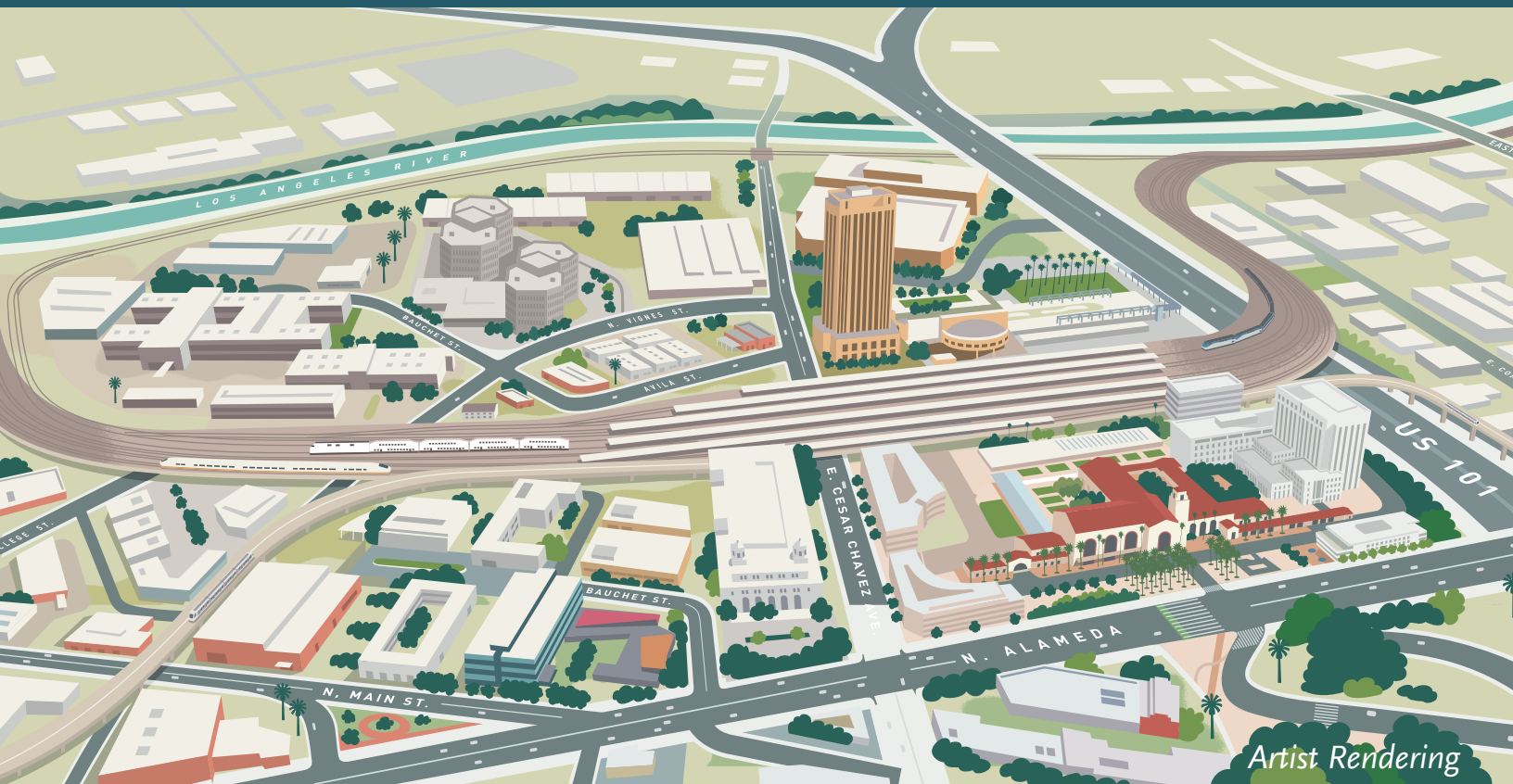


Link Union Station

Draft Rail Planning Technical Memorandum

June 2024



Artist Rendering

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.



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CONTENTS

1.0	Introduction	1
1.1	Project Background and Concurrent Operational Analysis	2
1.1.1	Project Background	2
1.1.2	Concurrent Operational Analysis	2
1.2	Project Location and Study Area	3
2.0	Objective of the Memorandum	11
3.0	Existing Rail Operating Conditions and Characteristics	13
3.1	Existing Metrolink Trains	13
3.2	Existing Amtrak Trains	14
4.0	Future Service Planning Assumptions and Data Sources	15
4.1	Metrolink	16
4.1.1	Equipment Turn Time	17
4.1.2	Dwell Time	17
4.1.3	Service Hours by Train Line	17
4.2	Pacific Surfliner and Amtrak	17
4.2.1	Equipment Turn Time and Dwell Time	17
4.3	California High-Speed Rail Authority	18
4.3.1	Service Hours	18
4.3.2	Equipment Turn Time and Dwell Time	18
4.4	Train Consists	18
4.4.1	Emerging Train Consist Technology	20
5.0	Future Daily Train Movements at Los Angeles Union Station	21
6.0	Conclusion	23
7.0	References	25

FIGURES

Figure 1-1.	Project Location and Regional Vicinity	5
Figure 1-2.	Project Study Area	7
Figure 1-3.	Existing Los Angeles Union Station Track and Platform Layout	9

TABLES

Table 4-1.	Train Consist by Operator	19
Table 5-1.	Existing (2016) and Future Daily Train Movements	21

