

# Link Union Station

Rail Planning Technical Memorandum  
*January 2019*



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**ACRONYMS**

Caltrans	California Department of Transportation
CHSRA	California High-Speed Rail Authority
FRA	Federal Railroad Administration
HSR	High-Speed Rail
LAUS	Los Angeles Union Station
Link US	Link Union Station
LOSSAN	Los Angeles-San Diego-San Luis Obispo
Metro	Los Angeles County Metropolitan Transportation Authority
project	Link Union Station project
SCORE	Southern California Optimized Rail Expansion
SCRRA	Southern California Regional Rail Authority
TIRCP	Transit and Intercity Rail Capital Program



## 1.0 Introduction

The Federal Railroad Administration (FRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station project (Link US or project) to transform Los Angeles Union Station (LAUS) from a “stub-end tracks station” into a “run-through tracks station” with a new passenger concourse that would improve the efficiency of the station and accommodate future growth and transportation demands in the region.

The purpose of this memorandum is to provide an estimate of daily train movements (i.e., train counts) for all Metrolink, Pacific Surfliner, Amtrak, and High-Speed Rail (HSR) trains that are planned to pass through LAUS for 2016 and future horizon years anticipated to be considered in the Link US environmental documentation (2026<sup>1</sup>, 2031, and 2040). Improvements to the Gold Line and/or Regional Connector are not considered in this memorandum. Although both Gold Line and the Regional Connector light rail trains will use LAUS, all operational aspects and train movements through LAUS are addressed through separate Metro documentation<sup>2</sup>. The information contained within this memorandum was prepared solely to provide a conservative estimate of the number of trains planned to pass through LAUS to facilitate evaluation of potential localized traffic, air quality and noise and vibration impacts that may result from project-related capacity enhancements proposed at LAUS and in the surrounding area in the Link US environmental documentation. The environmental impacts resulting from increased train activity at LAUS is addressed in the Link US Draft Environmental Impact Report (HDR 2019).

The information contained within this memorandum represents an estimate of future train movements through LAUS to provide a basis for the environmental evaluation only, and is not intended in any way to indicate future rail operational scenarios or stakeholder consensus on future service levels for shared train operations at LAUS. The findings from ongoing operational analyses, if significantly different from the estimated service levels described in this memorandum, could be incorporated into the environmental documentation at a later date at the discretion of the lead agencies.

## 1.1 Project Background and Concurrent Operational Analysis

### 1.1.1 Project Background

In parallel with project implementation, the Southern California Regional Rail Authority (SCRRA) is currently developing the Southern California Optimized Rail Expansion (SCORE) Program, a \$10 billion plan that identifies the need for substantial investments in rail infrastructure in the Southern California region to upgrade the Metrolink system and meet the current and future needs of the traveling public. The project is

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<sup>1</sup> The 2026 horizon year was added to reflect Metrolink’s growth plans under Phase 1 of the Transit and Intercity Rail Capital Program; although the ability of LAUS to accommodate increased off-peak services during construction has not been tested.

<sup>2</sup> Regional Connector Transit Corridor, Final Environmental Impact Statement/Environmental Impact Report, Metro 2012

a critical component of the SCORE Program, providing capacity enhancements to fulfill the program objectives.

Localized environmental impacts resulting from project-related infrastructure improvements and forecasted increases in train movements at LAUS will be evaluated in the Link US environmental documentation. The Link US project operational scenarios for 2026, 2031, and 2040 are influenced by statewide and regional plans for service increases and other required off-site infrastructure (i.e., SCORE program). The operational scenarios represent a conservative estimate of the forecasted increases in regional/intercity rail trips and new HSR train trips that could occur at LAUS.

Infrastructure improvements outside of the project study area that are required to implement system-wide efficiencies and changes in regional/intercity operations from implementation of the SCORE Program are not part of the project, and are the responsibility of Southern California Regional Rail Authority and other agency partners. Furthermore, the operational aspects of the planned HSR system and the associated environmental impacts are not evaluated in the Link US environmental documentation because operation of the planned HSR system and the associated impacts are addressed separately in the environmental documentation being prepared by the FRA and California High-Speed Rail Authority for the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections.

### **1.1.2 Concurrent Operational Analysis**

Although general operational planning information and background data are presented in this memorandum, this document is not intended to be a detailed rail operations technical memorandum.

The reader should note that there are ongoing rail operations modeling activities concurrently underway by the California High-Speed Rail Authority (CHSRA).

In addition to CHSRA's work, Metrolink is currently in the process of creating a comprehensive operations plan to help independently analyze the optimal infrastructure design and service plan for the LAUS terminal, with or without the project, which is necessary for the successful implementation of the SCORE Program. Lastly, Metro's project team will continue to perform operational analyses of LAUS infrastructure and service alternatives.

## 1.2 Project Location and Study Area

LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by US-101 to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The project study area, as depicted on Figure 1-1, encompasses the extent of environmental study associated with potential direct, indirect, and cumulative impacts from implementation of the project and includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized below, from north to south.

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes the area north of the platforms, from Control Point Chavez and Mission Tower at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains traverse five lead tracks into and out of the rail yard, except for one location near the Vignes Street Bridge where the tracks reduce to four lead tracks. Currently, special track work consisting of multiple turnouts and double-slip switches are used in the throat to direct trains into and out of the appropriate assigned terminal platform tracks.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101; and includes LAUS, the rail yard, the Garden Tracks, the East Portal Building, the baggage handling building with aboveground parking areas and access roads, the ticketing/waiting halls, and the pedestrian passageway with connecting ramps and stairways below the rail yard.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east/west from Alameda Street to the west bank of the Los Angeles River and north/south from Keller Yard to Control Point Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River, from Keller Yard to Control Point Olympic, and the “Amtrak Lead Track” connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility. Businesses within the run-through segment are primarily industrial and manufacturing related.

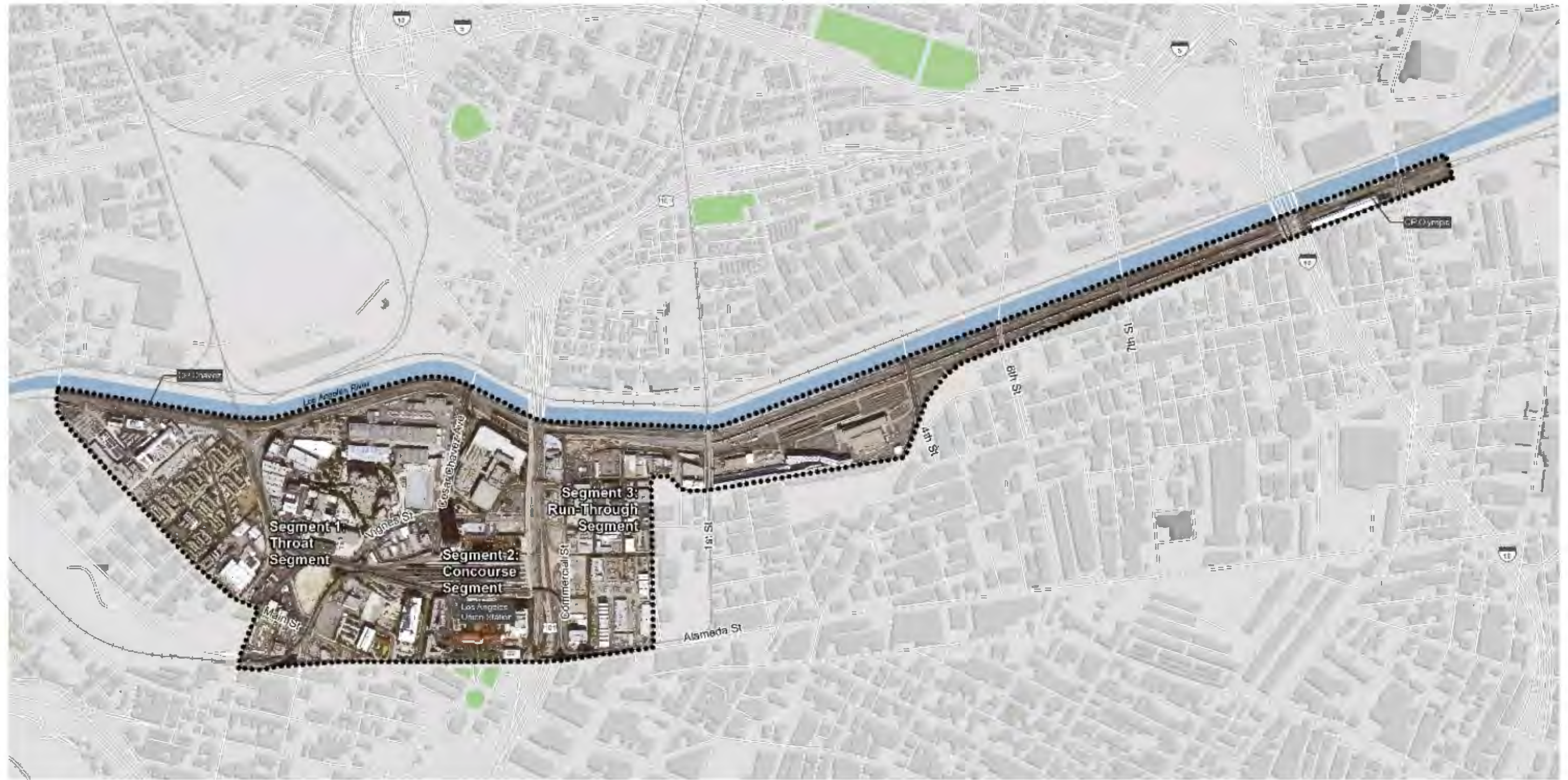
The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple Street, Banning Street, First Street, Alameda Street, Garey Street, Vignes Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

Figure 1-2 depicts the existing LAUS track and platform layout as well as other key facilities in and around LAUS.

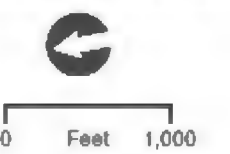
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Figure 1-1. Project Study Area



LEGEND  
Project Study Area



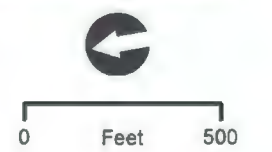
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Figure 1-2. Existing Los Angeles Union Station Track and Platform Layout



**LEGEND**  
 — Existing Track  
 ■ Existing Platforms





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## 1.3 Project Components

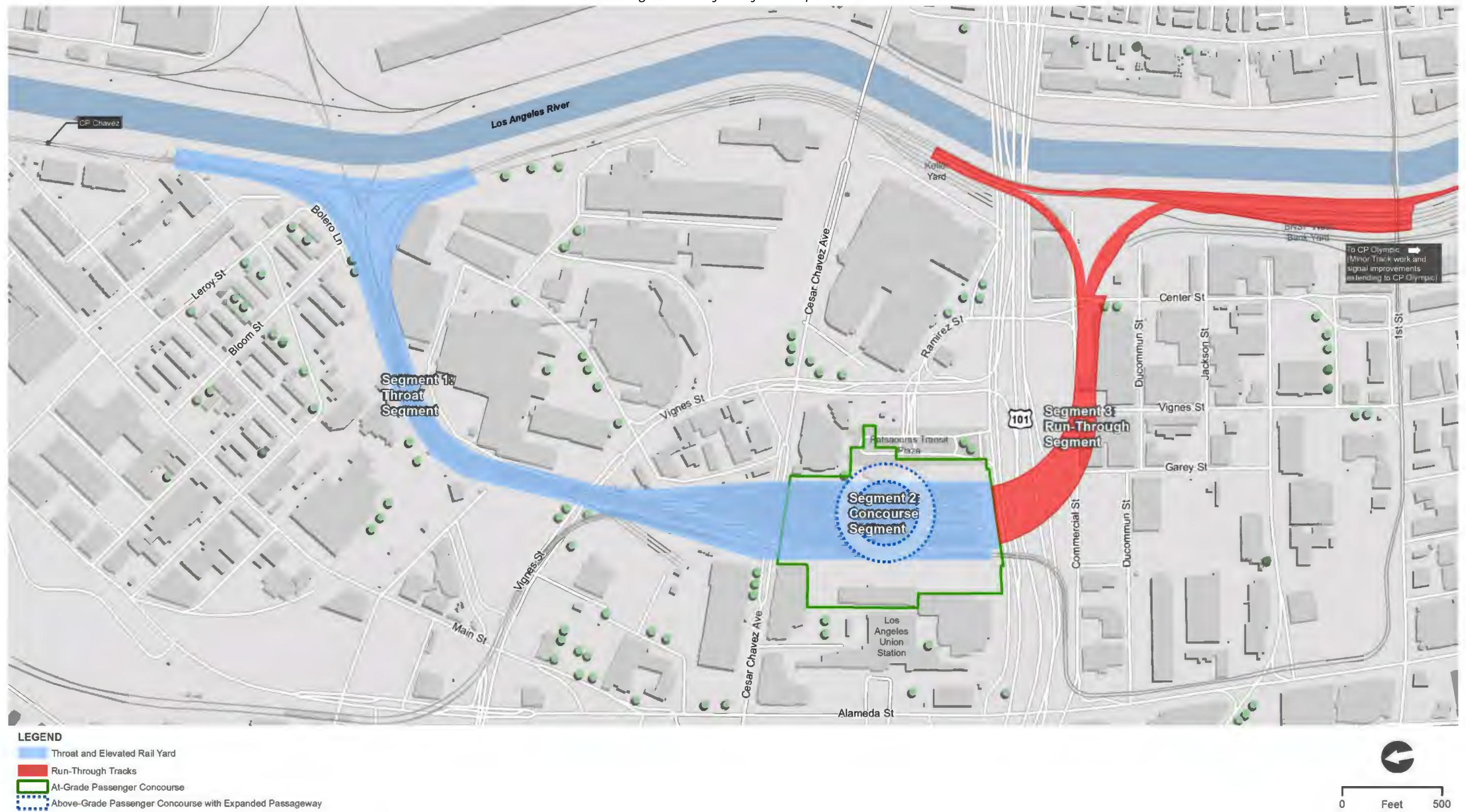
The project includes the following major components, as depicted on Figure 1-3 and summarized below, from north to south.

- **Throat and Elevated Rail Yard** – The project includes subgrade, signal, and structural improvements in the throat segment (Segment 1) to increase the elevation of the tracks leading to the rail yard in the concourse segment (Segment 2). The throat would be reconstructed with up to seven lead tracks north of LAUS to facilitate enhanced operations for regional/intercity rail service providers (Metrolink/Amtrak) and an entrance to LAUS for the planned HSR system. The project also includes new passenger platforms and canopies on the elevated rail yard.
- **New Passenger Concourse** – The project includes a new passenger concourse in Segment 2 that would include space dedicated for passenger circulation and waiting areas with ancillary support functions (back-of-house uses, baggage handling, etc.), transit-serving retail, office/commercial uses, and open spaces and terraces. The new passenger concourse would create an opportunity for an outdoor, community-oriented space and enhance Americans with Disabilities Act accessibility at LAUS with new vertical circulation elements, such as stairs, escalators, and elevators. The new passenger concourse would be constructed below or above the elevated rail yard.
- **Run-Through Tracks** – The project includes up to 10 new run-through tracks south of US-101 (including the possibility of a loop track) under US-101 to facilitate connections for regional/intercity rail trains and HSR trains to the main line tracks on the west bank of the Los Angeles River in Segment 3. As early as 2026, regional/intercity rail run-through track infrastructure would be constructed, including a “common” viaduct/deck over US-101 and embankment south of US-101 from Vignes Street to Center Street that would be built wide enough to support future run-through track infrastructure for the planned HSR system. The remaining run-through track infrastructure for the planned HSR system could be constructed as early as 2033.

The project would also require modifications to two existing bridges at Vignes Street and Cesar Chavez Avenue for new elevated tracks; modifications to US-101 and local streets (including potential street closures, geometric modifications, and parking improvements); railroad signal, positive train control, and communications-related improvements; modifications to the Gold Line light rail platforms and tracks; modifications to the Amtrak lead track between LAUS and Amtrak’s Los Angeles Maintenance Facility; new access roadways to the railroad right-of-way; additional right-of-way; new utilities; utility relocations, replacements, and abandonments; and new drainage facilities/water quality improvements. The project will be constructed in phases to facilitate the continued operation of rail services at LAUS with minimal impacts on service.

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Figure 1-3. Major Project Components



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## 1.4 Build Alternatives and Design Options

Based on the results of the Alternatives Analysis Report, the Link US environmental documentation will include an evaluation of two track alignment Build Alternatives. Build Alternative 1 includes up to 10 new run-through tracks and accommodates future HSR trains on shared lead tracks in the throat segment (Segment 1). Build Alternative 2 includes up to 10 new run-through tracks and accommodates future HSR trains on dedicated lead tracks in the throat segment. Based on the results of the Concourse Study (appendix to the Alternatives Analysis Report), the Link US environmental documentation also includes an evaluation of two passenger concourse design options: Design Option A (At-Grade Passenger Concourse) and Design Option B (Above-Grade Passenger Concourse with New Expanded Passageway). Both track alignment alternatives and passenger concourse design options are being environmentally cleared because either concourse could be implemented with either Build Alternative.

The two Build Alternatives include the infrastructure associated with the maximum planned capacity of the rail yard, concourse, and run-through track infrastructure south of US-101 to serve future regional/intercity rail trains (Metrolink/Amtrak) and HSR trains at LAUS. The two Build Alternatives are summarized below to provide context for project-related capacity enhancements described in this memorandum.

- **Alternative 1 (Up to 10 Run-Through Tracks – Shared Tracks)** – Alternative 1 includes the addition of 1 new lead track for a total of 6 lead tracks in the throat north of LAUS (with regional/intercity and HSR trains sharing the 2 western lead tracks), multiple track and platform configuration options in the rail yard, and up to 10 run-through tracks that would extend south of LAUS over US-101, and connect to the main line tracks on the west bank of the Los Angeles River.
- **Alternative 2 (Up to 10 Run-Through Tracks – Dedicated Tracks)** – Alternative 2 includes the addition of 2 new lead tracks for a total of 7 lead tracks in the throat north of LAUS (with future HSR trains and some express/intercity services using the 2 western dedicated lead tracks and most regional/intercity trains using the 5 eastern lead tracks), multiple track and platform configuration options in the rail yard, and up to 10 run-through tracks that would extend south of LAUS over US-101 and connect to the main line tracks on the west bank of the Los Angeles River.

The new passenger concourse would facilitate enhanced passenger flow through LAUS while meeting Americans with Disabilities Act requirements and the forecasted increase in passengers. The two design options are described below.

- **Design Option A (At-Grade Passenger Concourse)** – This design option includes placement of the new passenger concourse below the elevated rail yard, with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in services would occur at a centralized location at the concourse level. This design option also includes a grand canopy that would extend approximately up to 70 feet above the elevated rail yard and West Plaza.
- **Design Option B (Above-Grade Passenger Concourse with New Expanded Passageway)** – This design option includes placement of the new passenger concourse above the elevated rail yard, with new plazas east and west of the elevated rail yard (East and West Plazas). Amtrak ticketing and baggage check-in service would occur at two locations at the east and west ends of LAUS. This design option includes a canopy over the West Plaza up to 70 feet in height, with individual canopies over each platform. The new expanded passageway would be located below the rail yard to provide additional passenger travel-path convenience and options.

## 2.0 Objective of the Memorandum

The objective of this memorandum is to document the existing rail operating conditions and characteristics at LAUS (2016 baseline condition for National Environmental Policy Act Notice of Intent/California Environmental Quality Act Notice of Preparation) and estimate future train movements through LAUS for three horizon years (2026, 2031 and 2040) with appropriate service planning assumptions to facilitate the environmental evaluation of the project-related impacts of capacity enhancements in the Link US environmental documentation. The 2026 and 2031 years correspond to the two major phases of project implementation (interim condition and full build-out condition). 2040 corresponds to the horizon years and corresponding service goals and objectives of multiple statewide plans and mandates:

- 2026: Two new regional/intercity rail run-through tracks from Platform 4 at LAUS (interim condition)
- 2031: Construction of all regional/intercity rail improvements at LAUS including the reconstructed throat, elevated rail yard and new passenger concourse (full build-out condition)
- 2040: Full operation of HSR service at LAUS

Available estimates and projections from applicable agencies and stakeholders were used to estimate the future train movements. This memorandum will be utilized to prepare applicable environmental technical studies (i.e., traffic, air quality, noise, and vibration) in support of the Link US environmental documentation.

