

# Link Union Station

Rail Planning Technical Memorandum

*June 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.

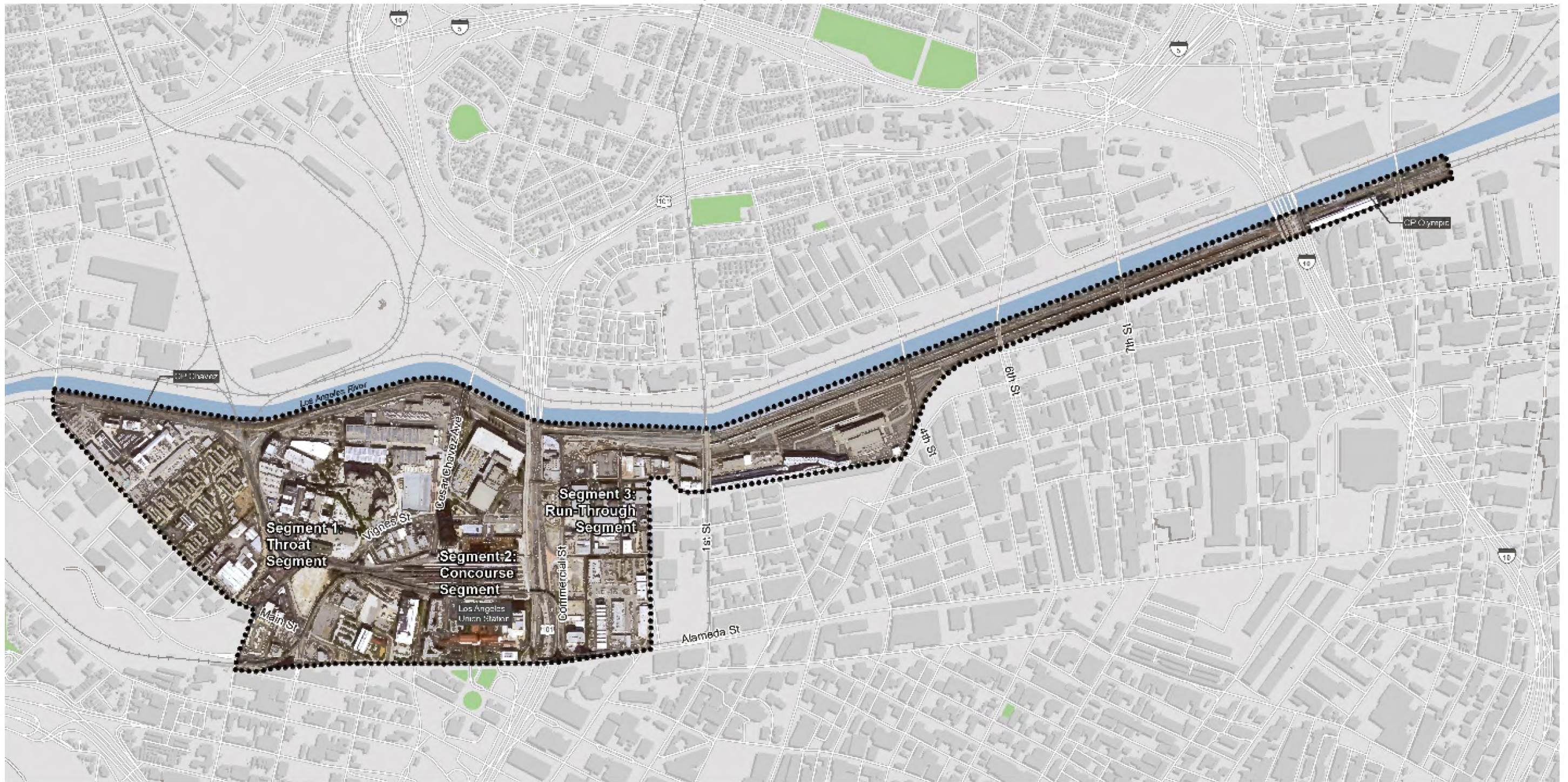
The project study area has a dense street network ranging from major highways to local city streets. The roadways within the project study area include the El Monte Busway, US-101, Bolero Lane, Leroy Street, Bloom Street, Cesar Chavez Avenue, Commercial Street, Ducommun Street, Jackson Street, East Temple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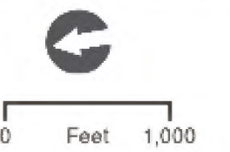