APPENDICES

Appendix A: Existing Metrolink and Amtrak Train Schedules

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

ACRONYMS

Caltrans	California Department of Transportation
CHSRA	California High-Speed Rail Authority
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse gas
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
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCORE	Southern California Optimized Rail Expansion

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1.0 Introduction

The California High-Speed Rail Authority (CHSRA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are proposing the Link Union Station (Link US) Project (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 increase rail service capacity of the station and accommodate forecasted increases in passenger 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 pass through LAUS in 2016 (baseline year of analysis), the years 2026¹ and 2031 that correspond to the two major phases of project implementation (interim condition and full build-out condition), and the horizon year considered in this Environmental Impact Statement/Supplemental Environmental Impact Report (2040)². Improvements to the Gold Line and/or Regional Connector Transit Corridor and associated service levels/train movements through LAUS are not considered in this memorandum. Although both Gold Line and the Regional Connector light rail trains use LAUS³, all operational aspects and train movements through LAUS for these two Metro system lines are addressed through separate Metro documentation (Metro 2012). The information contained within this memorandum was prepared solely to provide a conservative estimate of the number of trains projected to pass through LAUS to facilitate an environmental evaluation of potential localized traffic, air quality, and noise and vibration effects that may result from Project-related capacity enhancements.

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.

¹ The 2026 implementation 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.

² As discussed in the Environmental Impact Statement/Supplemental Environmental Impact Report (EIS/SEIR) Chapter 2 (Section 2.4, Project Implementation Approach), the infrastructure improvements as part of the interim and full build-out conditions would be implemented as early as 2026 and 2031, respectively. The year 2040 corresponds to the horizon year with corresponding service goals and objectives of multiple statewide plans and mandates.

³ With the renaming of the Metro system lines which occurred in 2019 and operation of the Regional Connector commencing on June 16, 2023, the Red, Purple, and Gold Lines were renamed in the Metro system. The stretch of the Gold Line from LAUS to Azusa is now part of the A Line, while the portion from LAUS to East Los Angeles has been added to the E Line. The Red Line is now the B Line stretching from North Hollywood to LAUS, and the Purple Line is now the D Line stretching from Wilshire/Western to LAUS.

1.1 Project Background and Concurrent Operational Analysis

1.1.1 Project Background

In parallel with Project implementation, the Southern California Regional Rail Authority 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 Southern California to upgrade the Metrolink system and meet the current and future needs of the traveling public. The Project is a critical component of the SCORE Program, providing capacity enhancements to fulfill the program objectives.

Localized environmental effects resulting from Project-related infrastructure improvements and forecasted increases in train movements at LAUS are evaluated in the environmental documentation for the Project. The 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 through 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 the Southern California Regional Rail Authority and other agency partners. Furthermore, the operational aspects of the planned HSR system and the associated environmental effects are not evaluated in the environmental documentation for the Project because operation of the planned HSR system and the associated effects are addressed separately in the environmental documentation prepared by CHSRA 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 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, 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

The Build Alternative consists of infrastructure improvements in Downtown Los Angeles in the vicinity of LAUS (Figure 1-1). LAUS is located at 800 Alameda Street in the City of Los Angeles, California. LAUS is bounded by United States Highway 101 (US-101) to the south, Alameda Street to the west, Cesar Chavez Avenue to the north, and Vignes Street to the east. The northern Project limit is at North Main Street (Mile Post 1.18) and the southern Project limit is in the vicinity of Control Point (CP) Olympic, south of Interstate 10 and Olympic Boulevard (Mile Post 142.70).