The service planning and operating characteristics considered in this memorandum include the following:

- Total number of train movements into and out of LAUS per day, revenue, and deadhead (2016, 2026, 2031, and 2040). Each inbound and outbound train movement counts as a separate movement. A run-through train, for example, would count as two train movements - one inbound and one outbound movement.
- Total number of train movements during the two 3-hour AM and PM peak operating periods (2016, 2026, 2031, and 2040)
- Train “consist” size, frequency of service, types of locomotives and dwell time for each carrier

The project-related capacity enhancements are required to enable Metrolink and Amtrak to meet regional/intercity rail growth projections and to facilitate CHSRA's implementation of the planned HSR system at LAUS.

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### 3.0 Existing Rail Operating Conditions and Characteristics

LAUS is the focal point of passenger rail travel in Southern California, serving Metrolink commuter trains; Amtrak Pacific Surfliner intercity and long-distance trains; and Metro Red, Purple, and Gold Line trains<sup>3</sup>. In addition to revenue trains, there are numerous non-revenue train movements at the LAUS terminal to service passenger train equipment and position equipment at the station platforms for revenue service. For Metrolink, non-revenue train movements occur between LAUS and the Central Maintenance Facility. For Amtrak, through trains and non-revenue train movements occur for Pacific Surfliner and Amtrak Long-Distance trains (Southwest Chief, Sunset Limited/Texas Eagle, Coast Starlight) between LAUS and Amtrak's Los Angeles Maintenance Facility.

Consistent with the existing year used for the Link US environmental documentation, available 2016 schedules for Metrolink and Amtrak Pacific Surfliner and long-distance trains, existing rail operating characteristics at LAUS were determined by counting the total number of existing train movements per day and number of train movements at LAUS during the two 3-hour AM and PM peak operating periods (6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM). For both Metrolink and Amtrak, a comparison between the 2016 and 2018 schedules showed no substantial addition to train movements at LAUS. The comparison revealed 1 additional round trip Pacific Surfliner train between LAUS and San Diego, as well as 1 additional Metrolink round trip between LAUS and Burbank Airport.

The following schedules were reviewed to determine the existing rail operating characteristics and are provided as Appendix A:

- Metrolink All Lines Timetable, dated June 6, 2016
- Amtrak Pacific Surfliner Schedules, effective June 6, 2016
- Amtrak Coast Starlight Schedule, effective June 6, 2016
- Amtrak Southwest Chief Schedule, effective June 9, 2014
- Amtrak Sunset Limited Schedule, effective June 9, 2014

#### 3.1 Existing Metrolink Trains

LAUS is the hub for Metrolink operations and provides connections between the following Metrolink lines:

- 91/Perris Valley Line
- Antelope Valley Line
- Orange County Line
- Riverside Line

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<sup>3</sup> For the purpose of this memorandum, Metro trains are not considered because Metro's light rail and heavy rail operations are not anticipated to substantially affect other regional/intercity operations or operation of the planned HSR system.

- San Bernardino Line
- Ventura County Line

As of April 2016, Metrolink operates 139 revenue trains per weekday into and out of LAUS on several train lines, including the Ventura County Line (31 trains per weekday), Antelope Valley Line (30), San Bernardino Line (38), Riverside Line (12), 91/Perris Valley Line (9), and Orange County Line (19). Metrolink also operates 46 non-revenue trains between LAUS and the Central Maintenance Facility. During the two 3-hour AM and PM peak operating periods (AM and PM combined), 80 Metrolink trains (39 in the AM and 41 in the PM) pass through LAUS.

### **3.2 Existing Amtrak Trains**

As of April 2016, Amtrak operates 28 revenue trains per weekday into and out of LAUS, which includes 14 Pacific Surfliner trains originating or terminating at LAUS; 9 Pacific Surfliner “through trains” that travel the entire extent of the Pacific Surfliner route (Los Angeles – San Diego – San Luis Obispo, or LOSSAN corridor) north and south of LAUS (counted as 18 total trains in Table 5-1 below); and an average of 5 long-distance trains including the Coast Starlight (2 trains daily), the Southwest Chief (2 trains daily), and the Texas Eagle/Sunset Limited, which is a combined train that operates 3 times per week. Amtrak / LOSSAN also operate 11 non-revenue trains between LAUS and Amtrak’s Los Angeles Maintenance Facility (6 Pacific Surfliner and 5 Amtrak long-distance trains). During the two 3-hour AM and PM peak operating periods (AM and PM combined), 13 (6 in the AM and 7 in the PM) Amtrak / LOSSAN revenue and non-revenue train movements pass through LAUS.

## 4.0 Future Service Planning Assumptions and Data Sources

The project would accommodate a substantial increase in rail operational capacity for the region, reducing train idling (dwell) time and improving on-time performance for trains using LAUS. The estimate of train movements that could occur through LAUS aligns with the service goals, horizon years, and corresponding goals and objectives of multiple statewide plans and mandates as described below.

### California Transportation Plan

The *California Transportation Plan 2040* Vision calls for a transportation system that is safe, sustainable, universally accessible, and globally competitive while meeting the State's greenhouse gas emission reduction goals. The project-related capacity enhancements would allow for future train operations to address this vision.

### 2018 California State Rail Plan (Caltrans 2018)

For the purpose of this memorandum, future train movements for Metrolink and Amtrak trains are based on the *2018 California State Rail Plan*.

- For Metrolink, in late 2017, future service plans were developed consistent with the *2018 California State Rail Plan* (see Section 4.1 below).
- For Amtrak, the *2018 California State Rail Plan* (Caltrans 2018) was referenced to determine future train counts for Pacific Surfliner trains (see Section 4.2 below).

The estimated train movements and resulting benefits correlate with the service goals and improvements for the Los Angeles Urban Mobility Corridor, and coincides with the 2027 mid-term plan statewide goals. The *2018 California State Rail Plan* calls for the following service enhancements for Metrolink:

- By 2028
  - Provide run-through service at LAUS as part of Link US
  - Half-hourly all-day service on the San Bernardino Line between Los Angeles and San Bernardino, and
  - Half-hourly peak-rail service on the 91/Perris Valley Line.
- By 2040
  - Very frequent service between LAUS and Burbank
  - On the Ventura County Line, half-hourly express service between LAUS and Oxnard, and half-hourly local service between LAUS and Chatsworth
  - Half-hourly local service between LAUS and Santa Clarita

- o Very frequent service between LAUS and Fullerton
- o Half-hourly express rail services connecting Riverside, San Bernardino, and Ontario with Los Angeles

### **2018 Business Plan (CHSRA 2018)**

Future HSR train movements into and out of LAUS (revenue and non-revenue train movements) was provided by CHSRA for inclusion in this memorandum, and are consistent with the goals of the *2018 California State Rail Plan*, the service levels in the 2018 Business Plan (CHSRA 2018), and the ridership and revenue forecasting methodology<sup>4</sup> and technical supporting documents<sup>5</sup>.

### **2016 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2016)**

The *2016 Regional Transportation Plan/Sustainable Communities Strategy* was prepared pursuant to Senate Bill 375, to reduce GHG emissions from vehicles through better-integrated regional transportation, land use, and housing planning strategies to provide more access to jobs, services, public transit and active transportation options. The project would indirectly contribute to cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled, as demonstrated by the operational analysis provided in the *2016 Regional Transportation Plan/Sustainable Communities Strategy* (Program EIR Table 3.3.4-4) (Southern California Association of Governments 2016).

## **4.1 Metrolink**

In October 2018, Metrolink provided daily train counts for the 2031 and 2040 horizon years (full Metrolink SCORE Program operations consistent with the *2018 California State Rail Plan*), but not for the 2026 horizon year. In the absence of 2026 service plans that correlate to the SCORE Program, Metrolink's Transit and Intercity Rail Capital Program Funding Application was used to estimate the number of trains anticipated to pass through LAUS, including non-revenue train movements for the 2026 horizon year. A breakdown of the 2026, 2031, and 2040 forecasts of Metrolink trains by train line is provided in Appendix B and information is summarized in Table 5-1.

### **4.1.1 Equipment Turn Time**

An equipment turn is the act of changing the train's operating end and allowing the train to move in the reverse direction. Operational experience to date indicates that Metrolink crews can turn revenue trains at terminals, including changing of operating ends, checking the train consist for passengers and initialization of positive train control, within 15 minutes. Although it is possible that technology improvements may allow for a future reduction in equipment turn times, the rail operators agreed that for the purposes of this analysis a 15-minute turnaround is assumed for all Metrolink trains requiring a change of operating ends at LAUS.

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<sup>4</sup> [http://www.hsr.ca.gov/docs/about/business\\_plans/2018\\_Business\\_Plan\\_Ridership\\_Revenue\\_Forecasting.pdf](http://www.hsr.ca.gov/docs/about/business_plans/2018_Business_Plan_Ridership_Revenue_Forecasting.pdf)

<sup>5</sup> [http://www.hsr.ca.gov/docs/about/business\\_plans/2018\\_Business\\_Plan\\_Service\\_Plan\\_Methodology.pdf](http://www.hsr.ca.gov/docs/about/business_plans/2018_Business_Plan_Service_Plan_Methodology.pdf)

## 4.1.2 Dwell Time

Dwell time is defined as the amount of time a particular train is scheduled to be stationary at a station platform to accommodate passenger entraining and detraining, baggage handling, train servicing, crew changes, etc. For purposes of this analysis, the following dwell times are assumed:

- Year: 2026: 7 minutes
- Years 2031 and 2040: 5 minutes

## 4.1.3 Service Hours by Train Line

Scheduling details of the proposed service hours for each train line serving LAUS were not included in the Metrolink Transit and Intercity Rail Capital Program application. In the absence of this information, existing service hours were used in the development of future operational scenarios at 30-minute frequencies throughout the day with service extended during evening hours to at least 10:00 PM.

## 4.2 Pacific Surfliner and Amtrak

The *2018 California State Rail Plan* (Caltrans 2018) was referenced to determine future train counts for Pacific Surfliner trains. FRA, Caltrans, and the Riverside County Transportation Commission are analyzing the feasibility of operating regional rail service between LAUS and the Coachella Valley. The study is ongoing but includes a concept of two daily round trips between LAUS and Indio or Coachella. This potential new service was added to the 2026, 2031, and 2040 Pacific Surfliner train counts. A breakdown of the 2026, 2031, and 2040 forecasts of Amtrak trains is provided in Appendix B, and information is summarized in Table 5-1.

Amtrak has no current plans to alter existing long-distance trains currently serving LAUS.

### 4.2.1 Equipment Turn Time and Dwell Time

Currently, the operating practice for a Pacific Surfliner through train involves a crew change at LAUS as well as a change in train operating ends. The amount of time in the schedule varies from 15 to 33 minutes. In addition, trains often arrive before their scheduled arrival time, extending the amount of time the train dwells at a platform by as much as 15 minutes. With the construction of run-through tracks, it is anticipated that the time required to change operating ends will no longer be necessary, but that adequate time will still be needed for detraining and entraining passengers and baggage as well as the crew change. Based upon feedback from LOSSAN and participating agencies, a dwell time of 10 minutes will be used.

For Amtrak long-distance trains, entraining or detraining passengers, along with baggage handling, takes much longer than it does for a typical Pacific Surfliner train. In addition, Amtrak may keep the train at the station for as long as 3 hours, based more upon operational convenience (yard crew availability) than necessity. Amtrak recognizes that a significant reduction in long-distance station dwell time will be needed to facilitate platform capacity enhancements and service expansion at LAUS. For the purposes of this analysis, a dwell time of 30 minutes will be used.

## **4.3 California High-Speed Rail Authority**

### **4.3.1 Service Hours**

HSR service would operate at LAUS from 6:00 AM through midnight, 7 days per week.

### **4.3.2 Equipment Turn Time and Dwell Time**

Per CHSRA, dwell time for trains operating through LAUS is estimated to be 5 minutes. For trainsets that are turning at LAUS, it is estimated that 20 minutes will be required for detraining, sweeping the train, changing operating ends, entraining, and departure. This time would be reduced to 5-minute dwells each upon arrival and departure if a proposed HSR turn facility south of LAUS is constructed.

## **4.4 Train Consists**

Train consist (cars and locomotives) data was gathered from Metrolink and Amtrak and are presented in Table 4-1. A hypothetical HSR consist is also included in Table 4-1 but may be subject to change based upon final design of the planned HSR system.

Table 4-1. Train Consist by Operator

Operator	Number of Cars	Number of Locomotives	Locomotive Types Used Per Service (manufacturer)
<b>Metrolink</b>			
Metrolink 4-Car Set (18 in daily service)	4	1	F59 PH (EMD) F59 PHI (EMD)
Metrolink 5-Car Set (9 in daily service)	5	1	F40PH (EMD)
Metrolink 6-Car Set (6 in daily service)	6	1	MP36 PH-C (Motive Power Industries)
All horizon year consists will use EMD F-125 Spirit locomotives, which started to enter service in 2018.			
<b>Amtrak - Pacific Surfliner</b>			
6-Car Set (bi-level)	6	1	F59 PH (EMD)
7-Car Set (single-level)	7	1	P42DC (General Electric)
All horizon year consists will use Siemens Charger locomotives, which started entering service in 2017.			
<b>Amtrak - Long Distance Trains</b>			
Southwest Chief	10	2	P42DC (General Electric)
Sunset Limited	9	2	P32-8BWH (General Electric)
Coast Starlight	11	2	All horizon year consists will use Siemens Charger locomotives.
<b>CHSRA - High Speed Train (2033)</b>			
AGV High-Speed Trainset (France)*	6	2	Power cars in integrated trainset

Sources: Metrolink, Amtrak: SCRRRA 2012

**Notes:**

\*This is a hypothetical trainset. The actual trainsets used for CHSRA service have not yet been procured.

CHSRA=California High-Speed Rail Authority

### 4.4.1 Emerging Train Consist Technology

The 2040 Vision in the 2018 California State Rail Plan calls for the use of “greener” technology for locomotives and train consists as the technology becomes commercially available, and includes a recommendation for electrifying/deploying zero-emission vehicle technologies on as much of the passenger rail network as possible, and specifically calls out electrified electric multiple unit (EMU) systems,

**Rail Planning Technical Memorandum**

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diesel multiple units (DMUs), battery-hybrid multiple units, renewable diesel, and other alternative fuels (pgs. 10 and 110)

- Goal 6: Practice Environmental Stewardship, Policy 1: Integrate Environmental Considerations in All Stages of Planning indicates - The Rail Plan provides a program-level platform from which more detailed service and environmental analysis must be conducted by the State and rail operators as the 2040 Vision is implemented.
- Goal 6: Practice Environmental Stewardship, Policy 4: Transform to a Clean and Energy Efficient Transportation System indicates - The intent of the 2040 Vision is to accommodate additional demand for trips, and grow the rail network in a manner that incorporates substantial electrification of the state network, with improvements possible on additional corridors where there is support to do so... These include more stringent standards for remanufactured locomotives; and a Tier 5 standard for new locomotives that would require capability for zero-emission operation in designated areas, such as disadvantaged and high-traffic regions, to better protect the health of those residents.

Although these emerging technologies exist today, for the purposes of this analysis which is to document train counts/movements, this Rail Planning Technical Memorandum focuses on the use of existing equipment/technology and the most currently known and available information relating to future equipment/technology.



## 5.0 Future Daily Train Movements at Los Angeles Union Station

Based upon available data, as well as valuable input from the rail operators, Table 5-1 summarizes the estimated total daily train movements (revenue and non-revenue) through LAUS and the total trips during the two 3-hour AM and PM peak operating periods for 2016 and future horizon years 2026, 2031, and 2040. Revenue trains operating through LAUS, such as existing Pacific Surfliner and future Metrolink run-through trains, count as two movements - one inbound and one outbound.

Transit Operator	Frequency	2016	2026	2031	2040
Metrolink (Regional Rail)	<b>Total Daily</b>	<b>185</b>	<b>410</b>	<b>690</b>	<b>690</b>
	<i>Revenue Trains</i>	139	370	678	678
	<i>Non-Revenue Trains<sup>1</sup></i>	46	40	12	12
	<b>6-hour peak</b>	80	144	250	250
Amtrak / LOSSAN	<b>Total Daily<sup>2</sup></b>	<b>48</b>	<b>68</b>	<b>80</b>	<b>140</b>
	<i>Pacific Surfliner</i>	32	48	56	112
	<i>Long-Distance Trains</i>	5	5	5	5
	<i>Non-Revenue Trains<sup>3</sup></i>	11	15	19	23
	<b>6-hour peak</b>	13	21	21	39
CHSRA	<b>Total Daily</b>	—	—	—	<b>272</b>
	<i>Non-Revenue Trains<sup>4</sup></i>	—	—	—	50
	<b>6-hour peak</b>	—	—	—	132

Source: Appendix A (Existing Condition); Caltrans 2018 California State Rail Plan (Amtrak and Pacific Surfliner), Metrolink SCORE Application (Regional Rail) and CHSRA-provided data (HSR).

**Notes:**

- <sup>1</sup> This includes all deadhead equipment movements between LAUS and the Central Maintenance Facility
- <sup>2</sup> This includes through trains on the Los Angeles – San Diego – San Luis Obispo corridor as well as proposed Coachella Valley Service starting in 2026
- <sup>3</sup> This includes deadhead equipment movements for Pacific Surfliner and Amtrak Long Distance-trains (Southwest Chief, Sunset Limited/Texas Eagle, Coast Starlight) between LAUS and Amtrak Los Angeles Maintenance Facility
- <sup>4</sup> This includes deadhead equipment movements for HSR trains between LAUS and HSR Los Angeles Maintenance Facility

HSR = High-Speed Rail, LAUS=Los Angeles Union Station , LOSSAN= Los Angeles – San Diego – San Luis Obispo

While the project would provide the largest possible “operating envelope” to increase capacity within the existing station footprint, considering the environmental and constructability constraints, actual operational scenarios and service levels at LAUS are dependent on future service plans, negotiations between the service operators, and available operating funding.

A summary of the projected train movements for the 2026, 2031, and 2040 horizon years is provided below by rail operator:

### **Metrolink**

For 2026, it is estimated that Metrolink would operate 410 train movements per day (inclusive of 40 non-revenue train movements) between LAUS and the Central Maintenance Facility. During the two 3-hour AM and PM peak operating periods, 144 total train movements (72 each in the AM and PM) are anticipated to operate within LAUS. As stated earlier, the ability of LAUS to accommodate the higher Metrolink service levels during phases of construction has not been tested or validated. For 2031, Metrolink estimates that 690 train movements would occur per day. It is assumed that Metrolink’s 2031 SCORE service plan would represent a full build-out of Metrolink services for the foreseeable future, so the train counts remain the same for 2040.

### **Amtrak and LOSSAN**

For 2026, it is estimated that Amtrak / LOSSAN would operate 68 train movements per day within LAUS. During the two 3-hour AM and PM peak operating periods, 21 total train movements are anticipated to operate within LAUS. For 2031 and 2040, daily train movements would increase to 80 and 140 movements, respectively. Non-revenue movements for 2026, 2031, and 2040 are rough estimates, as future equipment cycles to support LOSSAN growth plans have not yet been developed.

### **High-Speed Rail**

CHSRA is anticipated to commence operation of the planned HSR system as early as 2033, and plan to operate 272 train movements per day at LAUS by 2040. Of these, 148 would originate from or terminate at LAUS, and 74 would operate through LAUS to-and-from Anaheim. There would also be 50 daily deadhead equipment movements. During the two 3-hour peak AM and PM operating periods, CHSRA would operate 132 train movements. Of these, 88 would originate from or terminate at LAUS, and 44 would operate through LAUS to-and-from Anaheim.

## 6.0 Conclusion

Metro estimates the project-related capacity enhancements would reduce dwell time at LAUS and contribute to other cumulative benefits for the region, including a regional reduction of greenhouse gas emissions and vehicle miles traveled. Future service scenarios will depend on ongoing negotiations between the railroad operators, available infrastructure (corridor, maintenance facility, etc.), and available operating funding. The project, by itself, does not enable regional/intercity rail providers to meet their service goals, primarily because other infrastructure improvements on the entire system are required to meet the forecasted service levels by 2040.

Based on the results of this memorandum, the Link US environmental documentation will be prepared to include an analysis of potential environmental impacts associated with implementation of the two Build Alternatives, in consideration of the existing and future train movements through LAUS that could occur as a result of the project-related capacity enhancements.

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## 7.0 References

California Department of Transportation (Caltrans). 2018. *2018 California State Rail Plan*.  
[http://www.dot.ca.gov/californiarail/docs/CSRP\\_Final.pdf](http://www.dot.ca.gov/californiarail/docs/CSRP_Final.pdf)

Southern California Association of Governments. 2016. *2016 Regional Transportation Plan/Sustainable Communities Strategy*. <http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

Southern California Regional Rail Authority. 2012. *Metrolink Fleet Plan 2012-2017*.  
[http://metrolink.granicus.com/DocumentViewer.php?file=metrolink\\_0e45aa65088f01bf84c11a7cb31dab4b.pdf&view=1](http://metrolink.granicus.com/DocumentViewer.php?file=metrolink_0e45aa65088f01bf84c11a7cb31dab4b.pdf&view=1)

——— 2018a. Metrolink Transit and Intercity Rail Capital Program 2018 Funding Application.

