Use the names in the Table below when referring to Scheduling/Operations Terms. This table is intended to be used by Scheduling, Operations, IT Developers, and Trapeze users.

MUNI/SFMTA Operations	Trapeze Application Name	Description
Train	Block	Refers to a vehicle schedule - the daily assignment for an individual bus. A block consists of an ordered list of all trips handled by the vehicle from pull-in to pull-out. A train can have one or more runs assigned to it.
Run	Run	A driver schedule is known as a "run." It refers to a driver's daily work assignment. Multiple runs can work a single train/block. Runs can consist of two blocks (a split shift). A driver's schedule is primarily determined for each sign-up period through the run-cut process where bus schedules are integrated with driver assignments.
Route (merged)		Within Trapeze when multiple routes traverse a single corridor (e.g., metro tunnel), those routes are frequently merged into a single line. This is done for scheduling purposes to ensure only one vehicle traverses a particular portion of track/road at any point in time. Prior to sharing these data with the public merged lines must be broken up into component sub-lines (e.g., 97 must be broken up into the T, K, L, and M).
Trip	Trip	Consists of a set of points along a line and pattern ordered by departure time (from each time-point) and oriented by direction. Inbound/Outbound and outer terminal to inner terminal, etc.
Pattern	Pattern	Subset of a line/route.
Stop	Stop	An authorized location for a bus to stop on a route.
Time-point	Node	Refers to a location on a bus route assigned a fixed scheduled time that is part of a larger line schedule.

Misc Notes:
**Within Trapeze, stops reference locations with "real-world" coordinates. Time-points are logical abstractions used to create a schedule. Time-points only reference a physical location after they are linked to a stop. Schedulers may change the linkage between stops and time-points as scheduling needs change.

** At some time-points vehicles do not stop to pick up passengers (e.g., tunnel at Church and Duboce). The stops associated with these time-points are commonly referred to as "hidden stops". |
| | | Refers to a portion of a bus line/route where the driver |

Loop		operates a segment in one direction only. Passengers may only board on one side of the loop. Loops are sometimes required due to lack of pavement accessibility, or when no off street turn-around is available.
Deadhead operation		Refers to non-revenue time when a bus is not carrying passengers, usually a trip from, to, or between lines or garages.
Headway		Refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.
Frequency		Refers to the quantity of service on a route, usually described in terms of the number of buses per hour or the elapsed time between consecutive buses. The latter measure is also called the headway. The term high frequency denotes many buses per hour, or small headways.
Rotation sheet		Refers to a list of all trips, produced with each sign-up, which summarizes all schedules for every block on each line. Rotation sheets serve as the basis of the paddle that is distributed to each driver on a daily basis for a single line.
Paddle	Trains Report	A nickname for the Train sheet. A guide for the operator's assignment, listing trips to be made.
Run-cut		Refers to the process, normally performed four times a year, of generating daily bus driver work assignments in a cost efficient manner to meet all contract requirements negotiated between the union and district. Run-cutting software is used to generate assignments that may be reset until they fulfill the requirements of all participating parties.
Service		All possible service types that may exist for a sign-up period (Weekday, Saturday, Sunday, Holiday, local, limited and/or express trips, etc.)
Blocking		Actual hooking of established trips or the process of putting trips together to form a block.
	(PatternName-1st 4 characters)	Within the Trapeze application, the Scheduling Dept. has merged several distinct lines into combined lines. This was done to ease headway management within the application. When attempting to decompose these combined lines into the original lines one must use the associated pattern name. The pattern name must adhere to the MUNI standard - xxxx[space]aaaa[space]{0,1}bbbb Where xxxx represents the pattern name and aaaa represents the inbound/outbound direction

Articulated Bus		A bus usually 55 feet or more in length with two connected passenger compartments that bend at a connecting point.
Trolley Bus		An electric, rubber-tired transit vehicle, manually steered, propelled by a motor drawing current through overhead wires from a central power source not on board the vehicle. Also known as "trolley coach" or "trackless trolley."
Loop Job (NextBus Term)		An assignment to a line without benefit of a schedule train & run, therefore has no scheduled times. It is predicted based purely on running times.
Corner Book		List all lines, runs and time that pass at a certain major intersection (time point) for both direction. Street Inspection could use this report to make mid day adjustment.
Run Time		Expected interval from one time point to another

Source: MTA staff, AC Transit website