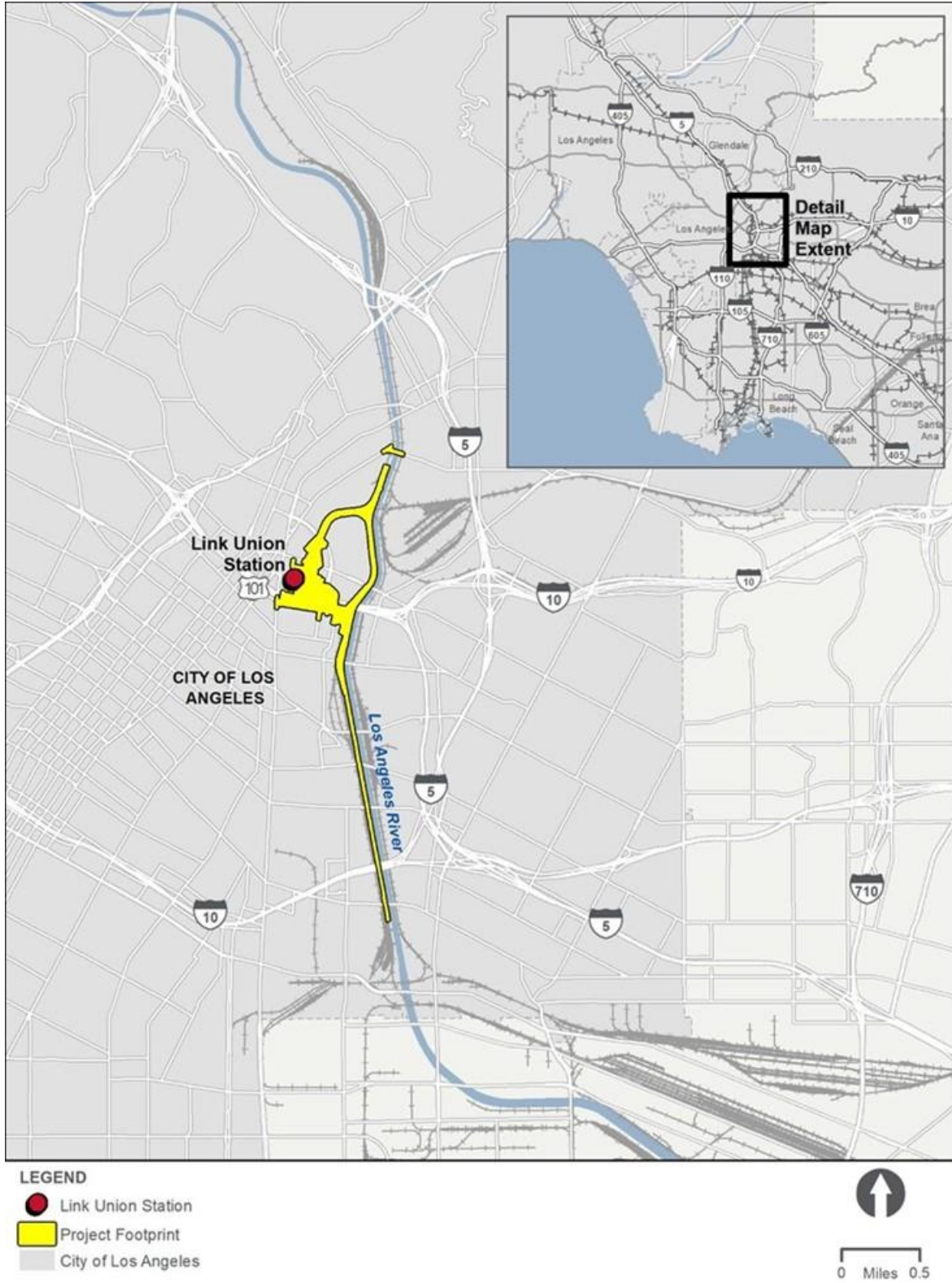
Figure 1-2 depicts the Project study area, which is generally used to characterize the affected environment, unless otherwise specified, and provide a geographic context for the existing and proposed infrastructure improvements at and within the vicinity of LAUS. The Project study area includes three main segments (Segment 1: Throat Segment, Segment 2: Concourse Segment, and Segment 3: Run-Through Segment). The existing conditions within each segment are summarized north to south below:

- **Segment 1: Throat Segment** – This segment, known as the LAUS throat, includes CP Chavez and the area north of the platforms at the LAUS rail yard, from North Main Street at the north to Cesar Chavez Avenue at the south. In the throat segment, all arriving and departing trains are required to traverse through a complex network of lead tracks, switches, and crossovers. Five lead tracks provide access into and out of the rail yard, except for one location near the Vignes Street Bridge, where it reduces 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. The Garden Tracks (stub-end tracks where private train cars are currently stored) are also located just north of the platforms. Land uses in the vicinity of the throat segment are residential, industrial, and institutional.
- **Segment 2: Concourse Segment** – This segment is between Cesar Chavez Avenue and US-101 and includes LAUS, the rail yard, the East Portal Building, the baggage handling building with associated parking areas and access roads, the ticketing/waiting halls, and the 28-foot-wide pedestrian passageway with connecting ramps and stairways below the rail yard. Land uses in the vicinity of the concourse segment are residential, commercial, and public.
- **Segment 3: Run-Through Segment** – This segment is south of LAUS and extends east to west from Alameda Street to the west bank of the Los Angeles River and north to south from Keller Yard to CP Olympic. This segment includes US-101, the Commercial Street/Ducommun Street corridor, Metro Red and Purple Lines Maintenance Yard (Division 20 Rail Yard), BNSF Railway (BNSF) West Bank Yard, Keller Yard, the main line tracks on the west bank of the Los Angeles River from Keller Yard to CP Olympic, and the Amtrak lead track connecting the main line tracks with Amtrak’s Los Angeles Maintenance Facility in the vicinity of 8th Street. Land uses in the vicinity of the run-through segment are primarily industrial and manufacturing.

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, Main Street, Aliso Street, Avila Street, Bauchet Street, and Center Street.