——— 2018b. Email exchange with HDR. October 2018.

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## Appendix A: Existing Metrolink and Amtrak Train Schedules

**ALL LINES**

**METROLINK.**

# **TIMETA:BLE**

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**VC**

**AV**

**SB**

**RIV**

**91/  
PVL**

**OC**

**IEOC**

**metrolinktrains.com**



# METROLINK COMMUTER RAIL SYSTEM



# METROLINK

	Antelope Valley Line		Station Served by Multiple Lines
	Inland Empire-Orange County Line		Amtrak Pacific Surfliner
	Orange County Line		Metro Rail/Metro Bus
	Riverside Line		LAX FlyAway Bus
	San Bernardino Line		Coaster Oceanside to San Diego
	Ventura County Line		Sprinter Oceanside to Escondido
	91/Perris Valley Line		
	Future Station		

[metrolinktrains.com](http://metrolinktrains.com) Effective June 6, 2016



MONDAY THROUGH FRIDAY

Metrolink Service No.	100	900	102	104	106	902	108	MA A768	110	112	116	904	906	150	118	910
Ventura - East			5:25	6:03	6:42											
Oxnard ★			5:39	6:17	6:56			7:43								
Camarillo ★			5:49	6:27	7:06			7:54								
Moorpark ★	5:04		6:00	6:38	7:17			8:08	8:25		<b>2:18</b>					<b>4:57</b>
Simi Valley ★	5:17		6:13	6:51	7:30			8:23	8:38		<b>2:31</b>					<b>5:10</b>
Chatsworth ★	5:28		6:24	7:02	7:41		8:25	8:40	8:49	10:50	<b>2:42</b>			<b>4:40</b>	<b>5:27</b>	
Northridge	5:33		6:29	7:07	7:46		8:30	8:46	8:54	10:55	<b>2:47</b>			<b>4:45</b>	<b>5:32</b>	
Van Nuys ★	5:41		6:37	7:15	7:54		8:38	8:56	9:02	11:03	<b>2:55</b>			<b>4:53</b>	<b>5:45</b>	
Burbank/Bob Hope Airport ★	5:49	6:13	6:45	7:23	8:02	8:35	8:46	9:04	9:10	11:11	<b>3:03</b>	<b>3:37</b>	<b>4:15</b>	<b>5:05</b>	<b>5:53</b>	<b>8:30</b>
Burbank - Downtown	5:55	6:17	6:52	7:30	8:08	8:39	8:52	9:09	9:16	11:17	<b>3:09</b>	<b>3:41</b>	<b>4:19</b>	<b>5:10</b>	<b>5:59</b>	<b>8:35</b>
Glendale ★	6:02	6:23	6:59	7:37	8:15	8:45	8:59	9:16	9:23	11:26	<b>3:16</b>	<b>3:47</b>	<b>4:25</b>	<b>5:16</b>	<b>6:06</b>	<b>8:40</b>
L.A. Union Station ★	6:15	6:38	7:14	7:50	8:30	9:02	9:17	9:35	9:42	11:40	<b>3:33</b>	<b>4:00</b>	<b>4:40</b>	<b>5:30</b>	<b>6:20</b>	<b>8:55</b>

AM times **PM** times

NOTES: See page 3

# MONDAY THROUGH FRIDAY

Metrolink Service No.	901	101	103	MA A761	903	905	907	107	109	909	155	115	117	119	121	123	911
L.A. Union Station ★	5:38	6:52	7:15	7:35	8:00	8:30	8:55	9:50	12:43	2:50	3:15	3:35	4:33	5:10	5:55	6:40	7:45
Glendale ★	5:48	7:01	7:25	7:48	8:10	8:40	9:05	10:00	12:53	3:00	3:25	3:45	4:43	5:20	6:05	6:50	7:55
Burbank - Downtown	5:54	7:07	7:31	↓	8:16	8:46	9:11	10:06	12:59	3:06	3:31	3:51	4:49	5:26	6:11	6:56	8:01
Burbank/Bob Hope Airport ★	6:01	7:12	7:36	8:00	8:25	8:55	9:20	10:11	1:04	3:15	3:36	3:56	4:54	5:31	6:16	7:01	8:10
Van Nuys ★		7:23	7:43	8:10				10:19	1:11		3:43	4:03	5:01	5:38	6:23	7:08	
Northridge		7:31	8:00	8:19				10:28	1:19		3:51	4:11	5:09	5:46	6:31	7:16	
Chatsworth ★		7:38	8:10	8:32				10:35	1:26		4:05	4:18	5:16	5:53	6:38	7:23	
Simi Valley ★		7:52		8:45					1:38			4:30	5:28	6:05	6:50	7:35	
Moorpark ★		8:10		8:57					1:58			4:47	5:40	6:17	7:08	7:47	
Camarillo ★				9:10									5:51	6:28		7:58	
Oxnard ★				9:21									6:01	6:38		8:14	
Ventura - East													6:20	6:57		8:37	

AM times **PM** times

NOTES: See page 3

• AMT





**DAILY**

**DAILY**

All Metrolink ticket holders (including One-Way, Round-Trip, 7-Day or Monthly Pass) may, within the origin and destination of their ticket or pass, ride ANY Amtrak Pacific Surfliner train between Los Angeles and Burbank/Bob Hope Airport at no additional cost as part of the Rail 2 Rail® program. Holiday blackout dates may apply, and schedules subject to change. For details, please visit [metrolinktrains.com/rail2rail](http://metrolinktrains.com/rail2rail)

Amtrak Service No. <b>A768*</b> <b>A774</b> <b>A784</b> <b>A790</b> <b>A1790</b> <b>A796</b>		Amtrak Service No. <b>A761</b> <b>A1761</b> <b>A763</b> <b>A769</b> <b>A777</b> <b>A785</b>	
Ventura - East		L.A. Union Station	
Oxnard	7:43	10:18	2:57
Camarillo	7:54	10:35	3:08
Moorpark	8:08		3:20
Simi Valley	8:23	11:02	3:35
Chatsworth	8:40	11:14	3:52
Northridge	8:46		4:14
Van Nuys	8:56	11:28	4:31
Burbank/Bob Hope Airport	9:04	11:35	4:42
Burbank - Downtown	9:09		4:50
Glendale	9:16	11:45	5:02
L.A. Union Station	9:23	12:15	5:10
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**MONDAY THROUGH FRIDAY**






Metrolink Service No.	200	202	204	282	206	208		210	212		214	216	218	220		222		224	226
Lancaster	3:58	4:55	5:20		6:10	6:52			9:00			11:35		<b>1:40</b>					<b>6:05</b>
Palmdale	4:07	5:04	5:29	6:07	6:19	7:01	7:50		9:09	10:30		11:44		<b>1:49</b>	<b>2:00</b>		<b>4:00</b>		<b>6:15</b>
Vincent Grade/Acton	4:18	5:15	5:40	↓	6:30	7:12	↓		9:20	↓		11:55		<b>2:00</b>	↓		↓		↓
Via Princessa	4:50	5:49	6:14	↓	7:04	7:46	↓	9:03	9:54	↓	11:25	<b>12:29</b>	<b>1:45</b>	<b>2:34</b>	↓	<b>3:15</b>	↓		<b>7:12</b>
Santa Clarita	4:56	5:55	6:20	6:53	7:10	7:52	↓	9:09	10:00	↓	11:31	<b>12:35</b>	<b>1:51</b>	<b>2:40</b>	↓	<b>3:21</b>	↓	<b>5:05</b>	<b>7:18</b>
Newhall	5:03	6:02	6:27	↓	7:17	7:59	8:40 >	9:16	10:08	11:20 >	11:38	<b>12:42</b>	<b>1:57</b>	<b>2:47</b>	2:50 >	<b>3:28</b>	4:50 >	<b>5:13</b>	<b>7:25</b>
<b>12</b> Sylmar/San Fernando	5:16	6:16	6:41	7:12	7:32	8:13		9:30	10:23		11:57	<b>12:57</b>	<b>2:11</b>	<b>3:02</b>		<b>3:42</b>		<b>5:27</b>	<b>7:39</b>
Sun Valley	5:23	6:23	6:57	↓	7:40	8:20		9:37	10:31		<b>12:04</b>	<b>1:10</b>	<b>2:21</b>	<b>3:14</b>		<b>3:49</b>		<b>5:34</b>	<b>7:46</b>
Burbank - Downtown	5:30	6:31	7:03	7:25	7:48	8:27		9:45	10:38		<b>12:11</b>	<b>1:17</b>	<b>2:28</b>	<b>3:22</b>		<b>3:56</b>		<b>5:41</b>	<b>7:54</b>
Glendale ★	5:37	6:38	7:09	↓	7:55	8:33		9:54	10:44		<b>12:17</b>	<b>1:24</b>	<b>2:34</b>	<b>3:29</b>		<b>4:02</b>		<b>5:48</b>	<b>8:00</b>
L.A. Union Station ★	5:53	6:55	7:26	7:42	8:15	8:55		10:11	11:05		<b>12:40</b>	<b>1:45</b>	<b>2:50</b>	<b>3:50</b>		<b>4:20</b>		<b>6:10</b>	<b>8:25</b>

 North County TRANSporter bus service.

 AM times **PM** times

**NOTES:** See page 3

# MONDAY THROUGH FRIDAY

Metrolink Service No.	201	203		205	207		209	211	213		215	217		219	285	221	223	225	227
L.A. Union Station ★	6:30	7:30		8:25	9:40		11:15	12:00	1:55		3:40	4:00		4:45	5:35	5:50	6:30	7:40	9:25
Glendale ★	6:41	7:40		8:36	9:50		11:25	12:11	2:05		3:50	4:10		4:55	↓	6:00	6:40	7:50	9:35
Burbank - Downtown	6:47	7:46		8:42	9:56		11:31	12:17	2:11		3:56	4:16		5:01	5:49	6:06	6:46	7:56	9:41
Sun Valley	6:52	7:52		8:48	10:02		11:37	12:23	2:17		4:02	4:22		5:07	↓	6:12	6:52	8:02	9:47
Sylmar/San Fernando	6:59	8:00		8:56	10:10		11:45	12:32	2:25		4:11	4:30		5:15	6:02	6:20	7:00	8:10	9:55
Newhall	7:18	8:17	▶ 8:50	9:10	10:23	▶ 10:35	11:59	12:45	2:38	▶ 2:50	4:24	4:43	▶ 5:00	5:34	↓	6:33	7:13	8:23	10:08
Santa Clarita	7:25	8:24	↓	9:18	10:31	↓	12:07	12:52	2:45	↓	4:31	4:55	↓	5:41	6:22	6:41	7:20	8:31	10:15
 Via Princessa	7:31	8:43	↓	9:24	10:50	↓	12:14	1:06	3:00	↓	4:37		↓	5:48	↓	6:47	7:26	8:37	10:21
Vincent Grade/Acton	8:10		↓	10:05		↓	12:52			↓	5:14		↓	6:25	↓	7:21	8:03	9:12	10:58
Palmdale	8:20	9:40		10:15	11:25		1:02		3:40		5:25	5:50		6:35	7:08	7:32	8:13	9:21	11:08
Lancaster	8:40			10:45			1:20				5:50			6:55		8:00	8:32	9:40	11:25

 North County TRANSporter bus service.

Northbound TRANSporter bus stops at the Vincent Grade/Acton Metrolink station by request only.

AM times **PM** times

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# ANTELOPE VALLEY LINE

Lancaster to L.A.

L.A. to Lancaster

## SATURDAY AND SUNDAY

MetroLink Service No.	260	262	264	266	268	270
Lancaster	6:25	8:55	11:10	<b>12:40</b>	<b>2:25</b>	<b>6:15</b>
Palmdale	6:34	9:05	11:19	<b>12:49</b>	<b>2:34</b>	<b>6:24</b>
Vincent Grade/Acton	6:45	9:16	11:30	<b>12:59</b>	<b>2:45</b>	<b>6:35</b>
Via Princessa	7:19	9:53	<b>12:04</b>	<b>1:32</b>	<b>3:19</b>	<b>7:12</b>
Santa Clarita	7:25	10:00	<b>12:10</b>	<b>1:38</b>	<b>3:25</b>	<b>7:18</b>
Newhall	7:32	10:07	<b>12:17</b>	<b>1:45</b>	<b>3:32</b>	<b>7:25</b>
Sylmar/San Fernando	7:46	10:21	<b>12:34</b>	<b>1:59</b>	<b>3:46</b>	<b>7:39</b>
Sun Valley	7:53	10:28	<b>12:41</b>	<b>2:06</b>	<b>3:53</b>	<b>7:46</b>
Burbank - Downtown	8:00	10:35	<b>12:48</b>	<b>2:13</b>	<b>3:59</b>	<b>7:53</b>
Glendale ★	8:07	10:42	<b>12:55</b>	<b>2:20</b>	<b>4:05</b>	<b>8:00</b>
L.A. Union Station ★	8:25	11:00	<b>1:15</b>	<b>2:40</b>	<b>4:30</b>	<b>8:20</b>

## SATURDAY AND SUNDAY

MetroLink Service No.	261	263	265	267	269	271
L.A. Union Station ★	8:45	11:40	<b>2:15</b>	<b>3:50</b>	<b>5:25</b>	<b>8:55</b>
Glendale ★	8:55	11:50	<b>2:25</b>	<b>4:00</b>	<b>5:35</b>	<b>9:05</b>
Burbank - Downtown	9:02	11:57	<b>2:32</b>	<b>4:07</b>	<b>5:42</b>	<b>9:12</b>
Sun Valley	9:08	<b>12:03</b>	<b>2:38</b>	<b>4:13</b>	<b>5:48</b>	<b>9:18</b>
Sylmar/San Fernando	9:16	<b>12:11</b>	<b>2:46</b>	<b>4:21</b>	<b>5:56</b>	<b>9:26</b>
Newhall	9:30	<b>12:25</b>	<b>3:00</b>	<b>4:35</b>	<b>6:10</b>	<b>9:40</b>
Santa Clarita	9:38	<b>12:33</b>	<b>3:08</b>	<b>4:43</b>	<b>6:18</b>	<b>9:48</b>
Via Princessa	9:44	<b>12:39</b>	<b>3:13</b>	<b>4:49</b>	<b>6:24</b>	<b>9:54</b>
Vincent Grade/Acton	10:25	<b>1:23</b>	<b>3:52</b>	<b>5:27</b>	<b>7:02</b>	<b>10:32</b>
Palmdale	10:36	<b>1:33</b>	<b>4:01</b>	<b>5:38</b>	<b>7:14</b>	<b>10:43</b>
Lancaster	10:55	<b>1:50</b>	<b>4:20</b>	<b>5:55</b>	<b>7:25</b>	<b>11:00</b>

AM times **PM times**

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**MONDAY THROUGH FRIDAY**

Metrolink Service No.	301	303	305	307	309	311	313	315	317	319	321	323	325	327	329	331	333	335	337
San Bernardino	3:48	4:21	4:40	5:12	5:38	6:00	6:28	6:53	7:59	8:49	9:59	11:33	<b>12:28</b>	<b>1:35</b>	<b>3:12</b>	<b>4:00</b>	<b>5:16</b>	<b>6:14</b>	<b>7:49</b>
Rialto	3:59	4:32	4:50	5:23	5:49	6:11	6:38	7:04	8:10	9:01	10:09	11:44	<b>12:38</b>	<b>1:45</b>	<b>3:22</b>	<b>4:10</b>	<b>5:27</b>	<b>6:25</b>	<b>8:00</b>
Fontana	4:06	4:38	4:57	5:30	5:56	6:17	6:45	7:11	8:17	9:06	10:16	11:53	<b>12:47</b>	<b>1:52</b>	<b>3:31</b>	<b>4:17</b>	<b>5:34</b>	<b>6:34</b>	<b>8:06</b>
Rancho Cucamonga	4:14	4:47	5:06	5:38	6:04	6:26	6:54	7:19	8:25	9:17	10:25	<b>12:02</b>	<b>12:56</b>	<b>2:01</b>	<b>3:40</b>	<b>4:26</b>	<b>5:43</b>	<b>6:54</b>	<b>8:15</b>
Upland	4:22	4:54	5:13	5:46	6:12	6:34	7:01	7:27	8:33	9:24	10:33	<b>12:09</b>	<b>1:03</b>	<b>2:09</b>	<b>3:47</b>	<b>4:33</b>	<b>5:51</b>	<b>7:02</b>	<b>8:23</b>
Montclair	4:28	5:00	5:19	5:52	6:18	6:39	7:07	7:33	8:39	9:30	10:39	<b>12:15</b>	<b>1:09</b>	<b>2:15</b>	<b>3:53</b>	<b>4:39</b>	<b>5:57</b>	<b>7:08</b>	<b>8:28</b>
Claremont	4:31	5:04	5:23	5:55	6:21	6:43	7:11	7:36	8:42	9:33	10:43	<b>12:18</b>	<b>1:13</b>	<b>2:19</b>	<b>3:56</b>	<b>4:42</b>	<b>6:01</b>	<b>7:11</b>	<b>8:32</b>
Pomona - North	4:36	5:09	5:28	6:00	6:26	6:48	7:15	7:41	8:47	9:38	10:47	<b>12:23</b>	<b>1:17</b>	<b>2:23</b>	<b>4:01</b>	<b>4:49</b>	<b>6:11</b>	<b>7:17</b>	<b>8:37</b>
Covina	4:47	5:20	5:39	6:11	6:37	6:59	7:27	7:52	8:58	9:49	10:58	<b>12:34</b>	<b>1:29</b>	<b>2:35</b>	<b>4:12</b>	<b>5:00</b>	<b>6:23</b>	<b>7:28</b>	<b>8:48</b>
Baldwin Park	4:54	5:27	5:46	6:18	6:44	7:06	7:34	7:59	9:05	9:56	11:05	<b>12:41</b>	<b>1:35</b>	<b>2:41</b>	<b>4:19</b>	<b>5:12</b>	<b>6:30</b>	<b>7:35</b>	<b>8:55</b>
El Monte	5:04	5:37	5:56	6:28	6:54	7:16	7:43	8:09	9:15	10:06	11:15	<b>12:51</b>	<b>1:45</b>	<b>2:51</b>	<b>4:32</b>	<b>5:22</b>	<b>6:48</b>	<b>7:52</b>	<b>9:05</b>
Cal State L.A.	5:15	5:48	6:08	6:39	7:05	7:27	7:56	8:20	9:28	10:17	11:28	<b>1:04</b>	<b>1:57</b>	<b>3:03</b>	<b>4:45</b>	<b>5:35</b>	<b>6:59</b>	<b>8:03</b>	<b>9:17</b>
L.A. Union Station ★	5:26	5:59	6:19	6:50	7:16	7:38	8:07	8:31	9:39	10:28	11:39	<b>1:15</b>	<b>2:07</b>	<b>3:13</b>	<b>4:55</b>	<b>5:47</b>	<b>7:10</b>	<b>8:14</b>	<b>9:27</b>

 AM times **PM times**
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# MONDAY THROUGH FRIDAY