Figure 1-1. Project Study Area



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

0 Feet 500

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## 1.3 Project Components

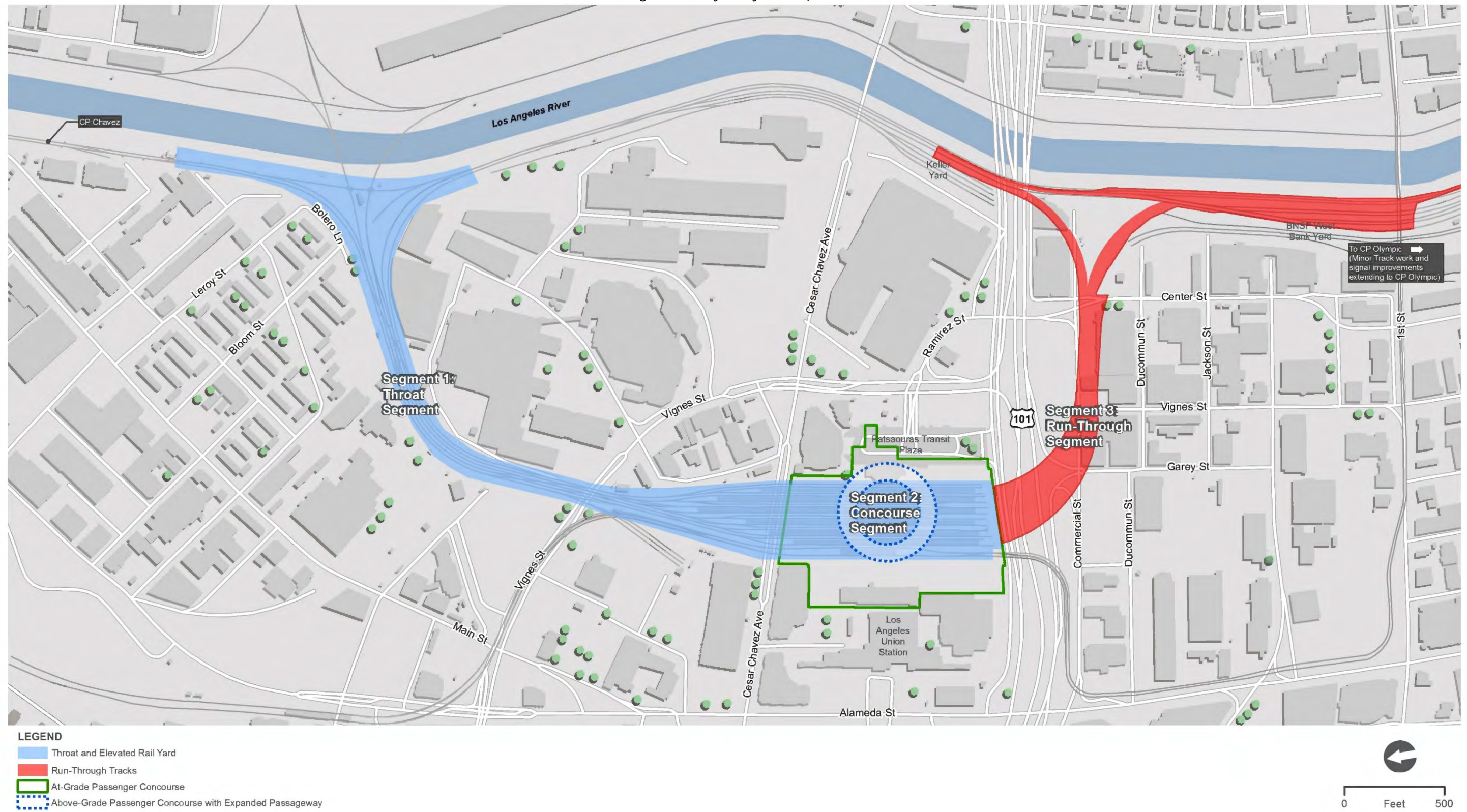
The project includes the following major components, as depicted on Figure 1-3 and summarized below, from north to south.