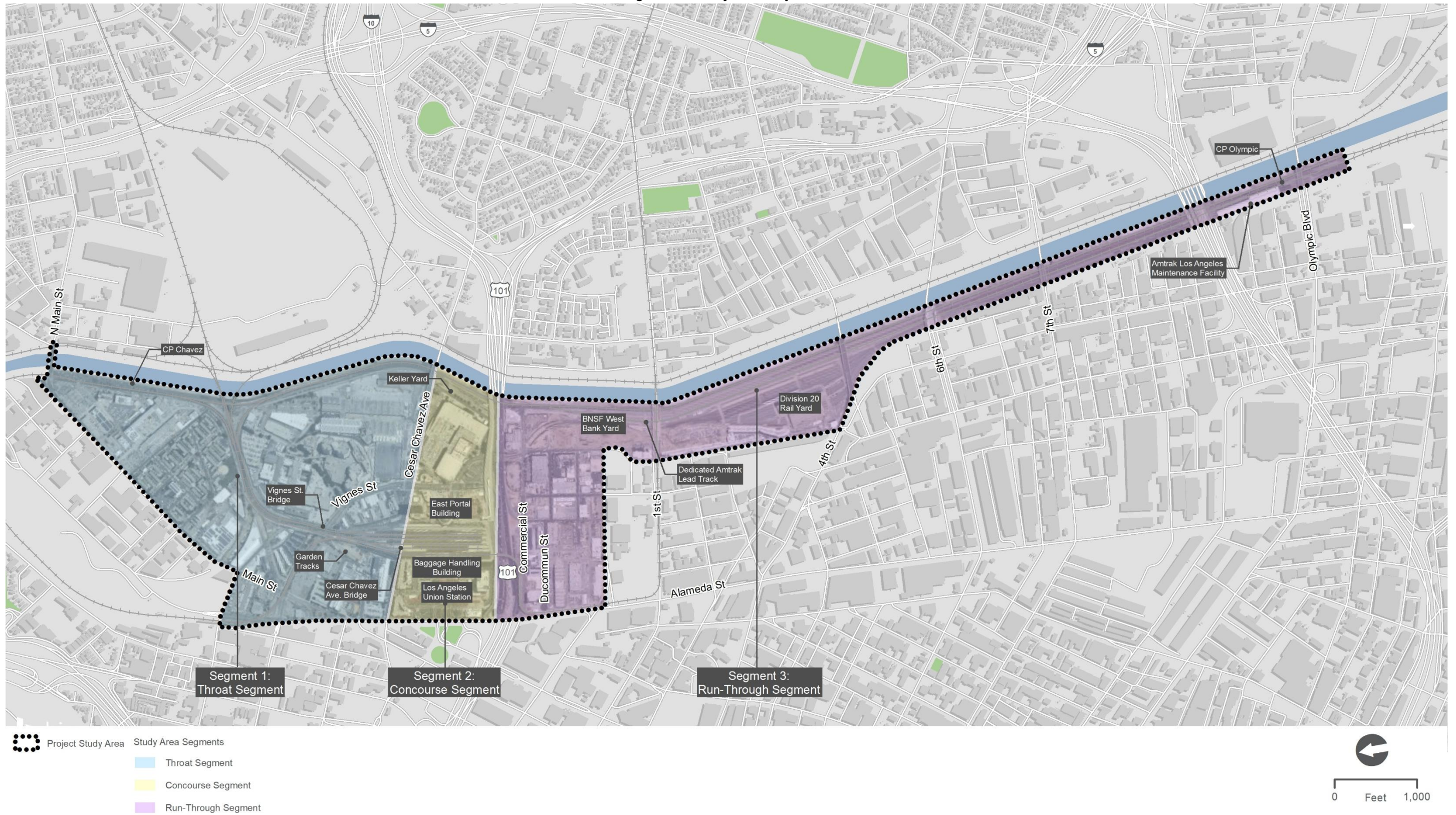
Figure 1-3 depicts the existing LAUS track and platform layout as well as other key facilities in and around LAUS.

Figure 1-1. Project Location and Regional Vicinity



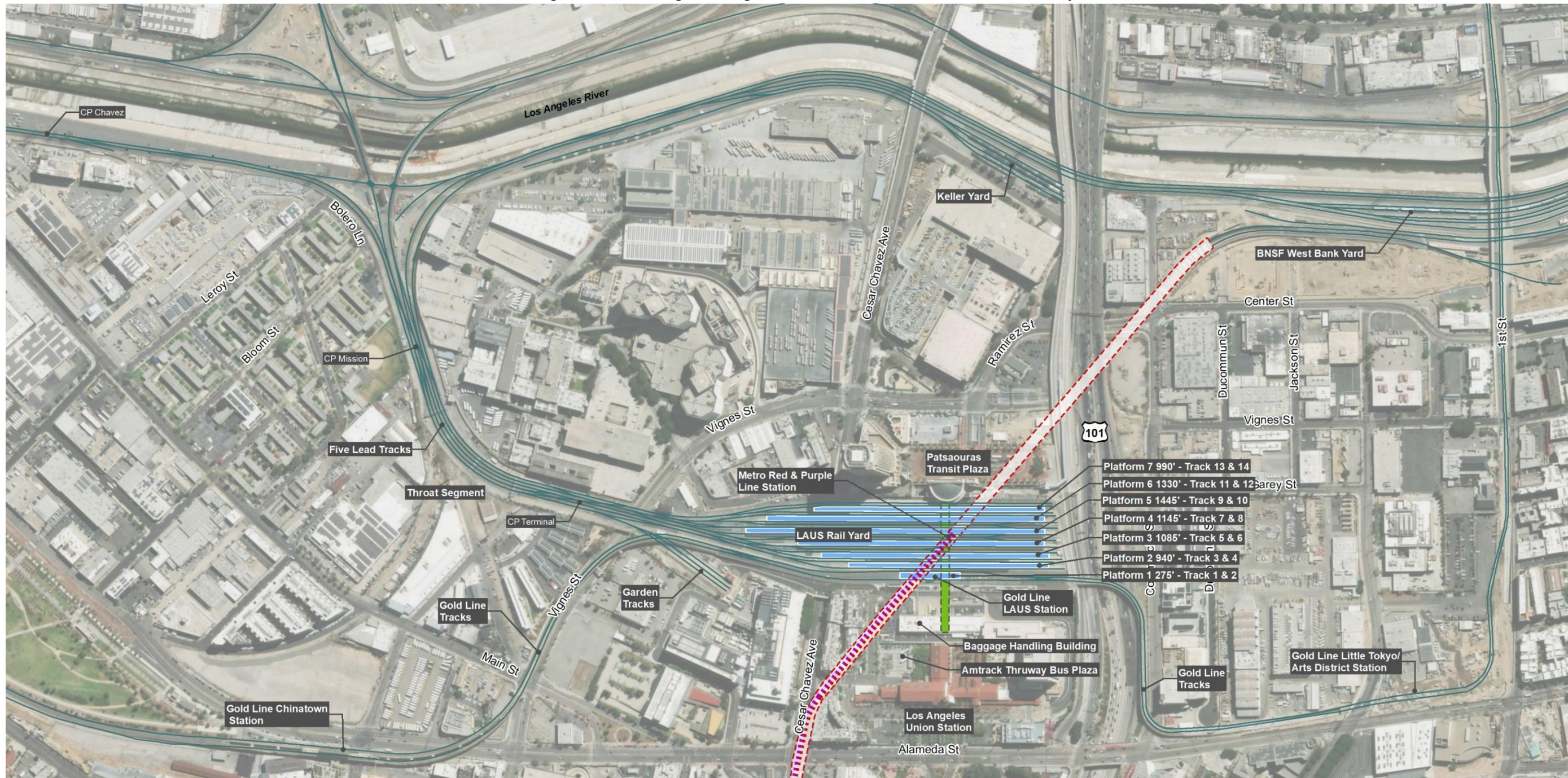
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Figure 1-2. Project Study Area



