERVICE									
602	3	5	8	8				58.2	54.6	508	458
603		NO SATURDAY SERVICE									
605	6		3	3				46.3	43.5	253	209
608	6	2	2	2				38.8	37.2	202	176
680		NO SATURDAY SERVICE									
694		NO SATURDAY SERVICE									
TOTAL		909	963	970	44			14,904.7	14,331.7	201,459	187,754

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
1	7	11	14	15	3			251.5	245.5	2,660	2,580
2	7	11	11	11				177.4	170.2	2,161	2,017
4	6-7	10	15	15	3			248.8	239.5	3,056	2,875
10	7	6	8	8	1			132.7	131.7	1,365	1,352
14	2-7	9	11	11	1			169.4	164.9	2,108	2,009
16	1	8	11	11	1			150.0	147.7	1,368	1,331
18	1	9	15	15	1			208.6	199.3	2,401	2,232
20	2-6-7	32	32	33	3			462.6	445.8	5,180	4,887
26	1	6	8	8	1			124.1	120.4	1,141	1,050
28	3-7	10	12	12				182.5	174.7	2,104	1,963
30	1	10	29	29	2			352.3	336.9	3,935	3,522
33	1-6	9	13	13				198.0	191.7	2,574	2,432
38	2	6	6	6	1			101.5	98.8	1,017	960
40	5	11	12	12	2			196.2	186.7	2,363	2,149
42	5	5	5	5				85.7	80.4	1,384	1,243
45	2	14	15	15	1			226.7	217.2	2,560	2,311
48	2	5	5	5				80.8	78.5	909	853
51	2-18	9	9	9	1			147.0	141.4	1,689	1,560
53	18	7	7	7	1			126.6	124.5	1,489	1,444
55	1-12	8	8	8	2			140.5	135.5	1,848	1,730
56	1-18	7	7	7				91.8	89.2	1,201	1,150
60	2-12	16	19	19	1			290.0	279.8	3,864	3,625
65	1	2	2	2				23.4	22.3	371	351
66	2	8	8	8				127.4	123.7	1,400	1,311
68	1	10	10	10				163.4	158.2	1,850	1,732
70	9	13	16	16	2			226.0	221.5	2,757	2,656
76	9	4	7	7	1			102.2	101.6	1,378	1,376
78	9	7	8	8				127.7	125.3	1,857	1,807
81	3-18	9	9	9				147.6	143.9	2,035	1,934
83	3	6	6	6	2			101.9	99.3	1,189	1,134





SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
84	3	6	6	6	1			105.6	103.3	1,177	1,117
90	15	3	3	3				47.8	46.3	744	704
92	15	6	6	6				100.2	98.1	1,446	1,378
94	15	10	10	10				148.1	141.6	2,530	2,333
96	15	5	5	5				74.7	71.1	1,251	1,149
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				23.4	22.4	256	238
104		NO SUNDAY SERVICE									
105	5	9	9	9	1			159.2	152.4	1,860	1,721
107	5	5	5	5				87.3	86.5	1,155	1,145
108	23	6	9	9				125.4	122.1	1,712	1,687
110	23	5	5	5				76.6	74.1	1,068	1,022
111	23	8	8	8	1			136.3	132.3	1,830	1,781
115	5	8	8	8				141.5	134.4	1,853	1,705
117	18	6	6	6				89.9	84.5	1,195	1,092
119		NO SUNDAY SERVICE									
120	18	6	6	6				78.1	73.3	1,317	1,150
124		NO SUNDAY SERVICE									
125	18	3	3	3				40.0	37.7	748	674
126		NO SUNDAY SERVICE									
127		NO SUNDAY SERVICE									
128		NO SUNDAY SERVICE									
130	12	4	4	4				58.3	53.7	982	834
146	12	2	2	2				36.3	35.9	534	528
147	12	1	1	1				13.4	12.8	146	127
149	12-13	4	4	4				44.3	42.4	982	958
150	8	9	9	9				134.4	127.1	2,065	1,841
152	8-15	5	5	5				72.7	70.4	1,253	1,184
154	8-15	4	4	4				47.7	45.7	836	779



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
158	15	2	2	2				27.4	25.9	539	509
161		NO SUNDAY SERVICE									
163	8-15	5	5	5				75.9	73.2	1,231	1,164
165	8-15	10	10	10				126.3	120.8	2,233	2,088
168	8-15	4	4	4				48.9	48.2	876	858
169		NO SUNDAY SERVICE									
170		NO SUNDAY SERVICE									
175	3	1	1	1				12.7	12.0	174	162
176		NO SUNDAY SERVICE									
177		NO SUNDAY SERVICE									
178		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
185		NO SUNDAY SERVICE									
187	1-16	4	4	4				52.4	49.7	872	785
188	3	3	3	3				48.0	45.2	652	547
192		NO SUNDAY SERVICE									
200	2	5	5	5				75.1	72.9	715	671
201	3	2	2	2				20.6	19.9	259	244
204	2	15	15	16	4			260.0	244.9	3,004	2,618
205	12	2	2	2				25.2	23.4	352	314
206	23	7	7	7				96.7	93.7	1,227	1,199
207	23	9	9	9	2			152.3	145.4	1,747	1,638
209	5	4	4	4				53.5	50.1	653	605
210	5	12	12	12				191.0	182.7	2,475	2,286
211		NO SUNDAY SERVICE									
212	5-15	10	10	10				159.5	154.6	1,957	1,845
215		NO SUNDAY SERVICE									
217	7	11	11	11				150.4	145.5	1,307	1,231
220	7	3	3	3				39.0	37.9	551	520