Metrolink Service No.	300	302	304	306	308	310	312	314	316	318	320	322	324	326	328	330	332	334	336
L.A. Union Station ★	5:46	7:34	9:05	10:17	11:05	<b>12:41</b>	<b>1:55</b>	<b>3:01</b>	<b>3:33</b>	<b>3:55</b>	<b>4:22</b>	<b>4:58</b>	<b>5:12</b>	<b>5:35</b>	<b>6:05</b>	<b>6:24</b>	<b>7:28</b>	<b>8:39</b>	<b>9:46</b>
Cal State L.A.	5:59	7:48	9:18	10:30	11:19	<b>12:55</b>	<b>2:08</b>	<b>3:15</b>	<b>3:47</b>	<b>4:09</b>	<b>4:35</b>	<b>5:11</b>	<b>5:25</b>	<b>5:52</b>	<b>6:19</b>	<b>6:37</b>	<b>7:41</b>	<b>8:52</b>	<b>10:00</b>
El Monte	6:16	8:07	9:35	10:41	11:36	<b>1:11</b>	<b>2:20</b>	<b>3:26</b>	<b>3:58</b>	<b>4:20</b>	<b>4:52</b>	<b>5:22</b>	<b>5:42</b>	<b>6:03</b>	<b>6:30</b>	<b>6:48</b>	<b>7:52</b>	<b>9:04</b>	<b>10:11</b>
Baldwin Park	6:29	8:19	9:45	10:51	11:46	<b>1:22</b>	<b>2:30</b>	<b>3:36</b>	<b>4:08</b>	<b>4:30</b>	<b>5:02</b>	<b>5:32</b>	<b>5:52</b>	<b>6:13</b>	<b>6:40</b>	<b>6:58</b>	<b>8:02</b>	<b>9:14</b>	<b>10:21</b>
Covina	6:36	8:26	9:53	10:59	11:53	<b>1:29</b>	<b>2:37</b>	<b>3:43</b>	<b>4:15</b>	<b>4:37</b>	<b>5:10</b>	<b>5:40</b>	<b>6:00</b>	<b>6:22</b>	<b>6:48</b>	<b>7:06</b>	<b>8:10</b>	<b>9:21</b>	<b>10:28</b>
Pomona - North	6:50	8:40	10:06	11:12	<b>12:06</b>	<b>1:42</b>	<b>2:50</b>	<b>3:56</b>	<b>4:29</b>	<b>4:50</b>	<b>5:23</b>	<b>5:53</b>	<b>6:13</b>	<b>6:35</b>	<b>7:01</b>	<b>7:19</b>	<b>8:23</b>	<b>9:34</b>	<b>10:42</b>
Claremont	6:55	8:45	10:11	11:17	<b>12:11</b>	<b>1:47</b>	<b>2:55</b>	<b>4:01</b>	<b>4:34</b>	<b>4:56</b>	<b>5:28</b>	<b>5:58</b>	<b>6:18</b>	<b>6:40</b>	<b>7:06</b>	<b>7:24</b>	<b>8:28</b>	<b>9:39</b>	<b>10:47</b>
Montclair	7:06	8:49	10:15	11:21	<b>12:15</b>	<b>1:51</b>	<b>2:59</b>	<b>4:05</b>	<b>4:38</b>	<b>5:00</b>	<b>5:32</b>	<b>6:02</b>	<b>6:22</b>	<b>6:44</b>	<b>7:10</b>	<b>7:28</b>	<b>8:32</b>	<b>9:43</b>	<b>10:51</b>
Upland	7:12	8:54	10:21	11:27	<b>12:21</b>	<b>1:57</b>	<b>3:05</b>	<b>4:11</b>	<b>4:43</b>	<b>5:05</b>	<b>5:38</b>	<b>6:08</b>	<b>6:28</b>	<b>6:50</b>	<b>7:16</b>	<b>7:34</b>	<b>8:38</b>	<b>9:49</b>	<b>10:56</b>
Rancho Cucamonga	7:19	9:02	10:28	11:34	<b>12:28</b>	<b>2:04</b>	<b>3:12</b>	<b>4:25</b>	<b>4:51</b>	<b>5:12</b>	<b>5:45</b>	<b>6:15</b>	<b>6:35</b>	<b>6:57</b>	<b>7:23</b>	<b>7:41</b>	<b>8:45</b>	<b>9:56</b>	<b>11:04</b>
Fontana	7:31	9:17	10:39	11:45	<b>12:39</b>	<b>2:15</b>	<b>3:23</b>	<b>4:36</b>	<b>5:01</b>	<b>5:23</b>	<b>5:55</b>	<b>6:26</b>	<b>6:46</b>	<b>7:07</b>	<b>7:33</b>	<b>7:52</b>	<b>8:56</b>	<b>10:07</b>	<b>11:14</b>
Rialto	7:39	9:23	10:45	11:51	<b>12:45</b>	<b>2:21</b>	<b>3:29</b>	<b>4:42</b>	<b>5:07</b>	<b>5:34</b>	<b>6:02</b>	<b>6:32</b>	<b>6:52</b>	<b>7:14</b>	<b>7:40</b>	<b>8:05</b>	<b>9:02</b>	<b>10:13</b>	<b>11:21</b>
San Bernardino	7:48	9:32	10:54	<b>12:00</b>	<b>12:54</b>	<b>2:30</b>	<b>3:38</b>	<b>4:51</b>	<b>5:16</b>	<b>5:43</b>	<b>6:11</b>	<b>6:41</b>	<b>7:01</b>	<b>7:23</b>	<b>7:49</b>	<b>8:14</b>	<b>9:11</b>	<b>10:22</b>	<b>11:29</b>

AM times **PM** times

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# SAN BERNARDINO LINE • 300 SERIES

# San Bernardino to L.A.

## SATURDAY

Metrolink Service No.	351	353	357	359	363	367	369	373	377	379
San Bernardino	7:00	8:25	9:50	11:30	<b>1:05</b>	<b>2:07</b>	<b>3:35</b>	<b>4:55</b>	<b>6:30</b>	<b>9:15</b>
Rialto	7:07	8:32	9:57	11:37	<b>1:12</b>	<b>2:14</b>	<b>3:42</b>	<b>5:02</b>	<b>6:37</b>	<b>9:22</b>
Fontana	7:12	8:37	10:02	11:42	<b>1:17</b>	<b>2:19</b>	<b>3:47</b>	<b>5:07</b>	<b>6:42</b>	<b>9:27</b>
Rancho Cucamonga	7:21	8:46	10:11	11:50	<b>1:26</b>	<b>2:28</b>	<b>3:56</b>	<b>5:16</b>	<b>6:51</b>	<b>9:36</b>
Upland	7:28	8:53	10:20	11:59	<b>1:35</b>	<b>2:36</b>	<b>4:04</b>	<b>5:25</b>	<b>7:00</b>	<b>9:45</b>
Montclair	7:34	8:59	10:26	<b>12:05</b>	<b>1:41</b>	<b>2:42</b>	<b>4:10</b>	<b>5:31</b>	<b>7:06</b>	<b>9:51</b>
Claremont	7:37	9:02	10:29	<b>12:08</b>	<b>1:44</b>	<b>2:45</b>	<b>4:13</b>	<b>5:34</b>	<b>7:09</b>	<b>9:56</b>
Pomona - North	7:41	9:06	10:34	<b>12:13</b>	<b>1:49</b>	<b>2:49</b>	<b>4:18</b>	<b>5:39</b>	<b>7:14</b>	<b>10:00</b>
Covina	7:51	9:16	10:44	<b>12:23</b>	<b>1:59</b>	<b>2:59</b>	<b>4:28</b>	<b>5:49</b>	<b>7:24</b>	<b>10:10</b>
Baldwin Park	7:57	9:21	10:50	<b>12:29</b>	<b>2:05</b>	<b>3:05</b>	<b>4:39</b>	<b>5:55</b>	<b>7:30</b>	<b>10:16</b>
El Monte	8:07	9:35	11:01	<b>12:43</b>	<b>2:19</b>	<b>3:14</b>	<b>4:49</b>	<b>6:09</b>	<b>7:44</b>	<b>10:30</b>
Cal State L.A.	8:19	9:48	11:14	<b>12:55</b>	<b>2:32</b>	<b>3:27</b>	<b>5:01</b>	<b>6:22</b>	<b>7:56</b>	<b>10:42</b>
L.A. Union Station ★	8:35	10:05	11:30	<b>1:15</b>	<b>2:50</b>	<b>3:40</b>	<b>5:15</b>	<b>6:40</b>	<b>8:15</b>	<b>10:55</b>

## SUNDAY

351	357	359	361	367	369	377
7:00	9:50	11:30	<b>12:30</b>	<b>2:07</b>	<b>3:35</b>	<b>6:30</b>
7:07	9:57	11:37	<b>12:36</b>	<b>2:14</b>	<b>3:42</b>	<b>6:37</b>
7:12	10:02	11:42	<b>12:41</b>	<b>2:19</b>	<b>3:47</b>	<b>6:42</b>
7:21	10:11	11:50	<b>12:49</b>	<b>2:28</b>	<b>3:56</b>	<b>6:51</b>
7:28	10:20	11:59	<b>12:56</b>	<b>2:36</b>	<b>4:04</b>	<b>7:00</b>
7:34	10:26	<b>12:05</b>	<b>1:01</b>	<b>2:42</b>	<b>4:10</b>	<b>7:06</b>
7:37	10:29	<b>12:08</b>	<b>1:04</b>	<b>2:45</b>	<b>4:13</b>	<b>7:09</b>
7:41	10:34	<b>12:13</b>	<b>1:08</b>	<b>2:49</b>	<b>4:18</b>	<b>7:14</b>
7:51	10:44	<b>12:23</b>	<b>1:17</b>	<b>2:59</b>	<b>4:28</b>	<b>7:24</b>
7:57	10:50	<b>12:29</b>	<b>1:23</b>	<b>3:05</b>	<b>4:39</b>	<b>7:30</b>
8:07	11:01	<b>12:43</b>	<b>1:32</b>	<b>3:14</b>	<b>4:49</b>	<b>7:44</b>
8:19	11:14	<b>12:55</b>	<b>1:43</b>	<b>3:27</b>	<b>5:01</b>	<b>7:56</b>
8:35	11:30	<b>1:15</b>	<b>2:00</b>	<b>3:40</b>	<b>5:15</b>	<b>8:15</b>

AM times **PM times**

**NOTES:** See page 3

## SATURDAY

Metrolink Service No.	352	354	358	362	364	366	368	372	376	378
L.A. Union Station ★	6:15	9:00	10:35	<b>12:10</b>	<b>1:45</b>	<b>4:00</b>	<b>5:35</b>	<b>7:10</b>	<b>9:00</b>	<b>11:30</b>
Cal State L.A.	6:25	9:10	10:46	<b>12:21</b>	<b>1:56</b>	<b>4:11</b>	<b>5:46</b>	<b>7:21</b>	<b>9:10</b>	<b>11:40</b>
El Monte	6:35	9:20	10:57	<b>12:32</b>	<b>2:07</b>	<b>4:21</b>	<b>5:57</b>	<b>7:32</b>	<b>9:21</b>	<b>11:50</b>
Baldwin Park	6:43	9:30	11:07	<b>12:42</b>	<b>2:17</b>	<b>4:29</b>	<b>6:07</b>	<b>7:42</b>	<b>9:31</b>	<b>11:58</b>
Covina	6:51	9:38	11:15	<b>12:50</b>	<b>2:25</b>	<b>4:38</b>	<b>6:15</b>	<b>7:50</b>	<b>9:39</b>	12:05
Pomona - North	7:02	9:50	11:27	<b>1:02</b>	<b>2:36</b>	<b>4:49</b>	<b>6:27</b>	<b>8:02</b>	<b>9:50</b>	12:16
Claremont	7:06	9:54	11:31	<b>1:06</b>	<b>2:40</b>	<b>4:54</b>	<b>6:31</b>	<b>8:06</b>	<b>9:54</b>	12:20
Montclair	7:10	9:58	11:35	<b>1:10</b>	<b>2:44</b>	<b>4:58</b>	<b>6:35</b>	<b>8:10</b>	<b>9:58</b>	12:24
Upland	7:15	10:03	11:40	<b>1:15</b>	<b>2:50</b>	<b>5:04</b>	<b>6:40</b>	<b>8:16</b>	<b>10:04</b>	12:29
Rancho Cucamonga	7:24	10:14	11:51	<b>1:26</b>	<b>2:58</b>	<b>5:15</b>	<b>6:51</b>	<b>8:23</b>	<b>10:11</b>	12:36
Fontana	7:33	10:23	<b>12:00</b>	<b>1:35</b>	<b>3:07</b>	<b>5:24</b>	<b>7:00</b>	<b>8:32</b>	<b>10:20</b>	12:45
Rialto	7:39	10:29	<b>12:06</b>	<b>1:41</b>	<b>3:13</b>	<b>5:30</b>	<b>7:06</b>	<b>8:38</b>	<b>10:26</b>	12:51
San Bernardino	7:54	10:45	<b>12:22</b>	<b>2:00</b>	<b>3:30</b>	<b>5:45</b>	<b>7:22</b>	<b>8:54</b>	<b>10:40</b>	1:05

## SUNDAY

354	356	362	364	366	368	376
9:00	10:10	<b>12:10</b>	<b>1:45</b>	<b>4:00</b>	<b>5:35</b>	<b>9:00</b>
9:10	10:21	<b>12:21</b>	<b>1:56</b>	<b>4:11</b>	<b>5:46</b>	<b>9:10</b>
9:20	10:31	<b>12:32</b>	<b>2:07</b>	<b>4:21</b>	<b>5:57</b>	<b>9:21</b>
9:30	10:40	<b>12:42</b>	<b>2:17</b>	<b>4:29</b>	<b>6:07</b>	<b>9:31</b>
9:38	10:48	<b>12:50</b>	<b>2:25</b>	<b>4:38</b>	<b>6:15</b>	<b>9:39</b>
9:50	10:59	<b>1:02</b>	<b>2:36</b>	<b>4:49</b>	<b>6:27</b>	<b>9:50</b>
9:54	11:03	<b>1:06</b>	<b>2:40</b>	<b>4:54</b>	<b>6:31</b>	<b>9:54</b>
9:58	11:07	<b>1:10</b>	<b>2:44</b>	<b>4:58</b>	<b>6:35</b>	<b>9:58</b>
10:03	11:12	<b>1:15</b>	<b>2:50</b>	<b>5:04</b>	<b>6:40</b>	<b>10:04</b>
10:14	11:19	<b>1:26</b>	<b>2:58</b>	<b>5:15</b>	<b>6:51</b>	<b>10:11</b>
10:23	11:28	<b>1:35</b>	<b>3:07</b>	<b>5:24</b>	<b>7:00</b>	<b>10:20</b>
10:29	11:40	<b>1:41</b>	<b>3:13</b>	<b>5:30</b>	<b>7:06</b>	<b>10:26</b>
10:45	11:52	<b>2:00</b>	<b>3:30</b>	<b>5:45</b>	<b>7:22</b>	<b>10:40</b>

AM times **PM** times

NOTES: See page 3

# RIVERSIDE LINE

## Riverside to L.A.

## L.A. to Riverside

### MONDAY THROUGH FRIDAY

Metrolink Service No.	401	403	405	407	409	411
Riverside - Downtown	4:47	5:42	6:15	6:50	8:10	<b>3:07</b>
Pedley	4:58	5:53	6:26	7:01	8:21	<b>3:18</b>
Ontario - East	5:08	6:03	6:36	7:11	8:31	<b>3:28</b>
Pomona - Downtown	5:20	6:15	6:48	7:23	8:43	<b>3:40</b>
Industry	5:29	6:24	6:57	7:32	8:52	<b>3:49</b>
Montebello/Commerce	5:47	6:42	7:15	7:50	9:10	<b>4:07</b>
L.A. Union Station ★	6:10	7:07	7:35	8:15	9:35	<b>4:35</b>

### MONDAY THROUGH FRIDAY

Metrolink Service No.	402	404	406	408	410	412
L.A. Union Station ★	1:20	4:15	5:00	5:30	6:00	6:30
Montebello/Commerce	1:37	4:32	5:17	5:47	6:17	6:47
Industry	1:55	4:50	5:35	6:05	6:35	7:05
Pomona - Downtown	2:04	4:59	5:44	6:14	6:44	7:14
Ontario - East	2:16	5:12	5:56	6:26	6:56	7:26
Pedley	2:28	5:24	6:08	6:38	7:08	7:38
Riverside - Downtown	2:48	5:42	6:27	6:58	7:25	7:57

Check 91 Line schedule for additional trains to Riverside - Downtown via Fullerton.

AM times **PM** times

**NOTES:** See page 3

# 91/PERRIS VALLEY LINE

Perris to L.A.

L.A. to Perris

## MONDAY THROUGH FRIDAY

Metrolink Service No.	701	703	705	731	733	735	707
Perris - South	4:37	5:06	5:42	7:45	11:30	<b>2:45</b>	
Perris - Downtown	4:45	5:13	5:50	7:51	11:36	<b>2:51</b>	
Moreno Valley/March Field	4:58	5:25	6:03	8:08	11:53	<b>3:08</b>	
Riverside - Hunter Park/UCR	5:09	5:36	6:14	8:23	<b>12:08</b>	<b>3:23</b>	
Riverside - Downtown	5:27	5:56	6:32	8:35	<b>12:20</b>	<b>3:35</b>	<b>6:07</b>
Riverside - La Sierra	5:37	6:04	6:42				<b>6:17</b>
Corona - North Main	5:45	6:12	6:50				<b>6:25</b>
Corona - West	5:51	6:18	6:56				<b>6:31</b>
Fullerton ★	6:16	6:43	7:21				<b>6:54</b>
Buena Park	6:23	6:50	7:29				<b>7:00</b>
Norwalk/Santa Fe Springs	6:31	6:58	7:36				<b>7:06</b>
L.A. Union Station ★	7:05	7:32	8:10				<b>7:45</b>

## MONDAY THROUGH FRIDAY

Metrolink Service No.	700	732	734	736	702	704	706	708
L.A. Union Station ★	5:45				<b>3:35</b>	<b>4:20</b>	<b>5:30</b>	<b>6:50</b>
Norwalk/Santa Fe Springs	6:06				<b>3:56</b>	<b>4:41</b>	<b>5:51</b>	<b>7:11</b>
Buena Park	6:12				<b>4:03</b>	<b>4:47</b>	<b>5:57</b>	<b>7:17</b>
Fullerton ★	6:19				<b>4:09</b>	<b>4:54</b>	<b>6:04</b>	<b>7:24</b>
Corona - West	6:43				<b>4:35</b>	<b>5:18</b>	<b>6:28</b>	<b>7:48</b>
Corona - North Main	6:50				<b>4:41</b>	<b>5:25</b>	<b>6:35</b>	<b>7:55</b>
Riverside - La Sierra	6:59				<b>4:50</b>	<b>5:34</b>	<b>6:44</b>	<b>8:04</b>
Riverside - Downtown	7:15	9:10	<b>1:00</b>	<b>4:30</b>	<b>5:03</b>	<b>5:45</b>	<b>6:55</b>	<b>8:25</b>
Riverside - Hunter Park/UCR		9:23	<b>1:13</b>	<b>4:43</b>	<b>5:16</b>	<b>5:58</b>	<b>7:08</b>	
Moreno Valley/March Field		9:36	<b>1:26</b>	<b>4:57</b>	<b>5:29</b>	<b>6:11</b>	<b>7:16</b>	
Perris - Downtown		9:55	<b>1:45</b>	<b>5:16</b>	<b>5:48</b>	<b>6:30</b>	<b>7:35</b>	
Perris - South		10:05	<b>1:55</b>	<b>5:25</b>	<b>6:00</b>	<b>6:40</b>	<b>7:50</b>	

Check Orange County Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.  
Check Riverside Line schedule for additional trains to Riverside-Downtown.

AM times **PM** times

**NOTES:** See page 3

## SATURDAY AND SUNDAY

Metrolink Service No. 751 753

Riverside - Downtown	7:50	9:00
Riverside - La Sierra	8:00	9:10
Corona - North Main	8:08	9:18
Corona - West	8:14	9:24
Fullerton ★	8:39	9:49
Buena Park	8:46	9:56
Norwalk/Santa Fe Springs	8:54	10:04
L.A. Union Station ★	9:30	10:40

## SATURDAY AND SUNDAY

Metrolink Service No. 752 754

L.A. Union Station ★	3:15	7:12
Norwalk/Santa Fe Springs	3:36	7:33
Buena Park	3:42	7:39
Fullerton ★	3:49	7:46
Corona - West	4:13	8:10
Corona - North Main	4:20	8:17
Riverside - La Sierra	4:29	8:26
Riverside - Downtown	4:52	8:52

Check Orange County Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times **PM** times

**NOTES:** See page 3

**91/PERRIS VALLEY LINE**

Riverside to L.A.