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Figure 1-3. Existing Los Angeles Union Station Track and Platform Layout



- Platform 7 990' - Track 13 & 14
- Platform 6 1330' - Track 11 & 12
- Platform 5 1445' - Track 9 & 10
- Platform 4 1145' - Track 7 & 8
- Platform 3 1085' - Track 5 & 6
- Platform 2 940' - Track 3 & 4
- Platform 1 275' - Track 1 & 2

LEGEND

- Existing Track
- Metro Red & Purple Line
- Existing Platforms
- - - Red & Purple Line Tunnel
- Pedestrian Passageway
- Transportation Feature

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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) and provide an estimate of future train movements through LAUS for the years 2026, 2031, and 2040 with appropriate service planning assumptions to facilitate the environmental evaluation of the Project-related effects of capacity enhancements in the environmental documentation for the Project. The 2026 and 2031 years correspond to the two major phases of Project implementation (interim condition and full build-out condition). The Year 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 concourse-related improvements (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 environmental documentation for the Project.

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

- 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 the 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 trains⁴. 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 baseline year used for the environmental documentation for the Project, available 2016 schedules for Metrolink and Amtrak Pacific Surfliner and long-distance trains and the 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

⁴ 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.

- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line

As of April 2016, Metrolink operated 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 operated 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) passed through LAUS.

3.2 Existing Amtrak Trains

As of April 2016, Amtrak operated 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 [LOSSAN] corridor) north and south of LAUS (counted as 18 total trains in Table 5-1); 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 operated 3 times per week. Amtrak/LOSSAN also operated 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 passed 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 2050

The *California Transportation Plan 2050* (California Department of Transportation [Caltrans] 2021) 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 vision of the *California Transportation Plan 2050* is a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The Project-related capacity enhancements would facilitate future train operations to address this vision.

2018 California State Rail Plan

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

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

The estimated train movements and resulting benefits correlate with the service goals and improvements for the Los Angeles Urban Mobility Corridor and coincide 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:
 - o Very frequent service between LAUS and Burbank
 - o On the Ventura County Line, half-hourly express service between LAUS and Oxnard, and half-hourly local service between LAUS and Chatsworth
 - o 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

2022 Business Plan

The objective of the *2022 Business Plan*, adopted April 27, 2022, is to initiate HSR passenger service as soon as possible.

2020 Regional Transportation Plan/Sustainable Communities Strategy: Connect SoCal

The 2020 RTP/SCS identifies the Project as part of the Metrolink SCORE Program and acknowledges the Project will greatly improve regional rail by providing through service at LAUS, reducing rail travel times in the region, and allowing one-seat ride opportunities to many more destinations. The Project is included in the 2023 Federal Transportation Improvement Program (FTIP), adopted as part of RTP/SCS Amendment #2, under FTIP Identification Number LA0G1051. The Project aligns with the benefits outlined in the 2020 RTP/SCS because it would reduce air pollution and greenhouse gas (GHG) emissions from idling locomotives.

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.

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. The Federal Railroad Administration, 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 is 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 train sets 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)
Metrolink			
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) MP36 PH-C (Motive Power Industries)
Metrolink 6-Car Set (6 in daily service)	6	1	All horizon year consists will use EMD F-125 Spirit locomotives, which started to enter service in 2018.
Amtrak – Pacific Surfliner			
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.
Amtrak – Long Distance Trains			
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.
CHSRA – High Speed Train (2033)			
AGV High-Speed Trainset (France)*	6	2	Power cars in integrated trainset

Sources: Metrolink, Amtrak: Southern California Regional Rail Authority 2012

Notes:

*This is a hypothetical trainset. The actual train sets 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 systems, diesel multiple units, battery-hybrid multiple units, renewable diesel, and other alternative fuels:

- 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 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.