- **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,

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://scagrtpscs.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

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ALL LINES

**METROLINK.**

# **TIMETABLE**

**E F F E C T I V E   J U N E   6   2 0 1 6**



**VC**

**AV**

**SB**

**RIV**

**91/  
PVL**

**OC**

**IEOC**

[metrolinktrains.com](http://metrolinktrains.com)

# METROLINK COMMUTER RAIL SYSTEM

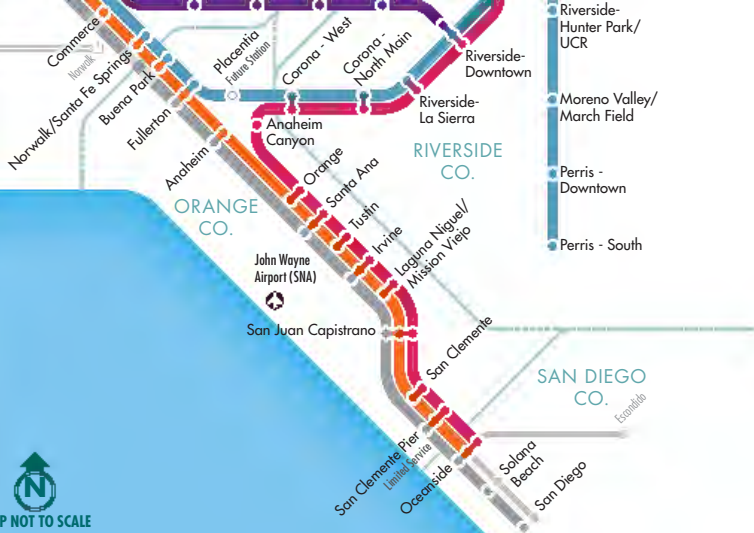


PACIFIC OCEAN

LAX Airport

Redondo Beach

Long Beach



# 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



MAP NOT TO SCALE

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	<b>12:43</b>	<b>2:50</b>	<b>3:15</b>	<b>3:35</b>	<b>4:33</b>	<b>5:10</b>	<b>5:55</b>	<b>6:40</b>	<b>7:45</b>
Glendale ★	5:48	7:01	7:25	7:48	8:10	8:40	9:05	10:00	<b>12:53</b>	<b>3:00</b>	<b>3:25</b>	<b>3:45</b>	<b>4:43</b>	<b>5:20</b>	<b>6:05</b>	<b>6:50</b>	<b>7:55</b>
Burbank - Downtown	5:54	7:07	7:31	↓	8:16	8:46	9:11	10:06	<b>12:59</b>	<b>3:06</b>	<b>3:31</b>	<b>3:51</b>	<b>4:49</b>	<b>5:26</b>	<b>6:11</b>	<b>6:56</b>	<b>8:01</b>
Burbank/Bob Hope Airport ★	6:01	7:12	7:36	8:00	8:25	8:55	9:20	10:11	<b>1:04</b>	<b>3:15</b>	<b>3:36</b>	<b>3:56</b>	<b>4:54</b>	<b>5:31</b>	<b>6:16</b>	<b>7:01</b>	<b>8:10</b>
Van Nuys ★		7:23	7:43	8:10				10:19	<b>1:11</b>		<b>3:43</b>	<b>4:03</b>	<b>5:01</b>	<b>5:38</b>	<b>6:23</b>	<b>7:08</b>	
Northridge		7:31	8:00	8:19				10:28	<b>1:19</b>		<b>3:51</b>	<b>4:11</b>	<b>5:09</b>	<b>5:46</b>	<b>6:31</b>	<b>7:16</b>	
Chatsworth ★		7:38	8:10	8:32				10:35	<b>1:26</b>		<b>4:05</b>	<b>4:18</b>	<b>5:16</b>	<b>5:53</b>	<b>6:38</b>	<b>7:23</b>	
Simi Valley ★		7:52		8:45					<b>1:38</b>			<b>4:30</b>	<b>5:28</b>	<b>6:05</b>	<b>6:50</b>	<b>7:35</b>	
Moorpark ★		8:10		8:57					<b>1:58</b>			<b>4:47</b>	<b>5:40</b>	<b>6:17</b>	<b>7:08</b>	<b>7:47</b>	
Camarillo ★				9:10									<b>5:51</b>	<b>6:28</b>		<b>7:58</b>	
Oxnard ★				9:21									<b>6:01</b>	<b>6:38</b>		<b>8:14</b>	
Ventura - East													<b>6:20</b>	<b>6:57</b>		<b>8:37</b>	

AM times **PM** times

**NOTES:** See page 3

# VENTURA COUNTY LINE • AMTRAK SERVICE Oxnard to L.A.

# L.A. to Oxnard

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)

\* **A768** stops at Northridge and Burbank - Downtown Monday-Friday only.