L.A. to Riverside

**MONDAY THROUGH FRIDAY**

Metrolink Service No.	681	601	603	605	683	607	685	687	633	635	641	609	689	643	707	645
Oceanside ★		4:43	5:16	5:42		6:34					2:59	3:26				
San Clemente Pier ★		↓	↓	↓		↓					↓	↓				
San Clemente		5:06	5:38	6:04		6:56					3:21	3:48				
San Juan Capistrano ★		5:15	5:47	6:13		7:05					3:31	3:57				
Laguna Niguel/Mission Viejo	4:05	5:22	5:53	6:19		7:11	8:03	8:43	8:58	11:30	3:39	4:04		5:55		8:50
Irvine ★	4:15	5:32	6:03	6:29	7:10	7:22	8:13	8:54	9:08	11:40	3:50	4:15	5:17	6:05		9:00
Tustin	4:21	5:38	6:09	6:36	7:16	7:28	8:19	9:00	9:14	11:46	3:57	4:22	5:23	6:11		9:06
Santa Ana ★	4:27	5:44	6:16	6:43	7:22	7:34	8:25	9:06	9:20	11:52	4:04	4:29	5:29	6:17		9:12
Orange	4:32	5:52	6:21	6:49	7:27	7:39	8:30	9:11	9:25	11:57	4:09	4:34	5:34	6:22		9:17
Anaheim ★	4:36	5:57	6:26	6:55	7:32	7:44	8:35	9:16	9:29	12:01	4:14	4:39	5:39	6:27		9:22
Fullerton ★	4:43	6:04	6:35	7:02	7:41	7:51	8:42	9:25	9:41	12:15	4:24	4:46	5:46	6:40	6:54	9:35
Buena Park	4:49	6:10	6:41	7:08	7:47	7:57	8:48	9:30				4:52	5:52		7:00	
Norwalk/Santa Fe Springs	4:57	6:18	6:49	7:16	7:55	8:05	8:56	9:37				5:00	6:00		7:06	
Commerce	↓	↓	7:00	7:26	↓	8:19	9:08	↓				↓	↓		↓	
L.A. Union Station ★	5:25	6:45	7:20	7:45	8:19	8:40	9:26	10:04				5:26	6:27		7:45	

Check 91 Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times    PM times

NOTES: See page 3



## MONDAY THROUGH FRIDAY

Metrolink Service No.	682	600	632	634	684	602	686	640	604	688	606	608	708	642	644
L.A. Union Station ★	6:50	7:58			2:11	3:19	3:47		4:30	4:50	5:46	6:40	6:50		
Commerce	↓	↓			↓	3:33	4:01		4:44	↓	6:00	↓	↓		
Norwalk/Santa Fe Springs	7:12	8:20			2:33	3:43	4:12		4:55	5:12	6:10	7:03	7:11		
Buena Park	7:19	8:27			2:40	3:50	4:19		5:03	5:19	6:17	7:10	7:17		
Fullerton ★	7:25	8:33	10:00	1:40	2:46	3:56	4:25	4:55	5:10	5:25	6:23	7:16	7:24	7:35	10:10
Anaheim ★	7:32	8:40	10:07	1:47	2:54	4:03	4:33	5:02	5:17	5:33	6:31	7:23		7:43	10:18
Orange	7:38	8:45	10:12	1:52	2:59	4:08	4:38	5:07	5:22	5:39	6:37	7:28		7:47	10:23
25 Santa Ana ★	7:44	8:50	10:17	1:57	3:05	4:13	4:43	5:12	5:27	5:45	6:42	7:33		7:52	10:27
Tustin	7:51	8:56	10:23	2:03	3:12	4:19	4:49	5:18	5:33	5:52	6:48	7:39		7:58	10:33
Irvine ★	8:00	9:04	10:31	2:11	3:21	4:27	5:02	5:26	5:41	6:01	6:56	7:47		8:05	10:41
Laguna Niguel/Mission Viejo	8:15	9:14	10:44	2:25	3:36	4:40		5:40	5:51	6:15	7:06	7:58		8:20	10:51
San Juan Capistrano ★		9:20				4:46			5:57		7:12	8:04			10:58
San Clemente		9:30				4:59			6:06		7:22	8:17			11:07
San Clemente Pier ★		↓				↓			↓		↓	↓			↓
Oceanside ★		10:01				5:28			6:37		7:54	8:46			11:35

Train 644 may be held for special events in Anaheim. Please visit [metrolinktrains.com](http://metrolinktrains.com) for details.

Check 91 Line and Inland Empire-Orange County Line schedules for additional trains along this corridor.

AM times **PM** times

NOTES: See page 3

### SATURDAY AND SUNDAY

Metrolink Service No.	660	662	664	666
L.A. Union Station ★	8:40	10:50	2:00	4:40
Commerce	↓	↓	↓	↓
Norwalk/Santa Fe Springs	9:02	11:12	2:22	5:02
Buena Park	9:09	11:19	2:29	5:09
Fullerton ★	9:15	11:25	2:35	5:15
Anaheim ★	9:22	11:32	2:42	5:22
Orange	9:27	11:37	2:47	5:27
Santa Ana ★	9:32	11:42	2:52	5:32
Tustin	9:38	11:48	2:58	5:38
Irvine ★	9:46	11:56	3:06	5:46
Laguna Niguel/Mission Viejo	9:56	12:06	3:16	5:56
San Juan Capistrano ★	10:01	12:13	3:21	6:01
San Clemente	10:12	12:25	3:34	6:15
San Clemente Pier ★	10:15	12:28	3:36	6:18
Oceanside ★	10:52	1:00	4:15	6:55

### SATURDAY AND SUNDAY

Metrolink Service No.	661	663	665	667
Oceanside ★	8:15	11:24	1:24	5:36
San Clemente Pier ★	8:35	11:48	1:43	5:55
San Clemente	8:38	11:50	1:46	5:58
San Juan Capistrano ★	8:50	12:00	2:00	6:11
Laguna Niguel/Mission Viejo	8:58	12:08	2:07	6:19
Irvine ★	9:08	12:19	2:17	6:29
Tustin	9:14	12:25	2:23	6:35
Santa Ana ★	9:20	12:31	2:29	6:41
Orange	9:25	12:36	2:34	6:46
Anaheim ★	9:30	12:41	2:39	6:51
Fullerton ★	9:37	12:48	2:46	6:58
Buena Park	9:43	12:54	2:52	7:04
Norwalk/Santa Fe Springs	9:51	1:02	3:00	7:12
Commerce	↓	↓	↓	↓
L.A. Union Station ★	10:30	1:37	3:39	7:56

AM times **PM** times

NOTES: See page 3

AMTRAK SCHEDULE - 2014/2016

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Train Number ▶	5804	5818	562	564	1566	566	768	768
Normal Days of Operation ▶	Daily	Daily	Daily	Daily	SaSuHo	Mo-Fr	SaSu	Daily
Will Also Operate ▶					9/5,11/24, 12/26,1/2		*See Note	
Will Not Operate ▶						9/5,11/24, 12/26,1/2		*See Note
On Board Service ▶								
	Mile	Symbol	▼					
<b>SAN LUIS OBISPO, CA</b>								
-Cal Poly	0	○	Dp					
-Amtrak Station		●						
Grover Beach, CA	12	○						
Santa Maria, CA-IHOP	24	○						
Guadalupe-Santa Maria, CA	25	○						
Lompoc-Surf Station, CA	51	○						
Lompoc, CA-Visitors Center	67	○						
Solvang, CA	68	○						
Buellton, CA-Opposite Burger King	72	○						
Goleta, CA	110	○						
<b>SANTA BARBARA, CA</b>	119	●	Ar Dp					
Carpinteria, CA	129	○						
Ventura, CA	145	○						
Oxnard, CA	155	●						
Camarillo, CA	165	○						
Moorpark, CA	175	○						
Simi Valley, CA	186	○						
Chatsworth, CA	194	○						
Van Nuys, CA-Amtrak Station	203	●						
Burbank-Bob Hope Airport, CA ✈	209	○						
Glendale, CA	216	○						
<b>LOS ANGELES, CA ✈</b>	222	●	Ar Dp					
Fullerton, CA	248	●						
Anaheim, CA (Disneyland®)	253	●						
Santa Ana, CA	258	●						
Irvine, CA	268	●						
San Juan Capistrano, CA	280	●						
San Clemente Pier, CA	288	○						
Oceanside, CA (LEGOLAND) 🏰	309	●						
Carlsbad (Village), CA	312	○						
Carlsbad (Poinsettia), CA	316	○						
Encinitas, CA	321	○						
Solana Beach, CA	325	●						
Sorrento Valley, CA	332	○						
San Diego (Old Town), CA	347	○						
<b>SAN DIEGO, CA ✈</b>	350	●	Ar					
(Tijuana)								

\*This train operates only on Saturdays and Sundays, July 16 through September 4, and September 5.  
 \*This train does NOT operate on Saturdays or Sundays, July 16 through September 4, nor September 5.

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Service on Pacific Surfliner®

- Coaches: Unreserved.
- Reserved.
- Pacific Business class:** Reserved seat service with complimentary beverages, light snacks and newspaper. Amtrak Metropolitan Lounge is available in Los Angeles for Pacific Business class passengers.
- Café:** Sandwiches, snacks and beverages.
- Checked baggage at select stations; size restriction for carry on luggage is 28" x 22" x 11". Consult Amtrak.com for latest baggage policies.
- Wi-Fi available.
- Connection between Thruway bus and train at Los Angeles.
- Connection between Thruway bus and train at Santa Barbara.
- Metrolink commuter train connection available. Separate ticket required. Call Metrolink at (800) 371-LINK for exact departure times.
- LEGOLAND is located 8 miles from Oceanside station. Transfers may be made by taxi at passenger's expense.
- Checked baggage service at this location available on weekends only.
- Thruway bus connection at San Luis Obispo Amtrak Station arrives Atascadero at 9:05 p.m. and Paso Robles at 9:25 p.m.

- 66 Connection between Thruway bus and train at San Luis Obispo Amtrak Station.
- 76 Thruway bus connects to San Joaquin trains at Bakersfield.
- 90 Travel on this bus is reserved and must be part of an itinerary involving a train trip in one direction or the other. Also, the Los Angeles ticket office is open 30 minutes ahead of departure for night buses 5804 and 5818.
- 91 Travel on this bus is reserved and must be part of an itinerary involving a train trip in one direction or the other. Since most stations are unstaffed at the hours the buses operate, advance reservations can be made and tickets purchased online at Amtrak.com, at Metrolink Ticket Vending Machines or Amtrak Quik-Trak kiosks located at most stations. Reserved, ticketed customers have priority seating. Unreserved, ticketed passengers are carried on a space-available basis. The ticket office is open at Los Angeles, San Diego and Oceanside 30 minutes before the departure of the bus.

**Smoking is prohibited on trains and only permitted in designated areas at stations.**

**Bicycles:** Most Pacific Surfliner trains have racks for seven bicycles located in the cab car, at the opposite end of the train from the locomotive. These slots are available by reservation only and are offered without charge. Passengers must properly secure their bicycles in the racks. For some train departures and on Thruway buses, reservations are not available and only a limited number of bicycles can be carried. When space is available, unboxed bicycles may be put in the baggage bin under connecting Thruway buses. Amtrak disclaims liability for loss or damage. Passengers connecting to Trains 2, 4 and 14 must send their bicycles as checked baggage. There is a \$10 fee, and the bicycle must be boxed; if needed, a bicycle box can be purchased from Amtrak for \$15.

**SYMBOLS KEY**

- A Time Symbol for A.M.
- P Time Symbol for P.M.
- N Time Symbol for Noon.
- D Stops only to discharge passengers; train may leave before time shown.
- R Stops only to receive passengers.
- M Meal stop
- ☞ Thruway Bus stop
- ✈ Airport connection
- QT Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Staffed Station with ticket office; may or may not be open for all train departures.
- ♻ Station wheelchair accessible; no barriers between station and train.
- ♿ Station wheelchair accessible; not all station facilities accessible.



Train Number ▶	572	572	774	580	582	784	790	1790	796
Normal Days of Operation ▶	SaSu	Daily	Daily	Daily	Daily	Daily	Mo-Fr	SaSuHol	Daily
Will Also Operate ▶	*See Note							9/5,11/24, 12/26,1/2	
Will Not Operate ▶		*See Note					9/5,11/24, 12/26,1/2		
On Board Service ▶									
<b>SAN LUIS OBISPO, CA</b>	Mile	Symbol	▼						
-Cal Poly	0	○	Dp						
-Amtrak Station		●	QR						
Grover Beach, CA	12	○	QR		6 55A		10 10A	12 50P	1 10P
Santa Maria, CA-IHOP	24	○	QR		7 15A		10 30A	1 35P	2 00P
Guadalupe-Santa Maria, CA	25	○	QR				10 55A	1 55P	2 20P
Lompoc-Surf Station, CA	51	○			7 31A		R11 20A		2 36P
Lompoc, CA-Visitors Center	67	○	QR		8 05A			2 11P	3 16P
Solvang, CA	68	○	QR				R12 05P		
Buellton, CA-Opposite Burger King	72	○					R12 35P		5 10P
Goleta, CA	110	○	QR				R12 40P		5 15P
<b>SANTA BARBARA, CA</b>	119	●	QR	Ar					
				Dp					
Carpinteria, CA	129	○	QR		9 13A		1 50P	3 57P	4 22P
Ventura, CA	145	○	QR		9 24A		1 45P	4 09P	4 37P
Oxnard, CA	155	●	QR		9 27A		2 04P	4 12P	4 40P
Camarillo, CA	165	○	QR		9 42A		R12 55P	4 27P	4 55P
Moorpark, CA	175	○	QR		10 04A		R1 25P	4 49P	5 21P
Simi Valley, CA	186	○	QR		10 18A		R1 50P	5 07P	5 35P
Chatsworth, CA	194	○	QR		10 35A			5 36P	6 04P
Van Nuys, CA-Amtrak Station	203	○	QR		11 02A			3 20P	3 36P
Burbank-Bob Hope Airport, CA ✈	209	○	QR		11 14A			3 35P	5 54P
Glendale, CA	216	○	QR		11 28A			3 52P	6 12P
<b>LOS ANGELES, CA ✈</b>	222	●	QR	Ar	11 35A			4 14P	6 31P
				Dp	11 45A			4 22P	6 39P
					12 15P			4 32P	6 50P
Fullerton, CA	248	○	QR		11 03A		R3 35P	4 50P	7 10P
Anaheim, CA (Disneyland®)	253	○	QR		11 20A			5 10P	7 31P
Santa Ana, CA	258	○	QR		11 36A			5 10P	7 40P
Irvine, CA	268	○	QR		11 50A			5 42P	8 02P
San Juan Capistrano, CA	280	○	QR		11 59A			5 51P	8 10P
San Clemente Pier, CA	288	○	QR		12 05P			6 00P	8 19P
Oceanside, CA (LEGOLAND) 🇺🇸	309	○	QR		12 23P			6 13P	8 32P
Carlsbad (Village), CA	312	○	QR		12 46P			6 27P	8 47P
Carlsbad (Poinsettia), CA	316	○	QR		12 39P			6 27P	8 47P
Encinitas, CA	321	○	QR		1 13P			7 03P	9 20P
Solana Beach, CA	325	○	QR		1 33P			7 08P	9 25P
Sorrento Valley, CA	332	○	QR		1 33P			7 14P	9 32P
San Diego (Old Town), CA	347	○	QR		1 33P			7 23P	9 40P
<b>SAN DIEGO, CA ✈</b>	350	●	QR	Ar	1 50P			7 29P	9 47P
(Tijuana)					2 29P			7 39P	9 57P
					2 37P			7 39P	10 06P
					D2 29P			D8 01P	D10 19P
					D2 03P			D8 09P	D10 27P
					D3 17P			D8 09P	D10 39P
					D3 25P			D8 09P	D10 39P
					D5 42P			D8 09P	D10 39P
					D5 50P			D8 09P	D10 39P
					D7 02P			D8 09P	D10 39P
					D7 02P			D8 09P	D10 39P

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PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Pacific Surfliner Thruway Bus Connections

Fullerton • Palm Springs • Indio

768/572/769	784/785	Connecting Train Number	769/572	785/784
4968	4984	Thruway Number	4969	4985
Daily	Daily	Days of Operation	Daily	Daily
12 05P	6 25P	Dp	11 15A	5 25P
D12 55P	D7 10P	Fullerton, CA-Trans. Ctr.	R10 20A	R4 25P
D1 35P	D7 50P	Riverside, CA-Metrolink Station	R9 30A	R3 35P
		Palm Springs, CA		
		-Downtown SunLine Transit	R9 00A	R3 10P
D2 00P	D8 20P	Palm Springs, CA-Airport ✈	R8 55A	3 05P
2 10P	D8 25P	Palm Desert, CA-SunLine Transit	R8 25A	
	D8 55P	La Quinta, CA-SunLine Transit	R8 10A	
	D9 05P	Indio, CA-Hwy. 111 at Monroe	8 00A	
	9 15P			

NOTE—All Pacific Surfliner Thruway Bus Connections above require reservations.

SHADING KEY

Daytime train Connecting train Thruway and connecting services

See page 4 for Connecting Transit Services, page 5 for Airport Connections, and page 8 for Route Map.

This Service is financed primarily through funds made available by the LOSSAN Agency through the California Department of Transportation

See in San Diego

How to get there from San Diego's Santa Fe Depot & Old Town Transit Center

Balboa Park and San Diego Zoo: MTS Rapid Bus Route 215 from Kettner Blvd. adjacent to Santa Fe Depot

SeaWorld San Diego: From Old Town take MTS Route 9 (west side of station); From Santa Fe Depot take Green Line to Old Town and transfer to MTS Bus Route 9

International Border at San Ysidro (for Tijuana): From Santa Fe Depot cross Kettner Blvd. to America Plaza Station to MTS Blue Line Trolley

Petco Park: MTS Green Line Trolley from Santa Fe Depot (or Old Town) to Gaslamp Quarter (headsign will read "Imperial")

Qualcomm Stadium: MTS Green Line Trolley from Old Town (or Santa Fe Depot) to Qualcomm Stadium (headsign may read "Santee")

San Diego Cruise Terminal/International Airport: MTS Route 992 bus runs from the Santa Fe Depot to the airport every 15 minutes during the weekday and every 30 minutes on the weekend. Board on the corner of Broadway and Kettner (near Starbucks). The trip to the airport takes only 10 minutes. Exact change one-way fare is \$2.25.

The Cruise Terminal is also served by Route 992, but is only a three block walk from Santa Fe Depot.

Train Number ▶	5801	5811	761	1761	763	565	1567	567	769	573			
Normal Days of Operation ▶	Daily	Daily	Mo-Fr	SaSuHo	Daily	Daily	SaSuHo	Mo-Fr	Daily	Daily			
Will Also Operate ▶				9/5,11/24, 12/26,1/2			9/5,11/24, 12/26,1/2						
Will Not Operate ▶			9/5,11/24, 12/26,1/2					9/5,11/24, 12/26,1/2					
On Board Service ▶	R	R	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲	B ☕ 🚶 🚴 🚲			
	Mile	Symbol	▼										
<b>SAN DIEGO, CA</b> ▲ (Tijuana)	0	● 6QR	Dp			☞6 07A	☞6 56A	☞8 05A	☞8 23A	☞9 20A	☞10 41A		
San Diego (Old Town), CA	3	○ 6QR				R6 14A	R7 03A	R8 12A	R8 30A	R9 27A	R10 48A		
Sorrento Valley, CA	19	○						8 34A	8 54A		11 11A		
Solana Beach, CA	26	● 6QR				6 45A	7 36A	8 43A	9 03A	9 58A	11 22A		
Encinitas, CA	30	○						8 50A	9 09A		11 30A		
Carlsbad (Poinsettia), CA	34	○						8 57A	9 15A		11 36A		
Carlsbad (Village), CA	38	○						9 04A	9 23A		11 42A		
Oceanside, CA (LEGOLAND) 🏠	41	● 6QR				☞7 03A	☞7 55A	9 11A	9 29A	☞10 15A	11 50A		
San Clemente Pier, CA	63	○											
San Juan Capistrano, CA	70	● 6QR				7 36A	8 27A	9 45A	10 07A	10 47A	12 22P		
Irvine, CA	83	● 6QR				7 54A	8 42A	10 01A	10 22A	11 01A	12 37P		
Santa Ana, CA	92	● 6QR		☞☞1 45A	☞☞3 45A	☞☞5 25A	☞☞5 25A	☞8 05A	☞8 54A	10 12A	10 33A	☞11 12A	12 48P
Anaheim, CA (Disneyland®)	97	● 6QR						☞8 14A	☞9 03A	10 21A	10 42A	☞11 22A	12 57P
Fullerton, CA	102	● 6QR		☞☞2 05A	☞☞4 05A	☞☞5 50A	☞☞5 50A	☞8 22A	☞9 11A	☞10 29A	☞10 50A	☞11 30A	☞1 05P
<b>LOS ANGELES, CA</b> ▲	128	● 6QR	Ar	☞☞2 45A	☞☞4 45A	☞☞6 35A	☞☞6 35A	☞8 57A	☞9 46A	☞11 04A	☞11 25A	☞12 05P	☞1 40P
			Dp	☞☞2 55A	☞☞4 55A	☞7 35A	☞7 50A	☞9 20A				☞12 30P	
Glendale, CA	134	○ 6		☞☞3 10A	☞☞5 10A	7 48A	8 02A	9 32A				12 42P	
Burbank-Bob Hope Airport, CA ▲	142	○ 6QR		☞☞3 25A	☞☞5 25A	8 00A	8 12A	9 42A				12 52P	
Van Nuys, CA—Amtrak Station	147	● 6QR				☞8 10A	☞8 21A	☞9 52A				☞1 02P	
Chatsworth, CA	157	○ 6				8 32A	8 33A	10 04A				1 14P	
Simi Valley, CA	164	○ 6				8 45A	8 45A	10 16A				1 26P	
Moorpark, CA	175	○ 6				8 57A	8 57A					1 39P	
Camarillo, CA	186	○ 6				9 10A	9 10A	10 40A				1 54P	
Oxnard, CA	195	● 6QR				☞9 21A	☞9 21A	☞10 53A				☞2 05P	
Ventura, CA	205	○ 6QR				9 35A	9 35A	11 09A				2 19P	
Carpinteria, CA	221	○ 6QR				10 06A	10 06A	11 31A				2 47P	
<b>SANTA BARBARA, CA</b>	232	● 6QR	Ar			☞10 19A	☞10 19A	☞11 55A				☞3 05P	
			Dp			☞10 22A	☞10 22A	☞☞4 30R	☞12 05P			☞☞4 30R	☞3 10P
Goleta, CA	241	○ 6QR				10 34A	10 34A	12 08P				3 18P	
Solvang, CA	267	○ 6						☞12 45P				☞4 00P	
Buellton, CA—Opposite Burger King	271	○						☞12 50P				☞4 05P	
Lompoc, CA—Visitors Center	284	○ 6										☞4 30P	
Lompoc-Surf Station, CA	300	○				11 40A	11 40A						
Guadalupe-Santa Maria, CA	326	○ 6QR				12 16P	12 16P					☞5 05P	
Santa Maria, CA—IHOP	327	○ 6						☞1 30P				☞4 35P	
Grover Beach, CA	338	○ 6QR				12 35P	12 35P	☞1 55P				☞5 30P	
<b>SAN LUIS OBISPO, CA</b>													
—Amtrak Station	350	● 6QR	Ar			☞1 00P	☞1 00P	☞☞2 25P				☞☞5 15P	
—Cal Poly		○	Ar			☞☞1 15P	☞☞1 15P	☞☞2 35P				☞☞5 30P	

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Connecting Transit Services in Southern California

**Metrolink** provides commuter rail service radiating from Los Angeles Union Station to the Antelope Valley, downtown Burbank, Oxnard, Riverside, San Bernardino and Orange County. It supplements *Pacific Surfliner* service between Oxnard and Oceanside. (800) 371-5465; metrolinktrains.com. *Rail 2 Rail:* The Rail 2 Rail program offers *Pacific Surfliner* monthly pass holders access to Metrolink and COASTER commuter trains within the station limits of their pass.