Table 5-1. Existing (2016) and Future Daily Train Movements					
Transit Operator	Frequency	2016	As Early As 2026	As Early As 2031	As Early As 2040
Metrolink (regional rail)	Total daily	185	410	690	690
	Revenue trains	139	370	678	678
	Nonrevenue trains ^a	46	40	12	12
	6-hour peak	80	144	250	250
Amtrak/LOSSAN	Total daily^b	48	68	80	140
	Pacific Surfliner	32	48	56	112
	Long-distance trains	5	5	5	5
	Nonrevenue trains ^c	11	15	19	23
	6-hour peak	13	21	21	39
CHSRA	Total daily	—	—	—	272
	Revenue trains	—	—	—	222
	Nonrevenue trains ^d	—	—	—	50
	6-hour peak	—	—	—	132

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

Notes:

^a This includes all deadhead equipment movements between LAUS and the Central Maintenance Facility.

^b This includes through trains on the LOSSAN corridor, as well as proposed Coachella Valley Service starting in 2026.

^c 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.

^d This includes deadhead equipment movements for HSR trains between LAUS and HSR Los Angeles Maintenance Facility.

CHSRA=California High-Speed Rail Authority; 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 Los Angeles-San Diego-San Luis Obispo

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.

CHSRA

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 environmental documentation for the Project will be prepared to include an analysis of potential environmental effects associated with implementation of the Project, 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

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- . 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®

TIMETA:BLE

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

METROLINK COMMUTER RAIL SYSTEM



PACIFIC OCEAN



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

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		2:18					4:57
Simi Valley ★	5:17		6:13	6:51	7:30			8:23	8:38		2:31					5:10
Chatsworth ★	5:28		6:24	7:02	7:41		8:25	8:40	8:49	10:50	2:42			4:40	5:27	
Northridge	5:33		6:29	7:07	7:46		8:30	8:46	8:54	10:55	2:47			4:45	5:32	
Van Nuys ★	5:41		6:37	7:15	7:54		8:38	8:56	9:02	11:03	2:55			4:53	5:45	
Burbank/Bob Hope Airport ★	5:49	6:13	6:45	7:23	8:02	8:35	8:46	9:04	9:10	11:11	3:03	3:37	4:15	5:05	5:53	8:30
Burbank - Downtown	5:55	6:17	6:52	7:30	8:08	8:39	8:52	9:09	9:16	11:17	3:09	3:41	4:19	5:10	5:59	8:35
Glendale ★	6:02	6:23	6:59	7:37	8:15	8:45	8:59	9:16	9:23	11:26	3:16	3:47	4:25	5:16	6:06	8:40
L.A. Union Station ★	6:15	6:38	7:14	7:50	8:30	9:02	9:17	9:35	9:42	11:40	3:33	4:00	4:40	5:30	6:20	8:55

AM times **PM** times

NOTES: See page 3

MONDAY THROUGH FRIDAY

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

AM times **PM** times

NOTES: See page 3

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

* **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	2:57	5:07	5:35	7:51
Camarillo ★	7:54	10:35	3:08	↓	↓	8:02
Moorpark ★	8:08	↓	3:20	5:36	6:04	↓
Simi Valley ★	8:23	11:02	3:35	5:54	6:20	8:38
Chatsworth ★	8:40	11:14	3:52	6:12	6:33	8:50
Northridge	8:46	↓	↓	↓	↓	↓
Van Nuys ★	8:56	11:28	4:14	6:31	6:45	9:06
Burbank/Bob Hope Airport ★	9:04	11:35	4:22	6:39	6:53	9:13
Burbank - Downtown	9:09	↓	↓	↓	↓	↓
Glendale ★	9:16	11:45	4:32	6:50	7:04	9:23
L.A. Union Station ★	9:35	12:15	4:50	7:10	7:20	9:45

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	12:30	3:05	7:15
Glendale ★	7:48	8:02	9:32	12:42	3:17	7:27
Burbank - Downtown	↓	↓	↓	↓	↓	↓
Burbank/Bob Hope Airport ★	8:00	8:12	9:42	12:52	3:27	7:37
Van Nuys ★	8:10	8:21	9:52	1:02	3:37	7:47
Northridge	8:19	↓	↓	↓	↓	↓
Chatsworth ★	8:32	8:33	10:04	1:14	3:49	7:59
Simi Valley ★	8:45	8:45	10:16	1:26	4:01	8:11
Moorpark ★	8:57	8:57	↓	1:39	↓	↓
Camarillo ★	9:10	9:10	10:40	1:54	4:27	8:35
Oxnard ★	9:21	9:21	10:53	2:05	4:38	8:46
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		1:40					6:05
Palmdale	4:07	5:04	5:29	6:07	6:19	7:01	7:50		9:09	10:30		11:44		1:49	2:00		4:00		6:15
Vincent Grade/Acton	4:18	5:15	5:40	↓	6:30	7:12	↓		9:20	↓		11:55		2:00	↓		↓		↓
Via Princessa	4:50	5:49	6:14	↓	7:04	7:46	↓	9:03	9:54	↓	11:25	12:29	1:45	2:34	↓	3:15	↓		7:12
Santa Clarita	4:56	5:55	6:20	6:53	7:10	7:52	↓	9:09	10:00	↓	11:31	12:35	1:51	2:40	↓	3:21	↓	5:05	7:18
Newhall	5:03	6:02	6:27	↓	7:17	7:59	8:40 >	9:16	10:08	11:20 >	11:38	12:42	1:57	2:47	2:50 >	3:28	4:50 >	5:13	7:25
12 Sylmar/San Fernando	5:16	6:16	6:41	7:12	7:32	8:13		9:30	10:23		11:57	12:57	2:11	3:02		3:42		5:27	7:39
Sun Valley	5:23	6:23	6:57	↓	7:40	8:20		9:37	10:31		12:04	1:10	2:21	3:14		3:49		5:34	7:46
Burbank - Downtown	5:30	6:31	7:03	7:25	7:48	8:27		9:45	10:38		12:11	1:17	2:28	3:22		3:56		5:41	7:54
Glendale ★	5:37	6:38	7:09	↓	7:55	8:33		9:54	10:44		12:17	1:24	2:34	3:29		4:02		5:48	8:00
L.A. Union Station ★	5:53	6:55	7:26	7:42	8:15	8:55		10:11	11:05		12:40	1:45	2:50	3:50		4:20		6:10	8:25