## DAILY

Amtrak Service No.	A768*	A774	A784	A790	A1790	A796
Ventura - East						
Oxnard ★	7:43	10:18	<b>2:57</b>	<b>5:07</b>	<b>5:35</b>	<b>7:51</b>
Camarillo ★	7:54	10:35	<b>3:08</b>	↓	↓	<b>8:02</b>
Moorpark ★	8:08	↓	<b>3:20</b>	<b>5:36</b>	<b>6:04</b>	↓
Simi Valley ★	8:23	11:02	<b>3:35</b>	<b>5:54</b>	<b>6:20</b>	<b>8:38</b>
Chatsworth ★	8:40	11:14	<b>3:52</b>	<b>6:12</b>	<b>6:33</b>	<b>8:50</b>
Northridge	8:46	↓	↓	↓	↓	↓
Van Nuys ★	8:56	11:28	<b>4:14</b>	<b>6:31</b>	<b>6:45</b>	<b>9:06</b>
Burbank/Bob Hope Airport ★	9:04	11:35	<b>4:22</b>	<b>6:39</b>	<b>6:53</b>	<b>9:13</b>
Burbank - Downtown	9:09	↓	↓	↓	↓	↓
Glendale ★	9:16	11:45	<b>4:32</b>	<b>6:50</b>	<b>7:04</b>	<b>9:23</b>
L.A. Union Station ★	9:35	<b>12:15</b>	<b>4:50</b>	<b>7:10</b>	<b>7:20</b>	<b>9:45</b>

**AMTRAK TRAINS FOR MONTHLY PASS HOLDERS ONLY**

M-F Sa-Su

## DAILY

Amtrak Service No.	A761	A1761	A763	A769	A777	A785
L.A. Union Station ★	7:35	7:50	9:20	<b>12:30</b>	<b>3:05</b>	<b>7:15</b>
Glendale ★	7:48	8:02	9:32	<b>12:42</b>	<b>3:17</b>	<b>7:27</b>
Burbank - Downtown	↓	↓	↓	↓	↓	↓
Burbank/Bob Hope Airport ★	8:00	8:12	9:42	<b>12:52</b>	<b>3:27</b>	<b>7:37</b>
Van Nuys ★	8:10	8:21	9:52	<b>1:02</b>	<b>3:37</b>	<b>7:47</b>
Northridge	8:19	↓	↓	↓	↓	↓
Chatsworth ★	8:32	8:33	10:04	<b>1:14</b>	<b>3:49</b>	<b>7:59</b>
Simi Valley ★	8:45	8:45	10:16	<b>1:26</b>	<b>4:01</b>	<b>8:11</b>
Moorpark ★	8:57	8:57	↓	<b>1:39</b>	↓	↓
Camarillo ★	9:10	9:10	10:40	<b>1:54</b>	<b>4:27</b>	<b>8:35</b>
Oxnard ★	9:21	9:21	10:53	<b>2:05</b>	<b>4:38</b>	<b>8:46</b>
Ventura - East						





**AMTRAK TRAINS FOR MONTHLY PASS HOLDERS ONLY**

M-F Sa-Su

AM times **PM** times

**NOTES:** See page 3

**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

NOTES: See page 3

# 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>
16 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>

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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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## SATURDAY

## SUNDAY

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>

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**

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## 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
19 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

AM times **PM** times

### 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

NOTES: See page 3

AMTRAK SCHEDULE - 2014/2016



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NRPC Form W31-50M-6/6/16 Stock#02-3313R. Schedules subject to change without notice.