**Los Angeles County Metropolitan Transportation Authority** provides bus, subway, and light rail services in the Los Angeles area; Metro's Red, Purple and Gold lines originate at Union Station and provide rail connections to Hollywood, Universal City and Pasadena. 323.GO.METRO; metro.net

**North County Transit District** operates the COASTER commuter rail service which supplements *Pacific Surfliner* service between San Diego and Oceanside including additional stops at Sorrento Valley, Solana Beach, Encinitas and Carlsbad. The Sprinter operates frequent rail service between Oceanside, Vista, San Marcos and Escondido. The Breeze also provides bus service at many *Pacific Surfliner* stations. (760) 966-6500; www.gonctd.com.

**San Diego Metropolitan Transit System** operates bus and the San Diego Trolley service. Direct service to San Diego's Santa Fe Depot and Old Town stations. (619) 233-3004; sdmts.com.

**Orange County Transportation Authority** provides bus transit service throughout Orange County including *Pacific Surfliner* stations in Fullerton, Anaheim, Santa Ana, Irvine, San Juan Capistrano and San Clemente. (714) 636-7433; www.octa.net.

**Santa Barbara Metropolitan Transit District** provides bus transit service in Santa Barbara County, including connections to the Downtown and Waterfront shuttles serving State Street, the Santa Barbara Zoo and Santa Barbara Harbor. (805) 963-3366; sbmtd.gov.

**Anaheim Resort Transit** provides convenient bus connections from the Anaheim station to the Disneyland Resort and Anaheim Convention Center. (888) 364-2787; www.rideart.org

NEW!  
Transit Transfer Program

The *Pacific Surfliner* Transit Transfer Program provides free transfers to connecting transit providers at most stations. Simply show your Amtrak *Pacific Surfliner* paper ticket or e-Ticket when you board the bus or shuttle. You can also purchase a discounted one-day transit pass for Metro (Los Angeles) and MTS (San Diego) in the Café car. Visit PacificSurfliner.com for details.

SHADING KEY

Daytime train Connecting train  
Thruway and connecting services

See pages 2-3 for Services, Symbols and Reference Marks; and page 8 for Route Map.

For a complete list of connecting public transit providers, visit PacificSurfliner.com



Train Number ▶	777	579	583	583	785	591	591	595	5809		
Normal Days of Operation ▶	Daily	Daily	Daily	SaSu	Daily	Daily	SaSu	Daily	Daily		
Will Also Operate ▶				*See Note			*See Note				
Will Not Operate ▶			*See Note			*See Note					
On Board Service ▶											
<b>SAN DIEGO, CA</b> † (Tijuana)	0	●●QR	Dp	●11 57A	●1 36P	●2 47P	●3 05P	●3 58P	●6 50P	●8 59P	●9 45P
San Diego (Old Town), CA	3	○●QR				R2 54P	R3 12P	R4 05P	R6 57P	R9 06P	
Sorrento Valley, CA	19	○								9 28P	
Solana Beach, CA	26	●●QR		12 32P	2 11P	3 28P	3 50P	4 36P	7 28P	7 33P	9 39P
Encinitas, CA	30	○									9 45P
Carlsbad (Poinsettia), CA	34	○									9 51P
Carlsbad (Village), CA	38	○									9 57P
Oceanside, CA (LEGOLAND) 55	41	●●QR		●12 47P	2 27P	●3 45P	●4 06P	●4 53P	7 44P	7 49P	10 03P
San Clemente Pier, CA	63	○				4 07P	4 30P	5 19P			
San Juan Capistrano, CA	70	●●QR		1 19P	2 59P	4 22P	4 51P	5 34P	8 17P	8 22P	10 35P
Irvine, CA	83	●●QR		1 33P	3 14P	4 38P	5 09P	5 49P	8 32P	8 43P	10 49P
Santa Ana, CA	92	●●QR		●1 44P	3 25P	●4 51P	●5 24P	●6 00P	8 43P	8 54P	11 01P
Anaheim, CA (Disneyland®)	97	●●QR		●1 53P	3 34P	●5 01P	●5 36P	6 10P	8 52P	9 03P	11 10P
Fullerton, CA	102	●●QR		●2 01P	●3 42P	●5 10P	●5 48P	●6 20P	●9 00P	●9 13P	●11 18P
<b>LOS ANGELES, CA</b> †	128	●●QR	Ar	●2 40P	●4 17P	●5 45P	●6 28P	●6 55P	●9 35P	●9 54P	●11 52P
Glendale, CA	134	○●	Dp	●3 05P	44	44	7 15P	7 27P	●9 50P	●10 10P	●11 15A
Burbank-Bob Hope Airport, CA †	142	○●QR		3 17P	44	44	7 37P	7 37P	●10 05P	●10 25P	●11 45A
Van Nuys, CA—Amtrak Station	147	●●QR		●3 37P	44	44	●7 47P	●7 47P	●10 30P	●10 50P	
Chatsworth, CA	157	○●		3 49P	44	44	7 59P	7 59P	●D10 50P	●D11 10P	
Simi Valley, CA	164	○●		4 01P	44	44	8 11P	8 11P	●D11 10P	●D11 30P	
Moorpark, CA	175	○●			44	44			●D11 25P	●D11 45P	
Camarillo, CA	186	○●		4 27P	44	44	8 35P	8 35P	●D11 35P	●D11 55P	
Oxnard, CA	195	●●QR		●4 38P	44	44	●8 46P	●8 46P	●D11 45P	●D12 05A	
Ventura, CA	205	○●QR		4 57P			9 00P	9 00P	●D11 59P	●D12 20A	
Carpinteria, CA	221	○●QR		5 21P			9 22P	9 22P	●D12 15A	●D12 35A	
<b>SANTA BARBARA, CA</b>	232	●●QR	Ar	●5 40P			●D9 50P	●D9 55P	●D12 35A	●D12 55A	
Goleta, CA	241	○●QR	Dp	5 55P			10 03P	10 03P	●12 50A	●1 10A	
Solvang, CA	267	○●					●D10 40P	●D10 45P			
Buellton, CA—Opposite Burger King	271	○					●D10 45P	●D10 45P			
Lompoc, CA—Visitors Center	284	○●									
Lompoc-Surf Station, CA	300	○		7 01P							
Guadalupe-Santa Maria, CA	326	○●QR		7 37P							
Santa Maria, CA—IHOP	327	○●					●D11 25P	●D11 25P			
Grover Beach, CA	338	○●QR		7 54P			●11 50P	●11 50P			
<b>SAN LUIS OBISPO, CA</b>	350	●●QR	Ar	●8 35P			●12 15A	●12 30A			
—Amtrak Station		○	Ar	●8 45P							
—Cal Poly											

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Pacific Surfliner Thruway Bus Connections

Los Angeles • Long Beach • San Pedro

573/774	777	583/784	591/796/11	Connecting Train Number		566/761/1761	572/769	777	580/785
5702	5712	5714	5716	Thruway Number		5713	5715	5717	5703
Daily	Daily	Daily	Daily	Days of Operation		Daily	Daily	Daily	Daily
2 50P	4 35P	6 50P	10 00P	Dp	Los Angeles, CA—Union Station †	Ar	7 20A	10 25A	12 45P
D3 45P	D5 30P	D7 45P	D10 55P	Ar	Long Beach, CA—Transit Gallery	Dp	R6 00A	R9 20A	R11 45A
D4 00P	D5 45P	D8 00P	D11 10P	Ar	San Pedro, CA—Catalina terminal	Dp	R5 45A	R9 05A	R11 30A
4 15P	6 00P	8 15P	11 25P	Ar	—Library	Dp	5 35A	8 55A	11 20A
									2 45P
									R1 45P
									R1 30P
									1 20P

NOTE—All Pacific Surfliner Thruway Bus Connections above require reservations.

Airport Connections

Los Angeles International Airport

FlyAway bus service operates directly from Los Angeles Union Station to all terminals of Los Angeles International Airport. Buses depart on the half-hour from 5:00 a.m.-1:00 a.m., then at 2:00 a.m., 3:00 a.m. and 4:00 a.m. Travel time is 40-45 minutes. Reservations are not required. Tickets are available on board buses departing throughout the day from berth 9 of the Patsaouras Transit Plaza on the east side of Union Station. Credit and debit cards only are accepted, no cash. For further information, including purchasing tickets online, limited service from Van Nuys and Westwood (UCLA), etc., go to lawa.org/flyaway or call (866) 435-9529.

Burbank-Bob Hope Airport

The Burbank-Bob Hope Airport train station/Thruway bus stop is one short block from the main air terminal. Shuttle service between the rail station and airport terminal is available on call from the courtesy telephone on the sidewalk by the Empire Avenue crosswalk. Rental car agencies are located between the rail station and airport.



Book Your Bike!

Bicycle reservations are required on all Pacific Surfliner trains. Reservations are complimentary and can be obtained on-line at Amtrak.com (click the "Add Bike to Trip" tab after selecting your departure and class of service), at Quik-Trak kiosks, from station ticket agents, or by calling 1-800-USA-RAIL. Bike reservations are required for each travel segment and must accompany a valid Amtrak ticket. Amtrak Multi-Ride Ticket holders (10-trip or Monthly Pass) may obtain bike reservations only through station ticket agents or by calling 1-800-USA-RAIL. Passengers are required to properly secure bicycles in bike racks. Book early, as bike space is limited and may not be available on all trains or departures.



Train Name ▶	Capitol Corridor		Pacific Surfliner	Capitol Corridor		Coast Starlight	Capitol Corridor		Capitol Corridor
	Pacific Surfliner	Pacific Surfliner		Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner
Train Number ▶	549/768	749/768	784	523/790	723/1790	11/796	527/796	727/796	537/737
Normal Days of Operation ▶	Mo-Fr <sup>74</sup>	SaSuHo <sup>74</sup>	Daily	Mo-Fr	SaSuHo	Daily	Mo-Fr	SaSuHo	Daily
On Board Service ▶									
	Mile	Symbol							
<b>SACRAMENTO, CA</b>	0	●●	Dp	6 55P	7 35P				12 10P
Davis, CA	13	●●		7 10P	7 50P	5 30A	6 10A	7 00A	8 10A
Suisun-Fairfield, CA	40	○●		7 34P	8 14P	5 45A	6 25A	7 15A	8 25A
Martinez, CA	57	●●		7 54P	8 34P	6 09A	6 49A	7 39A	8 49A
Richmond, CA	76	○●		8 20P	9 00P	6 29A	7 09A	7 59A	9 09A
Berkeley, CA	82	○●		8 28P	9 08P	6 55A	7 35A	8 25A	9 35A
Emeryville, CA	84	●●		8 35P	9 15P	7 03A	7 43A	8 33A	9 43A
<b>OAKLAND, CA</b>	89	●●	Ar	D8 51P	9 33P	7 10A	7 50A	8 40A	9 50A
—Jack London Square			Dp	●10 00P	●10 00P	●7 21A	●8 01A	●8 51A	●10 01A
Oakland Coliseum, CA.	94	○●				●7 10A	●7 40A	●8 50A	●9 55A
San Francisco, CA—Transbay Term.		●●		●10 45P	●10 45P	7 32A	8 12A	9 02A	10 12A
Hayward, CA	102	○●				●R6 35A	●R7 40A	●R8 10A	●R10 30A
Fremont-Centerville, CA	114	○●				7 43A	8 23A	9 13A	10 23A
Santa Clara, CA—Great America	125	○●				7 59A	8 39A	9 29A	10 39A
Santa Clara, CA—University Station	128	○				8 16A	8 56A	9 46A	10 56A
<b>SAN JOSE, CA</b>	132	●●	Ar	●11 55P	●11 55P	8 24A	9 04A	9 54A	11 04A
			Dp	●11 59P	●11 59P	8 38A	9 18A	10 13A	11 18A
Salinas, CA	203	●●		●11 15A	●11 15A	9 18A	9 58A	10 48A	11 58A
King City, CA—McDonald's		○●		●M2 10A	●M2 10A	●M9 05A	●M10 30A	●M12 40P	●M14 40P
Paso Robles, CA	300	○●		●3 10A	●3 10A	●M11 15A	●M11 35A	●M1 40P	●M1 40P
Atascadero, CA—Transit Center	310	○				●M12 15P	●M12 35P	1 38P	●M2 40P
San Luis Obispo, CA—Cal Poly	334	○		●3 40A	●3 40A	●R10 10A	●R12 50P	●1 10P	●M2 55P
<b>SAN LUIS OBISPO, CA</b>	335	●●	Ar	●3 50A	●3 50A	●R10 25A	●R11 10P	●M1 30P	●M1 30P
			Dp	●3 50A	●3 50A	●R10 30A	●R11 35P	●M1 30P	●M1 30P
Grover Beach, CA	348	○●		●4 15A	●4 15A	●R10 55A	1 55P	●M1 40P	●M1 40P
Santa Maria, CA—IHOP	360	○●		●4 40A	●4 40A	●R11 20A		●M1 40P	●M1 40P
Guadalupe-Santa Maria, CA	361	○●					2 11P	●M1 40P	●M1 40P
Lompoc-Surf Station, CA	388	○					2 51P	●M1 40P	●M1 40P
Lompoc, CA—Visitors Center	404	○●				●R12 05P		●M1 40P	●M1 40P
Solvang, CA—Solvang Park	436	○●		●5 15A	●5 15A	●R12 35P		●M1 40P	●M1 40P
Buellton, CA—Opposite Burger King		○		●5 20A	●5 20A	●R12 40P		●M1 40P	●M1 40P
Goleta, CA	447	○●		6 35A	6 35A	1 50P	3 57P	4 22P	6 45P
<b>SANTA BARBARA, CA</b>	456	●●	Ar	●6 30A	●6 30A	●1 50P	3 57P	4 22P	6 45P
			Dp	●6 49A	●6 49A	●2 04P	●4 09P	●4 37P	●5 55P
Carpinteria, CA	466	○●		7 04A	7 04A	●2 19P	●4 12P	●4 40P	●6 02P
Ventura, CA	482	○●		7 29A	7 29A	2 41P	4 49P	5 21P	7 37P
Oxnard, CA	492	●●		7 43A	7 43A	●2 57P	●5 07P	●5 35P	●D7 05P
Camarillo, CA	502	○●		7 54A	7 54A	3 08P			●7 51P
Moorpark, CA	512	○●		8 08A	8 08A	3 20P	5 36P	6 04P	8 02P
Simi Valley, CA	523	○●		8 23A	8 23A	3 35P	5 54P	6 20P	D7 48P
Chatsworth, CA	531	○●		8 40A	8 40A	3 52P	6 12P	6 33P	8 38P
Van Nuys, CA—Amtrak Station	540	●●		8 56A	8 56A	●4 14P	●6 31P	●6 45P	●D8 22P
Burbank-Bob Hope Airport, CA	546	○●		9 04A	9 04A	4 22P	6 39P	6 53P	●9 13P
Glendale, CA	553	○●		9 16A	9 16A	4 32P	6 50P	7 04P	9 13P
<b>LOS ANGELES, CA</b>	559	●●	Ar	●9 35A	●9 35A	●4 50P	●7 10P	●7 20P	●9 00P
			Dp	●9 55A	●9 55A	●5 10P	●7 31P	●7 40P	●9 45P
Fullerton, CA	585	●●		●10 26A	●10 26A	●5 42P	●8 02P	●8 11P	●10 10P
Anaheim, CA (Disneyland <sup>®</sup> )	590	●●		●10 34A	●10 34A	●5 51P	●8 10P	●8 19P	●10 10P
Santa Ana, CA	595	●●		●10 43A	●10 43A	6 00P	●8 19P	●8 28P	●10 10P
Irvine, CA	605	●●		10 54A	10 54A	6 13P	●8 32P	●8 39P	●11 09P
San Juan Capistrano, CA	617	●●		11 09A	11 09A	6 27P	8 47P	8 54P	●11 24P
San Clemente Pier, CA	625	○		11 22A	11 22A				
Oceanside, CA (LEGOLAND)	646	●●		●11 47A	●11 47A	●7 03P	●9 20P	●9 27P	●11 57P
Carlsbad (Village), CA	649	○				7 08P	9 25P	9 32P	●11 57P
Carlsbad (Poinsettia), CA	653	○				7 14P	9 32P	9 39P	12 03A
Encinitas, CA	658	○				7 23P	9 40P	9 48P	12 12A
Solana Beach, CA	662	●●		12 08P	12 08P	7 29P	9 47P	9 55P	12 19A
Sorrento Valley, CA	669	○				7 39P	9 57P	10 06P	12 26A
San Diego (Old Town), CA	684	○●		D12 41P	D12 41P	D8 01P	D10 19P	D10 27P	12 36A
<b>SAN DIEGO, CA</b>	687	●●	Ar	●12 49P	●12 49P	●8 09P	●10 30P	●10 39P	D12 58A

CAPITOL CORRIDOR SCHEDULES EFFECTIVE 8/22/16. PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16.

<sup>74</sup> Modified Summer Weekend Schedule for Overnight Coastal Service

<sup>74</sup> The Amtrak Thruway buses for trains 749/768 and 549/768 operate 70 minutes earlier from Oakland to Santa Barbara on Friday and Saturday nights between July 15 and September 3, as well as Sunday night September 4. For Train 768 (Pacific Surfliner) schedule on those nights, see page 2. Capitol Corridor train schedule does not change.

See page 4 for Connecting Transit Services.  
See page 5 for Airport Connections.  
See page 8 for Route Map.