 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	12:40	2:25	6:15
Palmdale	6:34	9:05	11:19	12:49	2:34	6:24
Vincent Grade/Acton	6:45	9:16	11:30	12:59	2:45	6:35
Via Princessa	7:19	9:53	12:04	1:32	3:19	7:12
Santa Clarita	7:25	10:00	12:10	1:38	3:25	7:18
Newhall	7:32	10:07	12:17	1:45	3:32	7:25
Sylmar/San Fernando	7:46	10:21	12:34	1:59	3:46	7:39
Sun Valley	7:53	10:28	12:41	2:06	3:53	7:46
Burbank - Downtown	8:00	10:35	12:48	2:13	3:59	7:53
Glendale ★	8:07	10:42	12:55	2:20	4:05	8:00
L.A. Union Station ★	8:25	11:00	1:15	2:40	4:30	8:20

SATURDAY AND SUNDAY

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

AM times **PM** times

NOTES: See page 3

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	12:28	1:35	3:12	4:00	5:16	6:14	7:49
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	12:38	1:45	3:22	4:10	5:27	6:25	8:00
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	12:47	1:52	3:31	4:17	5:34	6:34	8:06
Rancho Cucamonga	4:14	4:47	5:06	5:38	6:04	6:26	6:54	7:19	8:25	9:17	10:25	12:02	12:56	2:01	3:40	4:26	5:43	6:54	8:15
Upland	4:22	4:54	5:13	5:46	6:12	6:34	7:01	7:27	8:33	9:24	10:33	12:09	1:03	2:09	3:47	4:33	5:51	7:02	8:23
Montclair	4:28	5:00	5:19	5:52	6:18	6:39	7:07	7:33	8:39	9:30	10:39	12:15	1:09	2:15	3:53	4:39	5:57	7:08	8:28
Claremont	4:31	5:04	5:23	5:55	6:21	6:43	7:11	7:36	8:42	9:33	10:43	12:18	1:13	2:19	3:56	4:42	6:01	7:11	8:32
Pomona - North	4:36	5:09	5:28	6:00	6:26	6:48	7:15	7:41	8:47	9:38	10:47	12:23	1:17	2:23	4:01	4:49	6:11	7:17	8:37
Covina	4:47	5:20	5:39	6:11	6:37	6:59	7:27	7:52	8:58	9:49	10:58	12:34	1:29	2:35	4:12	5:00	6:23	7:28	8:48
Baldwin Park	4:54	5:27	5:46	6:18	6:44	7:06	7:34	7:59	9:05	9:56	11:05	12:41	1:35	2:41	4:19	5:12	6:30	7:35	8:55
El Monte	5:04	5:37	5:56	6:28	6:54	7:16	7:43	8:09	9:15	10:06	11:15	12:51	1:45	2:51	4:32	5:22	6:48	7:52	9:05
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	1:04	1:57	3:03	4:45	5:35	6:59	8:03	9:17
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	1:15	2:07	3:13	4:55	5:47	7:10	8:14	9:27

 AM times **PM** times

NOTES: See page 3

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	12:41	1:55	3:01	3:33	3:55	4:22	4:58	5:12	5:35	6:05	6:24	7:28	8:39	9:46
Cal State L.A.	5:59	7:48	9:18	10:30	11:19	12:55	2:08	3:15	3:47	4:09	4:35	5:11	5:25	5:52	6:19	6:37	7:41	8:52	10:00
El Monte	6:16	8:07	9:35	10:41	11:36	1:11	2:20	3:26	3:58	4:20	4:52	5:22	5:42	6:03	6:30	6:48	7:52	9:04	10:11
Baldwin Park	6:29	8:19	9:45	10:51	11:46	1:22	2:30	3:36	4:08	4:30	5:02	5:32	5:52	6:13	6:40	6:58	8:02	9:14	10:21
Covina	6:36	8:26	9:53	10:59	11:53	1:29	2:37	3:43	4:15	4:37	5:10	5:40	6:00	6:22	6:48	7:06	8:10	9:21	10:28
Pomona - North	6:50	8:40	10:06	11:12	12:06	1:42	2:50	3:56	4:29	4:50	5:23	5:53	6:13	6:35	7:01	7:19	8:23	9:34	10:42
Claremont	6:55	8:45	10:11	11:17	12:11	1:47	2:55	4:01	4:34	4:56	5:28	5:58	6:18	6:40	7:06	7:24	8:28	9:39	10:47
Montclair	7:06	8:49	10:15	11:21	12:15	1:51	2:59	4:05	4:38	5:00	5:32	6:02	6:22	6:44	7:10	7:28	8:32	9:43	10:51
Upland	7:12	8:54	10:21	11:27	12:21	1:57	3:05	4:11	4:43	5:05	5:38	6:08	6:28	6:50	7:16	7:34	8:38	9:49	10:56
Rancho Cucamonga	7:19	9:02	10:28	11:34	12:28	2:04	3:12	4:25	4:51	5:12	5:45	6:15	6:35	6:57	7:23	7:41	8:45	9:56	11:04
Fontana	7:31	9:17	10:39	11:45	12:39	2:15	3:23	4:36	5:01	5:23	5:55	6:26	6:46	7:07	7:33	7:52	8:56	10:07	11:14
Rialto	7:39	9:23	10:45	11:51	12:45	2:21	3:29	4:42	5:07	5:34	6:02	6:32	6:52	7:14	7:40	8:05	9:02	10:13	11:21
San Bernardino	7:48	9:32	10:54	12:00	12:54	2:30	3:38	4:51	5:16	5:43	6:11	6:41	7:01	7:23	7:49	8:14	9:11	10:22	11:29