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						
Santa Maria, CA—IHOP	24	○	QR						
Guadalupe-Santa Maria, CA	25	○	QR						
Lompoc-Surf Station, CA	51	○	QR						
Lompoc, CA—Visitors Center	67	○	QR						
Solvang, CA	68	○	QR						
Buellton, CA—Opposite Burger King	72	○	QR						
Goleta, CA	110	○	QR						
<b>SANTA BARBARA, CA</b>	119	○	QR	Ar					
				Dp					
Carpinteria, CA	129	○	QR						
Ventura, CA	145	○	QR						
Oxnard, CA	155	○	QR						
Camarillo, CA	165	○	QR						
Moorpark, CA	175	○	QR						
Simi Valley, CA	186	○	QR						
Chatsworth, CA	194	○	QR						
Van Nuys, CA—Amtrak Station	203	○	QR						
Burbank-Bob Hope Airport, CA ✈	209	○	QR						
Glendale, CA	216	○	QR						
<b>LOS ANGELES, CA ✈</b>	222	○	QR	Ar					
				Dp					
Fullerton, CA	248	○	QR						
Anaheim, CA (Disneyland®)	253	○	QR						
Santa Ana, CA	258	○	QR						
Irvine, CA	268	○	QR						
San Juan Capistrano, CA	280	○	QR						
San Clemente Pier, CA	288	○	QR						
Oceanside, CA (LEGOLAND) 🇺🇸	309	○	QR						
Carlsbad (Village), CA	312	○	QR						
Carlsbad (Poinsettia), CA	316	○	QR						
Encinitas, CA	321	○	QR						
Solana Beach, CA	325	○	QR						
Sorrento Valley, CA	332	○	QR						
San Diego (Old Town), CA	347	○	QR						
<b>SAN DIEGO, CA ✈</b>	350	○	QR	Ar					
(Tijuana)				Dp					

\* 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

**Pacific Surfliner Thruway Bus Connections**

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

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

**SHADING KEY**

Daytime train      Connecting train      Thruway and connecting services

**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	● ☕ QR	Dp			☏6 07A	☏6 56A	☏8 05A	☏8 23A	☏9 20A	☏10 41A		
San Diego (Old Town), CA	3	○ ☏ QR				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	● ☕ QR				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	● ☕ QR				☏7 03A	☏7 55A	9 11A	9 29A	☏10 15A	☏11 50A		
San Clemente Pier, CA	63	○											
San Juan Capistrano, CA	70	● ☕ QR				7 36A	8 27A	9 45A	10 07A	10 47A	12 22P		
Irvine, CA	83	● ☕ QR				7 54A	8 42A	10 01A	10 22A	11 01A	12 37P		
Santa Ana, CA	92	● ☕ QR		☏☏1 45A	☏☏3 45A	☏☏5 25A	☏☏5 25A	☏8 05A	☏8 54A	10 12A	10 33A	☏11 12A	12 48P
Anaheim, CA (Disneyland®)	97	● ☕ QR						☏8 14A	☏9 03A	10 21A	10 42A	☏11 22A	12 57P
Fullerton, CA	102	● ☕ QR		☏☏2 05A	☏☏4 05A	☏☏5 50A	☏☏5 50A	☏8 14A	☏9 03A	10 21A	10 42A	☏11 22A	12 57P
<b>LOS ANGELES, CA</b> ▲	128	● ☕ QR	Ar	☏☏2 45A	☏☏4 45A	☏☏6 35A	☏☏6 35A	☏8 57A	☏9 46A	☏11 04A	☏11 25A	☏12 05P	☏1 40P
Glendale, CA	134	○ ☏	Dp	☏☏2 55A	☏☏4 55A	☏7 35A	☏7 50A	☏9 20A				☏12 30P	
Burbank-Bob Hope Airport, CA ▲	142	○ ☕ QR		☏☏3 10A	☏☏5 10A	7 48A	8 02A	9 32A				12 42P	
Van Nuys, CA—Amtrak Station	147	● ☕ QR		☏☏3 25A	☏☏5 25A	8 00A	8 12A	9 42A				12 52P	
Chatsworth, CA	157	○ ☏				☏8 10A	☏8 21A	☏9 52A				☏1 02P	
Simi Valley, CA	164	○ ☏				8 32A	8 33A	10 04A				1 14P	
Moorpark, CA	175	○ ☏				8 45A	8 45A	10 16A				1 26P	
Camarillo, CA	186	○ ☏				8 57A	8 57A					1 39P	
Oxnard, CA	195	● ☕ QR				9 10A	9 10A	10 40A				1 54P	
Ventura, CA	205	○ ☕ QR				☏9 21A	☏9 21A	☏10 53A				☏2 05P	
Carpinteria, CA	221	○ ☕ QR				9 35A	9 35A	11 09A				2 19P	
<b>SANTA BARBARA, CA</b>	232	● ☕ QR	Ar			10 06A	10 06A	11 31A				2 47P	
Goleta, CA	241	○ ☏ QR	Dp			☏10 19A	☏10 19A	☏D11 55A				☏☏3 05P	
Solvang, CA	267	○ ☏				☏10 22A	☏10 22A	☏☏☏12 05P				☏☏☏3 10P	
Buellton, CA—Opposite Burger King	271	○				10 34A	10 34A	12 08P				3 18P	
Lompoc, CA—Visitors Center	284	○ ☏						☏☏12 45P				☏☏4 00P	
Lompoc-Surf Station, CA	300	○						☏☏12 50P				☏☏4 05P	
Guadalupe-Santa Maria, CA	326	○ ☕ QR				11 40A	11 40A					☏☏4 30P	
Santa Maria, CA—IHOP	327	○ ☏				12 16P	12 16P					☏☏5 05P	
Grover Beach, CA	338	○ ☕ QR						☏☏1 30P				☏☏4 35P	
<b>SAN LUIS OBISPO, CA</b>	350	● ☕ QR	Ar			12 35P	12 35P	☏☏1 55P				☏☏5 30P	
—Amtrak Station		○	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