Train Name ▶	Capitol Corridor	Capitol Corridor	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner	Pacific Surfliner
			Capitol Corridor	Capitol Corridor	Capitol Corridor	Coast Starlight	Capitol Corridor	Capitol Corridor	Capitol Corridor	Capitol Corridor	Capitol Corridor	Capitol Corridor
Train Number ▶	732	538	761/546	1761/742	763/548	763/14	763/748	769	777	785/522	785/720	
Normal Days of Operation ▶	SaSuHo	Mo-Fr	Mo-Fr	SaSuHo	Mo-Fr	Daily	SaSuHo	Daily	Daily	Mo-Fr	SaSuHo	
On Board Service ▶												
	Mile	Symbol										
<b>SAN DIEGO, CA</b> †	0	●●QR	Dp			▫6 07A	▫6 07A	▫6 07A	▫9 20A	▫11 57A	▫3 58P	▫3 58P
San Diego (Old Town), CA	3	○●QR				R6 14A	R6 14A	R6 14A	R9 27A		R4 05P	R4 05P
Solana Beach, CA	26	●●QR				6 45A	6 45A	6 45A	9 58A	12 32P	4 36P	4 36P
Oceanside, CA (LEGOLAND)	41	●●QR				▫7 03A	▫7 03A	▫7 03A	▫10 15A	▫12 47P	▫4 53P	▫4 53P
San Clemente Pier, CA	63	○									5 19P	5 19P
San Juan Capistrano, CA	70	●●				7 36A	7 36A	7 36A	10 47A	1 19P	5 34P	5 34P
Irvine, CA	83	●●				7 54A	7 54A	7 54A	11 01A	1 33P	5 49P	5 49P
Santa Ana, CA	92	●●				▫5 25A	▫5 25A	▫8 05A	▫8 05A	▫11 12A	▫1 44P	▫6 00P
Anaheim, CA (Disneyland)	97	●●				▫8 14A	▫8 14A	▫8 14A	▫11 22A	▫1 53P	6 10P	6 10P
Fullerton, CA	102	●●QR				▫5 50A	▫5 50A	▫8 22A	▫8 22A	▫11 30A	▫2 01P	▫6 20P
<b>LOS ANGELES, CA</b> †	128	●●QR	Ar			▫6 35A	▫6 35A	▫8 57A	▫8 57A	▫12 05P	▫2 40P	▫6 55P
Glendale, CA	134	○●	Dp			7 48A	8 02A	9 32A	9 32A	12 42P	3 17P	7 27P
Burbank-Bob Hope Airport, CA †	142	○●QR				8 00A	8 12A	9 42A	R10 29A	9 42A	12 52P	3 27P
Van Nuys, CA-Amtrak Station	147	●●QR				▫8 10A	▫8 21A	▫9 52A	▫R10 40A	▫9 52A	▫1 02P	▫3 37P
Chatsworth, CA	157	○●				8 32A	8 33A	10 04A	10 04A	1 14P	3 49P	7 59P
Simi Valley, CA	164	○●				8 45A	8 45A	10 16A	R11 11A	10 16A	1 26P	4 01P
Moorpark, CA	175	○●				8 57A	8 57A			1 39P	8 11P	8 11P
Camarillo, CA	186	○●				9 10A	9 10A	10 40A	10 40A	1 54P	4 27P	8 35P
Oxnard, CA	195	●●QR				▫9 21A	▫9 21A	▫10 53A	▫11 44A	▫10 53A	▫2 05P	▫4 38P
Ventura, CA	205	○●QR				9 35A	9 35A	11 09A	11 09A	2 19P	4 57P	9 00P
Carpinteria, CA	221	○●QR				10 06A	10 06A	11 31A	11 31A	2 47P	5 21P	9 22P
<b>SANTA BARBARA, CA</b>	232	●●QR	Ar			▫10 19A	▫10 19A	▫D11 55A	▫12 33P	▫D11 55A	▫D3 05P	▫5 40P
Goleta, CA	241	○●QR	Dp			▫6 15A	▫8 10A	▫10 22A	▫10 22A	▫12 08P	▫3 18P	▫9 55P
Solvang, CA-Solvang Park	279	○●						▫12 05P	▫12 40P	▫12 08P	5 55P	▫10 03P
Buellton, CA-Opp. Burger King		○						▫12 45P	▫12 50P	▫12 45P	▫D4 00P	▫D10 40P
Lompoc, CA-Visitors Center	288	○●						▫12 50P	▫12 50P	▫12 50P	▫D4 05P	▫D10 45P
Lompoc-Surf Station, CA	300	○				11 40A	11 40A				7 01P	
Guadalupe-Santa Maria, CA	326	○●QR				12 16P	12 16P				7 37P	
Santa Maria, CA-IHOP	327	○●				▫7 30A	▫9 25A	▫1 30P	▫1 30P	▫D4 35P	▫D11 25P	▫D11 25P
Grover Beach, CA	338	○●QR				▫8 00A	▫9 55A	12 35P	12 35P	▫1 55P	▫D5 30P	7 54P
<b>SAN LUIS OBISPO, CA</b>	350	●●QR	Ar			▫8 20A	▫10 15A	▫1 00P	▫1 00P	▫2 20P	▫3 22P	▫5 15P
San Luis Obispo, CA-Cal Poly	351	○	Dp			▫8 25A	▫10 20A	▫1 05P	▫1 05P	▫2 25P	▫3 35P	▫5 20P
Atascadero, CA-Transit Center	375	○				▫8 30A	▫10 25A	▫1 15P	▫1 15P	▫2 35P	▫2 35P	▫5 30P
Paso Robles, CA	385	○●				▫9 05A	▫11 00A	▫1 40P	▫1 40P	▫3 05P	4 37P	▫3 05P
King City, CA-McDonald's		○●				▫9 05A	▫11 00A	▫1 40P	▫1 40P	▫3 05P	4 37P	▫3 05P
Salinas, CA	483	●●	Ar			▫11 15A	▫1 10P	▫3 50P	▫3 50P	▫5 15P	▫6 28P	▫5 15P
<b>SAN JOSE, CA</b>	554	●●QR	Ar			▫12 50P	▫2 45P	▫D5 05P	▫D5 05P	▫D6 30P	8 11P	▫D6 30P
Santa Clara, CA-University Station	561	○	Dp			1 05P	3 16P	5 50P	5 10P	7 15P	9 10P	▫4 20A
Santa Clara, CA-Great America	564	○●QR				1 11P	3 16P	5 56P	5 16P	7 21P	9 16P	
Fremont-Centerville, CA	573	○●QR				1 19P	3 24P	6 04P	5 24P	7 29P	9 24P	
Hayward, CA	585	○●QR				1 36P	3 43P	6 21P	5 41P	7 46P	9 41P	
San Francisco, CA-Transbay Term.		○●QR				1 51P	3 59P	6 36P	5 56P	8 01P	9 56P	
Oakland Coliseum, CA	593	○●QR				▫6 20P	▫6 20P	▫D6 20P	▫D6 20P	▫D7 40P	▫D10 00P	▫D7 40P
<b>OAKLAND, CA</b>	598	●●QR	Ar			2 01P	4 09P	6 46P	6 06P	8 11P	▫10 06P	▫D5 35A
Emeryville, CA	603	○●QR	Dp			2 08P	4 18P	▫6 45P	▫6 45P	▫D8 10P	9 24P	▫D8 10P
Berkeley, CA	604	○●QR				2 10P	4 20P	6 55P	6 20P	8 20P	▫9 39P	10 15P
Richmond, CA	610	○●QR				2 20P	4 30P	7 05P	6 30P	8 30P	▫10 04P	10 25P
Martinez, CA	630	○●QR				2 24P	4 34P	7 09P	6 34P	8 34P	10 29P	10 29P
Suisun-Fairfield, CA	647	○●QR				2 32P	4 42P	7 17P	6 42P	8 42P	10 37P	10 37P
Davis, CA	674	○●QR				2 59P	5 09P	7 44P	7 09P	9 09P	▫10 46P	11 04P
<b>SACRAMENTO, CA</b>	687	○●QR	Ar			3 18P	5 28P	8 03P	7 28P	9 28P	11 23P	11 23P
		○●QR				3 42P	5 52P	8 27P	7 52P	9 52P	▫11 25P	11 47P
		○●QR				4 13P	6 23P	8 58P	8 12P	10 28P	▫11 59P	12 18A

CAPITOL CORRIDOR SCHEDULES EFFECTIVE 8/22/16. PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16.

Service on California Coastal Routes

- M Meal stop.
- ☒ Bus 4784 operates express service to Santa Barbara via San Luis Obispo.
- ☒ For detailed service information for the *Capitol Corridor* between Reno and San Jose, please refer to our corresponding timetable folder (W34).
- ☒ For detailed service information for the *Pacific Surfliner* between San Luis Obispo and San Diego, please refer to pages 2-5.

- ☒ For detailed service information for the *Coast Starlight* between Seattle and Los Angeles, please refer to our corresponding timetable folder (P11).
- ☒ Train departs Oakland two minutes after arrival and makes connection with southbound coastal bus at San Jose.

See pages 2-3 for Services, Symbols and Reference Marks.

SHADING KEY

- Daytime train
- Overnight train
- Thruway and connecting services

Smoking is prohibited on trains and only permitted in designated areas at stations.

Effective JUNE 9, 2014

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*and intermediate stations*



NRPC Form P3-200M-6/9/14 Stock #02-3618

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# SOUTHWEST CHIEF

3		◀ Train Number ▶		4	
Daily		◀ Normal Days of Operation ▶		Daily	
		◀ On Board Service ▶			
Read Down	Mile		Symbol		Read Up
3:00P	0	Dp Chicago, IL—Union Station (CT) Madison—see back	● QT	Ar	3:15P
R3 35P	28	Naperville, IL	● QT	Ar	D2 42P
4 24P	83	Mendota, IL	○	Ar	1 19P
4 46P	104	Princeton, IL	○	Ar	12 58P
5 38P	162	Galesburg, IL—S. Seminary St. (Z)	● QT	Ar	12 08P
6 42P	220	Fort Madison, IA (Keokuk)	● QT	Ar	11 09A
7 51P	298	La Plata, MO (Kirksville)	○	Ar	9 55A
10 11P	437	Ar Dp Kansas City, MO	● QT	Dp	7 43A
10 45P				Ar	7 24A
11 52P	477	Lawrence, KS	○	Ar	5 47A
12 29A	503	Topeka, KS	●	Ar	5 18A
2 45A	638	Newton, KS (Wichita)	●	Ar	2 59A
3 20A	671	Hutchinson, KS	○	Ar	2 19A
5 25A	791	Dodge City, KS	○	Ar	12 27A
6 21A	841	Garden City, KS (CT)	● QT	Ar	11 17P
6 59A	941	Lamar, CO (MT)	○	Ar	8 40P
8 15A	993	Ar Dp La Junta, CO	● QT	Dp	7 41P
8 30A				Ar	7 31P
9 50A	1074	Trinidad, CO	○	Ar	5 49P
10 56A	1098	Raton, NM Denver—see back	○	Ar	4 50P
12 38P	1209	Las Vegas, NM	○	Ar	3 03P
2 24P	1274	Lamy, NM Santa Fe—see back	● QT	Ar	1 17P
3 55P	1341	Ar Dp Albuquerque, NM	● QT	Dp	12 10P
4 45P				Ar	11 42A
7 08P	1514	Gallup, NM (MT)	○	Ar	8 21A
7 50P	1641	Winslow, AZ (MST)	○	Ar	5 39A
8 51P	1699	Ar Dp Flagstaff, AZ	● QT	Dp	4 41A
8 57P		Grand Canyon, Phoenix—see back		Ar	4 36A
9 33P	1730	Williams Jct., AZ (Grand Can. Ry.)	○	Ar	3 50A
11 46P	1873	Kingman, AZ (MST)	○	Ar	1 33A
		Laughlin, Las Vegas—see back			
12 49A	1940	Needles, CA (PT)	○	Ar	12 23A
3 39A	2109	Barstow, CA	○	Ar	9 56P
4 18A	2146	Victorville, CA	○	Ar	9 10P
5 32A	2193	San Bernardino, CA	○	Ar	7 59P
5 53A	2203	Riverside, CA	○	Ar	7 33P
D6 34A	2239	Fullerton, CA	● QT	Ar	R6 50P
8 15A	2265	Ar Dp Los Angeles, CA (PT) Las Vegas—see back, below	● QT	Dp	6 15P

Executive Transportation operates Thruway van service from Springfield, IL for connections from Train 22 to Trains 3 and 5 at Galesburg, IL and from Galesburg, IL for connections from Trains 4 and 6 to Train 21 at Springfield, IL. Passengers with disabilities must provide advance notification of needs. For additional information call (217) 523-5466.

## SOUTHWEST CHIEF ROUTE MAP and SYMBOLS



- A Time Symbol for A.M.
- P Time Symbol for P.M.
- D Stops only to discharge passengers; train may leave before time shown.
- R Stops only to receive passengers.
- CT Central time
- MT Mountain time
- MST Mountain Standard time
- PT Pacific time
- Bus stop
- ✈ Airport connection
- QT Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Attended station
- Staffed ticket office; may or may not be open for all train departures
- ♿ Station wheelchair accessible; no barriers between station and train
- ♿ Station wheelchair accessible; not all stations facilities accessible

### Service on the Southwest Chief®

- Coaches:** Reservations required.
- Sleeping cars:** Superliner sleeping accommodations.
  - Amtrak Metropolitan Lounge available in Chicago and Los Angeles for Sleeping car passengers.
- Dining:** Full meal service.
- Sightseer Lounge:** Sandwiches, snacks and beverages.
- Checked baggage at select stations.
- Free shuttle service between Williams Grand Canyon Railway station and Williams Junction Amtrak station. Reservations required.
- This location does not observe Daylight Saving Time. Schedule times at this station will be ONE HOUR LATER beginning with the Fall time change on November 2, 2014.

Smoking is prohibited.

**Trails and Rails Program:** In cooperation with the National Park Service, volunteer rangers from Bent's Old Fort National Historic Site provide narrative between La Junta and Albuquerque on Train 3 Friday and Sunday and on Train 4 Saturday and Monday, May 4 through September 1; volunteers from Texas A&M University provide narrative between Chicago and La Plata on Train 3 Tuesday and Thursday and Train 4 Wednesday and Friday, May 13 through September 15 and November 11 through January 1. Seasonal programs are subject to change. Visit [nps.gov/trailsandrails](http://nps.gov/trailsandrails) and [amtrakparks.com](http://amtrakparks.com).

### Thruway Bus Connections

#### Flagstaff • Phoenix (Arizona Shuttle)

NOTE—in addition to the same-day train connections at Flagstaff shown on the next page, this service offers overnight connections for travel between Phoenix and the Grand Canyon or points east of Flagstaff.

8561		8563		8555		8557		8559		8565		8567		8581		8569		Thruway Number		8560		8554		8562		8576		8556		8558		8564		8566		8568	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mile	Days of Operation	Symbol	Ar	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
5:00A	7:00A	8:00A	9:00A	10:00A	11:00A	1:00P	3:00P	5:00P	7:00P	0	Dp	Flagstaff, AZ (MST)	●	Ar	10:20A	12:20P	2:20P	3:20P	4:20P	5:20P	6:20P	7:20P	8:20P	9:20P	10:20P	12:20A											
6:00A	8:00A	9:00A	10:00A	12:00N		2:00P	4:00P	6:00P	8:00P	50	Dp	Camp Verde, AZ	○	Dp	9:00A	11:00A	1:00P	2:00P	3:00P	5:00P	7:00P	9:00P	11:00P														
7:50A	9:50A	10:50A	11:50A	1:50P	3:50P	5:50P	7:50P	9:50P	143	Ar	Phoenix, AZ	○	Dp	7:30A	9:30A	11:30A	12:30P	1:30P	3:30P	5:45P	7:30P	9:30P															
8:10A	10:10A	11:10A	12:10P	2:10P	4:10P	6:10P	8:10P	10:00P	145	Ar	Metro Center Transportation Ctr. - Sky Harbor (MST) Airport	○	Dp	7:00A	9:00A	11:00A	12:00N	1:00P	3:00P	5:00P	7:00P	9:00P															

NOTE—Additional service. Bus 8579 departs Flagstaff 2:00 p.m., arriving Camp Verde 5:00 p.m., Phoenix Metro Center 4:50 p.m. and Sky Harbor Airport 5:10 p.m. Bus 8580 departs Sky Harbor Airport 6:00 p.m., Metro Center 6:30 p.m. and Camp Verde 8:00 p.m., arriving Flagstaff 9:20 p.m.

#### Los Angeles • Las Vegas (Greyhound Lines) NOTE—Greyhound schedules subject to change.

8534		8536		Thruway Number		8535	
Daily	Daily	Mile	Days of Operation	Symbol	Ar	Daily	Daily
10 45A	3 10P	0	Dp Los Angeles, CA Union Station (PT)	● QT	Ar	3 15P	
4 55P	8 20P	271	Ar Las Vegas, NV Greyhound Station (PT)	○	Dp	9 05A	

### Shading Key

- Long-distance train
- Thruway and connecting services

## Thruway Bus Connections

### Madison • Rockford • Chicago

(Van Galder—en route transfers may be necessary)

8964	Mile	▼	Thruway Number	Symbol	▲	8965
10 00A	0	Dp	<b>Madison, WI</b> (CT) —Univ. of Wisconsin/Chazen Museum	○	Ar	8 35P
10 15A	6		—Dutchmill Park & Ride	○		8 20P
11 00A	35		<b>Janesville, WI</b>	○		7 30P
11 25A	48		<b>South Beloit, IL</b>	○		7 10P
11 50A	65	Dp	<b>Rockford, IL</b>	○	Ar	6 50P
1 45P	140	Ar	<b>Chicago, IL</b> —Union Station (CT)	●	Dp	5 00P

### Denver • Colorado Springs • Pueblo • Raton

(Greyhound Lines)

3	Connecting Train Number					4
8603	Mile	▼	Thruway Number	Symbol	▲	8604
5 30A		Dp	<b>Denver, CO</b> —Amtrak Station (MT)	●♿	Ar	9 10P
7 10A		Ar	<b>Colorado Springs, CO</b>	○	Dp	7 40P
8 10A		Ar	<b>Pueblo, CO</b>	○	Dp	6 45P
10 20A		Ar	<b>Raton, NM</b> —Amtrak Station (MT)	○	Dp	5 05P

### Lamy • Santa Fe (Lamy Shuttle)

Lamy Shuttle Service van meets Trains 3 and 4 daily. From Lamy to Santa Fe, advance reservations required; call 1-800-USA-RAIL. From Santa Fe to Lamy, shuttle will pick up at your hotel; call (505) 982-8829 the day prior to departure to arrange pickup.

### Grand Canyon • Williams (Grand Canyon Railway)

7903	Grand Canyon Railway Train Number					7904
Daily	Mile	▼	Days of Operation	Symbol	▲	Daily
3 30P	0	Dp	<b>Grand Canyon, AZ</b> (MST) —Grand Canyon Railway Station	○♿	Ar	11 45A
5 45P	64	Ar	<b>Williams, AZ</b> (MST) —Grand Canyon Railway Station	○♿	Dp	9 30A

NOTE—The Grand Canyon Railway station at the Grand Canyon is located near the Canyon rim, across the road from the El Tovar Hotel. Please visit [www.thetrain.com/schedule](http://www.thetrain.com/schedule) for any updates to 2014 train schedule.

### Williams • Williams Junction <sup>53</sup>

(Shuttle service provided by Grand Canyon Railway)

3	Connecting Train Number					4
6903	Thruway Number					6904
Daily	Mile	▼	Days of Operation	Symbol	▲	Daily
<sup>69</sup> 9 10P	0	Dp	<b>Williams, AZ</b> (MST) —Grand Canyon Railway Station	○♿	Ar	<sup>69</sup> 4 10A
<sup>69</sup> 9 20P	3	Ar	<b>Williams Junction, AZ</b> (MST) —Amtrak Station	○♿	Dp	<sup>69</sup> 4 00A
6803	Thruway Number					6804
<sup>69</sup> 9 40P	0	Dp	<b>Williams Junction, AZ</b> (MST) —Amtrak Station	○♿	Ar	<sup>69</sup> 3 40A
<sup>69</sup> 9 50P	3	Ar	<b>Williams, AZ</b> (MST) —Grand Canyon Railway Station	○♿	Dp	<sup>69</sup> 3 30A

### Kingman • Laughlin • Las Vegas (Commuter Services)

8003	Mile	▼	Thruway Number	Symbol	▲	8004
<sup>69</sup> 11 50P	0	Dp	<b>Kingman, AZ</b> —Amtrak Station (MST)	○	Ar	<sup>69</sup> 1 00A
12 50A	33	Ar	<b>Laughlin, NV</b> —Tropicana Express (PT)	○	Dp	12 01A
3 10A	128	Ar	<b>Las Vegas, NV</b> (PT) —McCarran International Airport	○	Dp	9 30P

### Flagstaff • Phoenix (Greyhound Lines)

3	Connecting Train Number					4
8703	Thruway Number					8704
Daily	Mile	▼	Days of Operation	Symbol	▲	Daily
<sup>69</sup> 10 10P	0	Dp	<b>Flagstaff, AZ</b> —KP Transport. (MST)	○	Ar	<sup>69</sup> 2 20A
<sup>69</sup> 12 40A	145	Ar	<b>Phoenix, AZ</b> —Greyhound Sta. (MST)	○	Dp	<sup>69</sup> 11 40P

### Rail Runner Commuter Rail Service

#### **Belen—Albuquerque—Santa Fe**

For information call (866) 795-7245 or visit [www.nmrailrunner.com](http://www.nmrailrunner.com).