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
225		NO SUNDAY SERVICE									
228	15	2	2	2				25.0	23.9	408	386
230	15	5	5	5				66.0	63.2	1,029	943
232	12	5	5	5				78.2	76.7	1,156	1,130
234	15	3	3	3				43.9	41.7	708	653
236	8	2	2	2				24.1	22.8	427	392
243		NO SUNDAY SERVICE									
245	8	3	3	3				34.7	33.9	551	534
250	3	2	2	2				23.9	23.0	277	256
251	3	7	7	7	2			128.1	126.6	1,285	1,248
254	1-18	3	3	3				36.8	35.2	567	530
255	3	2	2	2				36.6	36.2	373	365
256	3	3	3	3				44.6	42.0	642	586
259	9	3	3	3				42.4	39.7	643	570
260	9-12	7	7	7				105.5	103.0	1,518	1,446
262	9	3	3	3				48.9	48.0	718	680
264		NO SUNDAY SERVICE									
265		NO SUNDAY SERVICE									
266	9-12	4	4	4				61.2	58.4	1,040	953
267	9	2	2	2				26.7	25.6	434	400
268	3	3	3	3				39.2	36.9	645	579
270		NO SUNDAY SERVICE									
271		NO SUNDAY SERVICE									
274		NO SUNDAY SERVICE									
280	9	2	2	2				28.4	26.7	447	400
291		NO SUNDAY SERVICE									
358		NO SUNDAY SERVICE									
401	3	3	3	3				49.0	46.6	828	757
413		NO SUNDAY SERVICE									
418		NO SUNDAY SERVICE									



SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE DECEMBER 25, 1983

SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
419		NO SUNDAY SERVICE									
420	8	11	11	12	2			195.5	190.0	3,276	3,119
423		NO SUNDAY SERVICE									
424	8	14	11	11		1		163.2	153.9	2,841	2,565
426		NO SUNDAY SERVICE									
427		NO SUNDAY SERVICE									
429		NO SUNDAY SERVICE									
430		NO SUNDAY SERVICE									
431		NO SUNDAY SERVICE									
434	6	3	3	3				38.6	36.9	757	742
436		NO SUNDAY SERVICE									
437		NO SUNDAY SERVICE									
438		NO SUNDAY SERVICE									
439		NO SUNDAY SERVICE									
443		NO SUNDAY SERVICE									
444	12	3	3	3				40.9	37.1	990	856
445		NO SUNDAY SERVICE									
446	12	7	7	8				113.1	106.8	2,086	1,878
448		NO SUNDAY SERVICE									
456	12	5	5	5	1			79.3	77.4	1,670	1,653
457		NO SUNDAY SERVICE									
459		NO SUNDAY SERVICE									
460	1	10	10	10				161.2	151.2	2,971	2,750
462	1	2	2	2				36.2	35.2	616	594
464		NO SUNDAY SERVICE									
466		NO SUNDAY SERVICE									
470	9	10	10	10				177.0	164.0	2,990	2,638
480	9-16	7	7	9		2		125.0	122.4	2,909	2,815
482	9-16	3	3	3				44.3	43.9	953	947
483	3	8	8	8				140.2	134.3	2,016	1,855





SCHEDULED SERVICE OPERATING COST FACTORS  
EFFECTIVE DECEMBER 25, 1983  
SUNDAY ONLY

SCHOOL DAY - NON-RACE, NON-BOWL SCHEDULES

EQUIPMENT											
LINE	DIVISION	GROSS				INTERLINE SAVING		VEHICLE HOURS		VEHICLE MILES	
		A.M. RUSH	DAY BASE	P.M. RUSH	OWL	A.M.	P.M.	TOTAL	REVENUE	TOTAL	REVENUE
484	9-16	5	5	5				92.0	90.2	2,003	1,997
486	9	2	2	2				36.2	35.6	543	532
487	9	3	3	3				43.3	42.0	818	790
488	9	2	2	2				24.4	24.2	339	338
490	9-16	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									
495		NO SUNDAY SERVICE									
496	13-16	4	5	6				56.4	49.1	1,554	1,309
497		NO SUNDAY SERVICE									
498		NO SUNDAY SERVICE									
560	15	10	10	10				151.1	146.0	2,487	2,333
576		NO SUNDAY SERVICE									
602		NO SUNDAY SERVICE									
603		NO SUNDAY SERVICE									
605		NO SUNDAY SERVICE									
608	6	2	2	2				38.8	37.2	202	176
680		NO SUNDAY SERVICE									
694	16	1	1	2		1		8.4	7.3	131	102
TOTAL		703	765	774	44	2	2	11,671.7	11,234.1	159,358	148,933