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*and intermediate stations*



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

Schedules subject to change without notice. Amtrak is a registered service mark of the National Railroad Passenger Corp. National Railroad Passenger Corporation Washington Union Station, 60 Massachusetts Ave. N.E., Washington, DC 20002.



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

[7] Executive Transportation operates Thruway van service from Springfield, IL for connections to 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

**Southwest Chief®**  
Other Amtrak Train Routes

- 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.

										Thruway Number												
8561	8563	8553	8557	8559	8565	8567	8581	8569	Mile	Days of Operation	Symbol	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		
5:00A	7:00A	8:00A	9:00A	11:00A	1:00P	3:00P	5:00P	7:00P	0	Dp	Flagstaff, AZ (MST) —Amtrak Station	●	Ar	10 20A	12 20P	2 20P	3 20P	4 20P	6 20P	8 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 Phoenix, 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	—Metro Center Transportation Ctr. —Sky Harbor (MST) Airport	○	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		○	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 3:00 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	Daily	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

EDICIÓN  
ESPAÑOLA  
*en la otra cara*

# SUNSET LIMITED®

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

# SUNSET LIMITED ROUTE MAP and SYMBOLS

1 [20]		◀ Train Number ▶		2 [20]		
As indicated in column		◀ Normal Days of Operation ▶		As indicated in column		
[R] [A] [X]		◀ On Board Service ▶		[R] [A] [X]		
Read Down		Mile	Symbol	Read Up		
09 00A MoWeSa	0	Dp	New Orleans, LA (CT)	●●●QT	Ar	09 40P TuFrSu
			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	●	Dp	12 10P TuFrSu
06 55P MoWeSa		Dp	Galveston—see below		Ar	11 10A TuFrSu
12 05A TuThSu	573	Ar	San Antonio, TX	●●●QT	Dp	06 25A TuFrSu
12 45A TuThSu		Dp			Ar	04 50A TuFrSu
05 49A TuThSu	742		Del Rio, TX	○		02 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
11 22P TuThSu	1178	Ar	El Paso, TX (MT)	●●●QT	Dp	03 35P MoThSa
11 47P TuThSu		Dp	(Ciudad Juarez, Mexico)		Ar	03 10P MoThSa
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	●●●QT	Dp	08 15A MoThSa
07 35P TuThSu		Dp			Ar	07 28A MoThSa
08 52P TuThSu	1579	Ar	Maricopa, AZ (Phoenix)	●	Dp	05 40A MoThSa
09 02P TuThSu		Dp			Ar	05 30A MoThSa
11 49P TuThSu	1744		Yuma, AZ (MST)	○		02 47A MoThSa
02 02A WeFrMo	1890		Palm Springs, CA (PT)	○		12 36A MoThSa
D3 54A WeFrMo	1957		Ontario, CA	○		10 54P SuWeFr
D4 04A WeFrMo	1964		Pomona, CA	○		10 41P SuWeFr
05 35A WeFrMo	1995	Ar	Los Angeles, CA	●●●QT	Dp	10 00P SuWeFr