See other side for Shading Key, Route Map and Symbols.

Effective JUNE 9, 2014

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*en la otra cara*

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NEW ORLEANS  
— *and* —  
LOS ANGELES



NEW ORLEANS - HOUSTON  
SAN ANTONIO - TUCSON  
MARICOPA - LOS ANGELES

*and intermediate stations*



NRPC Form P1-125M-6/9/14 Stock #02-3608

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# SUNSET LIMITED

1 [20]		◀ Train Number ▶		2 [20]	
As indicated in column		◀ Normal Days of Operation ▶		As indicated in column	
		◀ On Board Service ▶			
Read Down	Mile	Symbol	Symbol	Read Up	
09 00A MoWeSa	0	Dp	New Orleans, LA (CT)	09 40P TuFrSu	Ar
			Baton Rouge—see below		
10 30A MoWeSa	56		Schriever, LA (Houma/Thibodaux)	07 03P TuFrSu	
11 56A MoWeSa	127		New Iberia, LA	05 41P TuFrSu	
12 24P MoWeSa	145		Lafayette, LA	05 15P TuFrSu	
01 55P MoWeSa	219		Lake Charles, LA	03 29P TuFrSu	
03 48P MoWeSa	281		Beaumont, TX (Port Arthur)	02 05P TuFrSu	
06 18P MoWeSa	363	Ar	Houston, TX	12 10P TuFrSu	Dp
06 55P MoWeSa		Dp	Galveston—see below	11 10A TuFrSu	Ar
12 05A TuThSu	573	Ar	San Antonio, TX	06 25A TuFrSu	Dp
02 45A TuThSu		Dp		04 50A TuFrSu	Ar
05 49A TuThSu	742		Del Rio, TX	01 02A TuFrSu	
08 24A TuThSu	868		Sanderson, TX	10 36P MoThSa	
10 38A TuThSu	959		Alpine, TX (Big Bend Nat'l Park) (CT)	08 45P MoThSa	
01 22P TuThSu	1178	Ar	El Paso, TX (MT)	03 35P MoThSa	Dp
01 47P TuThSu		Dp	(Ciudad Juarez, Mexico)	03 10P MoThSa	Ar
03 18P TuThSu	1264		Deming, NM	11 10P MoThSa	
04 13P TuThSu	1325		Lordsburg, NM (MT)	12 15P MoThSa	
05 18P TuThSu	1443		Benson, AZ (MST)	09 15A MoThSa	
06 45P TuThSu	1493	Ar	Tucson, AZ	08 15A MoThSa	Dp
07 35P TuThSu		Dp		07 28A MoThSa	Ar
08 52P TuThSu	1579	Ar	Maricopa, AZ (Phoenix)	05 40A MoThSa	Dp
09 02P TuThSu		Dp		05 30A MoThSa	Ar
11 49P TuThSu	1744		Yuma, AZ (MST)	02 47A MoThSa	
02 02A WeFrMo	1890		Palm Springs, CA (PT)	12 36A MoThSa	
03 54A WeFrMo	1957		Ontario, CA	10 54P SuWeFr	
04 04A WeFrMo	1964		Pomona, CA	10 41P SuWeFr	
05 35A WeFrMo	1995	Ar	Los Angeles, CA	10 00P SuWeFr	Dp

# SUNSET LIMITED ROUTE MAP and SYMBOLS



- A** Time Symbol for A.M.
- P** Time Symbol for P.M.
- D** Stops only to discharge passengers; train may leave before time shown.
- CT** Central time
- ET** Eastern time
- MT** Mountain time
- MST** Mountain Standard time
- PT** Pacific time
- Bus stop
- Flag stop
- Airport connection
- QT** Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Staffed ticket office; may or may not be open for all train departures
- Station wheelchair accessible; no barriers between station and train
- Station wheelchair accessible; not all stations facilities accessible

## Service on the Sunset Limited®

- Coaches:** Reservations required.
- Sleeping cars:** Superliner sleeping accommodations.
  - Magnolia Room is available in New Orleans and Amtrak Metropolitan Lounge in Los Angeles for Sleeping car passengers.
  - Sleeping car passengers arriving at Los Angeles are welcome to occupy their accommodations until 6:30 a.m.
- Dining:** Full meal service.
- Sightseer Lounge:** Sandwiches, snacks and beverages.
- Checked baggage at select stations.
- Train stops only when passengers are present, either on the train or station platform, and ticketed to and/or from this station. Reservations are required. Boarding passengers must reserve as far in advance as possible.
- This location does not observe Daylight Saving Time. Schedule times at this station will be ONE HOUR LATER beginning with the Fall time change on November 2, 2014.

### Smoking is prohibited.

**Trails and Rails Program:** In cooperation with the National Park Service, volunteer rangers from the New Orleans Jazz National Historical Park provide a narrative on Train 1, Monday and Saturday, and Train 2, Tuesday and Sunday, between New Orleans and Beaumont, May 22 through September 2. Seasonal programs are subject to change. Visit [nps.gov/trailsandrails](http://nps.gov/trailsandrails) and [amtraktoparks.com](http://amtraktoparks.com).

## Scenic Highlights

- Gulf Coast
- Mexican border
- Bayou Country
- Southwestern desert

### Modified Amtrak Service for the Sunset Limited

[20] The *Sunset Limited* service between Orlando and New Orleans has been suspended. Future service has not been determined.

### Shading Key

- Long-distance train
- Thruway and connecting services

## Thruway Bus Connections

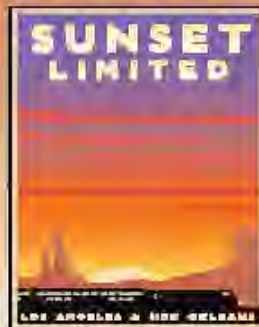
### Galveston • Houston (Lone Star Coach)

6022		Thruway Number			6021	
Daily	Mile	Days of Operation	Symbol	Daily		
11 30A	0	Galveston, TX (CI)	○	2 45P	Ar	
		-123 Rosenberg				
01 05P	47	Houston, TX—Amtrak Station (CI)	●	1 15P	Dp	

### New Orleans • Baton Rouge (Greyhound Lines)

8059		Thruway Number			8058	
Daily	Mile	Days of Operation	Symbol	Daily		
6 10P	0	New Orleans, LA (CI)	●	7 00A	Ar	
		-Union Passenger Terminal				
7 55P	80	Baton Rouge, LA (CI)	○	5 15A	Dp	

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# SUNSET LIMITED

1 [20]	◀ Número de tren ▶				2 [20]
Como se indica en la columna	◀ Días de operación ▶				Como se indica en la columna
[R] [A] [X] [C] [U]	◀ Servicio a bordo ▶				[R] [A] [X] [C] [U]
Leer hacia abajo	Milla		Símbolo		Leer hacia arriba
09 00A LMIS	0	Dp	New Orleans, LA (CT)	● [C] [Q]	Ar
			Baton Rouge—ver la derecha		
*10 30A LMIS	56		Schriever, LA (Houma/Thibodaux)	○ [C]	Ar
*11 56A LMIS	127		New Iberia, LA	○ [C]	Ar
12 24P LMIS	145		Lafayette, LA	○ [C]	Ar
1 55P LMIS	219		Lake Charles, LA	○ [C]	Ar
3 48P LMIS	281		Beaumont, TX (Port Arthur)	○ [C]	Ar
6 18P LMIS	363	Ar	Houston, TX	● [C]	Dp
6 55P LMIS		Dp	Galveston—ver la derecha		
12 05A MJD	573	Ar	San Antonio, TX	● [C] [Q]	Dp
2 45A MJD		Dp			
5 49A MJD	742		Del Rio, TX	○ [C]	Ar
*8 24A MJD	868		Sanderson, TX	○	Ar
10 38A MJD	959		Alpine, TX (Big Bend Nat'l Park) (CT)	○ [C]	Ar
11 22P MJD	1178	Ar	El Paso, TX (MT)	● [C] [Q]	Dp
1 47P MJD		Dp	(Ciudad Juarez, Mexico)		
*3 18P MJD	1264		Deming, NM	○ [C]	Ar
*4 13P MJD	1325		Lordsburg, NM (MT)	○ [C]	Ar
*5 18P MJD	1443		Benson, AZ (MST)	○ [C]	Ar
*6 45P MJD	1493	Ar	Tucson, AZ	● [C] [Q]	Dp
*7 35P MJD		Dp			
*8 52P MJD	1579	Ar	Maricopa, AZ (Phoenix)	● [C]	Dp
*9 02P MJD		Dp			
11 49P MJD	1744		Yuma, AZ (MST)	○ [C]	Ar
2 02A MIVL	1890		Palm Springs, CA (PT)	○ [C]	Ar
D3 54A MIVL	1957		Ontario, CA	○ [C]	Ar
D4 04A MIVL	1964		Pomona, CA	○ [C]	Ar
5 35A MIVL	1995	Ar	Los Angeles, CA	● [C] [Q]	Dp

## Servicio en el Sunset Limited®

- Clase económica: se requiere reservación.**
- Cabinas dormitorio:** Dormitorios en Superliner.
  - El Salón Magnolia está disponible en Nueva Orleans y el Salón Metropolitano en Los Angeles para los pasajeros con servicio de coche-cama.
  - Los pasajeros con servicio de coche-cama que lleguen a Los Angeles pueden ocupar sus lugares hasta las 6:30 a.m.
- Comedor:** servicio de comida completo.
- Lounge Sightseer:** sándwiches, refrigerios y bebidas.
- Equipaje facturado en estaciones selectas.
- El tren se detiene en una estación sólo cuando hay pasajeros en el tren con boleto hasta dicha estación o en la plataforma de la misma con boleto para salir desde allí. Es necesario hacer reservaciones. Los pasajeros que se van a embarcar deben reservar con la mayor anticipación posible.
- Esta ubicación no respeta el horario de verano. Los horarios programados para esta estación se RETRASARÁN UNA HORA a partir del cambio de horario de otoño que comenzará a regir el 2 de noviembre de 2014.

### Está prohibido fumar.

**Programa Trails and Rails:** en cooperación con el Servicio de Parques Nacionales, los guardaparques voluntarios del Parque Histórico Nacional de Jazz de Nueva Orleans realizarán una narración en el tren 1, los lunes y los sábados, y en el tren 2, los martes y los domingos, entre Nueva Orleans y Beaumont, desde el 22 de mayo hasta el 2 de septiembre. Los programas de temporada están sujetos a modificación. Visite [nps.gov/trailsandrails](http://nps.gov/trailsandrails) y [amtraktoparks.com](http://amtraktoparks.com).

## Conexión de Thruway Bus

### Galveston • Houston (Lone Star Coach)

6022	Numero de Thruway				6021
Diariamente	Milla	Días de operación	Símbolo	Diariamente	
11 30A	0	Dp	Galveston, TX (CT)	Ar	2 43P
			-123 Rosenberg		
1 05P	47	Ar	Houston, TX—Estación de Amtrak(CT)	Dp	1 15P

### New Orleans • Baton Rouge (Greyhound Lines)

8059	Numero de Thruway				8058
Diariamente	Milla	Días de operación	Símbolo	Diariamente	
6 10P	0	Dp	New Orleans, LA (CT)	Ar	7 00A
			-Union Passenger Terminal		
7 55P	80	Ar	Baton Rouge, LA (CT)	Dp	5 15A

## Convenciones del sombreado

Tren de larga distancia      Thruway y servicios de conexión

### Servicio Amtrak modificado para Sunset Limited

[20] El servicio de *Sunset Limited* entre Orlando y New Orleans ha sido suspendido. No se ha determinado cuándo iniciará el servicio futuro.

## Descubra NUEVOS HORIZONTES.



Descargue los podcast de **Sunset Limited** en [www.AmtrakRailGuide.com](http://www.AmtrakRailGuide.com) <<http://www.AmtrakRailGuide.com/>>.

## SUNSET LIMITED MAPA DE LA RUTA y SÍMBOLOS



- A** Símbolo de tiempo para A.M.
- N** Símbolo de tiempo para mediodía.
- P** Símbolo de tiempo para P.M.
- D** Sólo se detiene para bajar pasajeros; el tren puede partir antes de la hora que se muestra.
- CT** Hora del Centro
- ET** Hora del Este
- MT** Hora de la Montaña
- MST** Hora estándar de la Montaña
- PT** Símbolo de tiempo para P.M.
- ☎ Parada de autobús
- ✳ Parada a petición del pasajero
- ✈ Conexión al aeropuerto
- QT Quiosco Quik-Trak, venta de boletos autoservicio
- Estación no provista de personal
- Oficina de boletos provista de personal; puede no estar abierta en todos los horarios de salida
- ♿ Estación con acceso para silla de ruedas; no hay obstáculos entre la estación y el tren.
- ♿ Estación con acceso para silla de ruedas; no todas las instalaciones de la estación son accesibles

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**Appendix B:**  
**Metrolink and Amtrak Forecast – Daily and for 6-Hour AM/PM**  
**Peak for 2026, 2031, and 2040**

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Table B-1. 2026 Metrolink Projection by Line		
Breakdown by Metrolink Line		
Ventura County Line	Total Daily <sup>a</sup>	70
	6-hour peak <sup>b</sup>	24
	LAUS-CMF	0
Orange County Line	Total Daily <sup>a</sup>	74
	6-hour peak <sup>b</sup>	26
	LAUS-CMF	0
Antelope Valley Line	Total Daily <sup>a</sup>	81
	6-hour peak <sup>b</sup>	32
	LAUS-CM	10
San Bernardino Line	Total Daily <sup>a</sup>	62
	6-hour peak <sup>b</sup>	28
	LAUS-CMF	10
Riverside Line	Total Daily <sup>a</sup>	12
	6-hour peak <sup>b</sup>	9
	LAUS-CMF	10
91/Perris Valley Line	Total Daily <sup>a</sup>	71
	6-hour peak <sup>b</sup>	25
	LAUS-CMF	10
<b>Total Daily</b>		<b>410</b>
# of Rev Trains		370
# of dead head equipment moves*		40
<b>Total 6-hour Peak (AM and PM combined)</b>		<b>144</b>

Source: Source: SCRRRA 2018a

Notes:

<sup>a</sup> Includes deadhead moves between LAUS and CMF

<sup>b</sup> Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM

Service frequencies assumed at 30-minutes based on direction from Metrolink

2026 15 Minute Peak:

AM: 6:00 – 6:15; 7:00 – 7:15; 7:30 – 7:45;

PM: 4:30 – 4:45; 5:00 – 5:15; 5:30 – 5:45;

Table B-2. 15-min peak breakdown – AM

Line	Time												TOTAL
	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	
VCL	2	0	2	0	2	0	2	0	2	0	2	0	12
OCL	1	1	1	1	1	1	1	1	1	1	1	2	13
AVL	2	1	2	0	2	1	2	0	2	1	2	1	16
SBL	2	0	2	1	2	0	2	1	2	0	2	1	15
Riv	1	—	—	—	1	—	1	—	—	1	—	—	4
91/Perris	1	0	1	1	1	1	1	1	1	1	1	2	12
<b>TOTAL</b>	<b>9</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>72</b>

Table B-3. 15-min peak breakdown – PM

Line	Time												TOTAL
	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	
VCL	2	0	2	0	2	0	2	0	2	0	2	0	12
OCL	1	1	1	1	1	1	1	1	1	1	1	2	13
AVL	2	1	2	0	2	1	2	0	2	1	2	1	16
SBL	1	0	2	1	1	0	2	1	2	0	2	1	13
Riv	—	—	—	—	—	1	1	—	1	—	1	1	5
91/Perris	1	1	1	1	1	1	1	1	1	1	1	2	13
<b>TOTAL</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>72</b>

Source: SCRRRA 2018a

Table B-4. 2031/2040 Metrolink Projection by Line		
Breakdown by Metrolink Line		
Ventura – Orange County Line	Total Daily <sup>a</sup>	304
	VC-OC High Frequency Local <sup>c</sup>	288
	Ventura County Express	16
	6-hour peak <sup>b</sup>	112
	LAUS-CMF	0
Antelope Valley Line - Perris Valley Line	Total Daily <sup>a</sup>	276
	Antelope Valley/91-Perris Valley Regional <sup>c</sup>	132
	Santa Clarita High-Frequency Local	144
	6-hour peak <sup>b</sup>	92
	LAUS-CMF	0
San Bernardino Line	Total Daily <sup>a</sup>	86
	San Bernardino Regional	78
	San Bernardino Express	8
	6-hour peak <sup>b</sup>	34
	LAUS-CMF	0
Riverside Line	Total Daily <sup>a</sup>	24
	6-hour peak <sup>b</sup>	12
	LAUS-CMF	12
	<b>Total Daily</b>	<b>690</b>
	# of Rev Trains	678
	# of dead head equipment moves *	12
	<b>Total 6-hour Peak (AM and PM combined)</b>	<b>250</b>

Source: SCRRA 2018b

Notes:

<sup>a</sup> Includes deadhead moves between LAUS and CMF

<sup>b</sup> Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM

<sup>c</sup> Run-through trains are counted as separate moves and hence doubled

Calculations based off 2028 Service Levels – 2018 TIRCP Application Assumptions



2031/2040 15 Minute Peak:

AM: 7:00 – 6:15; 7:30 – 7:45; 8:00 – 8:15; 8:30 – 8:45

PM: 4:00 – 4:15; 4:30 – 4:45; 5:00 – 5:15; 5:30 – 5:45

Table B-5. 15-min peak breakdown – AM

Line	Time												TOTAL
	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	
VCL/OCL	4	4	4	5	5	5	5	5	5	5	5	4	56
AVL/PVL	3	3	4	4	4	4	4	4	4	4	4	4	46
SBL	2	1	1	1	2	1	2	1	2	1	2	1	17
Riv	1	0	1	0	1	0	1	0	1	0	1	0	6
<b>TOTAL</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>125</b>

Table B-6. 15-min peak breakdown – PM

Line	Time												TOTAL
	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	
VCL/OCL	4	4	4	5	5	5	5	5	5	5	5	4	56
AVL/PVL	3	3	4	4	4	4	4	4	4	4	4	4	46
SBL	2	1	1	1	2	1	2	1	2	1	2	1	17
Riv	1	0	1	0	1	0	1	0	1	0	1	0	6
<b>TOTAL</b>	<b>10</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>9</b>	<b>125</b>

Source: SCRRRA 2018b

**Table B-7. 2026 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)**

	6 hour peak			Daily Total		
	LOSSAN	Long Distance	TOTAL	LOSSAN	Long Distance	TOTAL
Revenue Trains	19	1	20	48	5	53
Non-Revenue Trains	0	1	1	10	5	15
<b>Total</b>	<b>19</b>	<b>2</b>	<b>21</b>	<b>58</b>	<b>10</b>	<b>68</b>

Source: SCRRRA 2018a

**Notes:**

**Assumptions:**

7 LAUS to north of LAUS Round Trips

15 LAUS to San Diego Round Trips

2 LAUS to Coachella/Indio Round Trips

Equipment in LAUS: 4 Pacific Surfliner (LOSSAN), 1 Coachella

No Future Growth on Amtrak Long Distance

**Table B-8. 2031 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)**

	6 hour peak			Daily Total		
	LOSSAN	Long Distance	TOTAL	LOSSAN	Long Distance	TOTAL
Revenue Trains	19	1	20	56	5	61
Non-Revenue Trains	0	1	1	14	5	19
<b>Total</b>	<b>19</b>	<b>2</b>	<b>21</b>	<b>70</b>	<b>10</b>	<b>80</b>

Source: SCRRRA 2018b

**Notes:**

**Assumptions:**

18-hour Service Day

8 LAUS to north of LAUS Round Trips

Hourly service between LAUS and San Diego

2 LAUS to Coachella/Indio Round Trips

Equipment in LAUS: 6 Pacific Surfliner (LOSSAN), 1 Coachella

No Future Growth on Amtrak Long Distance

**Table B-9. 2040 Amtrak Projection (Pacific Surfliner and Amtrak Long Distance)**

	6 hour peak			Daily Total		
	LOSSAN	Long Distance	TOTAL	LOSSAN	Long Distance	TOTAL
Revenue Trains	37	1	38	112	5	117
Non-Revenue Trains	0	1	1	18	5	23
<b>Total</b>	<b>37</b>	<b>2</b>	<b>39</b>	<b>130</b>	<b>10</b>	<b>140</b>

Source: SCRRRA 2018b

**Notes:**

**Assumptions:**

18-hour Service Day

Hourly service between LAUS and north of LAUS

30-minutes service between LAUS and San Diego

2 LAUS to Coachella/Indio Round Trips

Equipment in LAUS: 8 Pacific Surfliner (LOSSAN), 1 Coachella

No Future Growth on Amtrak Long Distance