- 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®

- [R] **Coaches: Reservations required.**
- [A] **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.
- [X] **Dining:** Full meal service.
- [A] **Sightseer Lounge:** Sandwiches, snacks and beverages.
- [A] 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.
- [A] 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	Dp	Galveston, TX (CT)	○	Ar	2 45P	
			-123 Rosenberg				
11 05P	47	Ar	Houston, TX—Amtrak Station (CT)	●	Dp	1 15P	

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

8059		Thruway Number				8058	
Daily	Mile	Days of Operation		Symbol		Daily	
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	

## Discover NEW HORIZONS.



For reservations and information visit [Amtrak.com](http://Amtrak.com) or call 1-800-USA-RAIL.

Download the **Sunset Limited** podcast at [www.AmtrakRailGuide.com](http://www.AmtrakRailGuide.com).

*En efecto a partir del*  
9 DE JUNIO DE 2014

ENGLISH  
VERSION  
*on other side*

# SUNSET LIMITED®

NEW ORLEANS

— y —

LOS ANGELES



NEW ORLEANS - HOUSTON

SAN ANTONIO - TUCSON

MARICOPA - LOS ANGELES

*y estaciones intermedias*



Formulario de NRPC P1-125M-6/9/14 Artículo #02-3608

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# SUNSET LIMITED

1	◀ Número de tren ▶				2
Como se indica en la columna	◀ Días de operación ▶				Como se indica en la columna
	◀ Servicio a bordo ▶				
Leer hacia abajo	Milla		Símbolo	Leer hacia arriba	
09 00A LMIS	0	Dp	New Orleans, LA (CT)	09 40P MVD	
10 30A LMIS	56		Baton Rouge—ver la derecha	07 03P MVD	
11 56A LMIS	127		Schriever, LA (Houma/Thibodaux)	05 41P MVD	
12 24P LMIS	145		New Iberia, LA	05 15P MVD	
1 55P LMIS	219		Lafayette, LA	03 29P MVD	
3 48P LMIS	281		Lake Charles, LA	02 05P MVD	
6 18P LMIS	363	Ar	Beaumont, TX (Port Arthur)	12 10P MVD	
6 55P LMIS		Dp	Houston, TX	11 10A MVD	
12 05A MJD	573	Ar	Galveston—ver la derecha	06 25A MVD	
2 45A MJD		Dp	San Antonio, TX	04 50A MVD	
5 49A MJD	742		Del Rio, TX	02A MVD	
8 24A MJD	868		Sanderson, TX	10 36P LJS	
10 38A MJD	959		Alpine, TX (Big Bend Nat'l Park) (CT)	08 45P LJS	
11 22P MJD	1178	Ar	El Paso, TX (MT)	03 35P LJS	
1 47P MJD		Dp	(Ciudad Juarez, Mexico)	03 10P LJS	
3 18P MJD	1264		Deming, NM	01 10P LJS	
4 13P MJD	1325		Lordsburg, NM (MT)	12 15P LJS	
5 18P MJD	1443		Benson, AZ (MST)	09 15A LJS	
6 45P MJD	1493	Ar	Tucson, AZ	08 15A LJS	
7 35P MJD		Dp		07 28A LJS	
8 52P MJD	1579	Ar	Maricopa, AZ (Phoenix)	05 40A LJS	
9 02P MJD		Dp		05 30A LJS	
11 49P MJD	1744		Yuma, AZ (MST)	02 47A LJS	
2 02A MIVL	1890		Palm Springs, CA (PT)	12 36A LJS	
D3 54A MIVL	1957		Ontario, CA	10 54P DMIV	
D4 04A MIVL	1964		Pomona, CA	10 41P DMIV	
35 35A MIVL	1995	Ar	Los Angeles, CA	10 00P DMIV	

## 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 RETRASARAN 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	Número de Thruway				6021
Diariamente	Milla	Días de operación	Símbolo	Diariamente	
11 30A	0	Dp	Galveston, TX -123 Rosenberg (CI)	2 45P	
1 05P	47	Ar	Houston, TX—Estación de Amtrak(CI)	1 15P	

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

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

## Convenciones del sombreado

Tren de larga distancia	Thruway y servicios de conexión
-------------------------	---------------------------------

### Servicio Amtrak modificado para Sunset Limited

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

**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: SCRRRA 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