AM times **PM** times

NOTES: See page 3

SAN BERNARDINO LINE • 300 SERIES

San Bernardino to L.A.

SATURDAY

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

SUNDAY

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

AM times **PM** times

NOTES: See page 3

SATURDAY

SUNDAY

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

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

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	3:07
Pedley	4:58	5:53	6:26	7:01	8:21	3:18
Ontario - East	5:08	6:03	6:36	7:11	8:31	3:28
Pomona - Downtown	5:20	6:15	6:48	7:23	8:43	3:40
Industry	5:29	6:24	6:57	7:32	8:52	3:49
Montebello/Commerce	5:47	6:42	7:15	7:50	9:10	4:07
L.A. Union Station ★	6:10	7:07	7:35	8:15	9:35	4:35

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

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	2:45	
Perris - Downtown	4:45	5:13	5:50	7:51	11:36	2:51	
Moreno Valley/March Field	4:58	5:25	6:03	8:08	11:53	3:08	
Riverside - Hunter Park/UCR	5:09	5:36	6:14	8:23	12:08	3:23	
Riverside - Downtown	5:27	5:56	6:32	8:35	12:20	3:35	6:07
Riverside - La Sierra	5:37	6:04	6:42				6:17
Corona - North Main	5:45	6:12	6:50				6:25
Corona - West	5:51	6:18	6:56				6:31
Fullerton ★	6:16	6:43	7:21				6:54
Buena Park	6:23	6:50	7:29				7:00
Norwalk/Santa Fe Springs	6:31	6:58	7:36				7:06
L.A. Union Station ★	7:05	7:32	8:10				7:45

MONDAY THROUGH FRIDAY

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

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 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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PACIFIC SURFLINER-Southbound

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	▼					
SAN LUIS OBISPO, CA								
-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	○						
SANTA BARBARA, CA	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	○						
LOS ANGELES, CA ✈	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	○						
SAN DIEGO, CA ✈	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®

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- 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 ▶	☺☺☺		☺☺☺		☺☺☺		☺☺☺		☺☺☺	
SAN LUIS OBISPO, CA	Mile	Symbol	▼							
-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	○☺☺								
SANTA BARBARA, CA	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	○☺								
LOS ANGELES, CA ✈	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	○☺☺								
SAN DIEGO, CA ✈	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

Pacific Surfliner Thruway Bus Connections

Fullerton • Palm Springs • Indio

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

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

SHADING KEY		
Daytime train	Connecting train	Thruway and connecting services

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

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 ☕ 🚶 🚲
SAN DIEGO, CA ▲ (Tijuana)	0	●●QR	Dp							
San Diego (Old Town), CA	3	○●QR								
Sorrento Valley, CA	19	○								
Solana Beach, CA	26	●●QR								
Encinitas, CA	30	○								
Carlsbad (Poinsettia), CA	34	○								
Carlsbad (Village), CA	38	○								
Oceanside, CA (LEGOLAND) 🏠	41	●●QR								
San Clemente Pier, CA	63	○								
San Juan Capistrano, CA	70	●●QR								
Irvine, CA	83	●●QR								
Santa Ana, CA	92	●●QR								
Anaheim, CA (Disneyland®)	97	●●QR								
Fullerton, CA	102	●●QR								
LOS ANGELES, CA ▲	128	●●QR	Ar Dp							
Glendale, CA	134	○●								
Burbank-Bob Hope Airport, CA ▲	142	○●QR								
Van Nuys, CA—Amtrak Station	147	●●QR								
Chatsworth, CA	157	○●								
Simi Valley, CA	164	○●								
Moorpark, CA	175	○●								
Camarillo, CA	186	○●								
Oxnard, CA	195	●●QR								
Ventura, CA	205	○●QR								
Carpinteria, CA	221	○●QR								
SANTA BARBARA, CA	232	●●QR	Ar Dp							
Goleta, CA	241	○●QR								
Solvang, CA	267	○●								
Buellton, CA—Opposite Burger King	271	○								
Lompoc, CA—Visitors Center	284	○●								
Lompoc-Surf Station, CA	300	○								
Guadalupe-Santa Maria, CA	326	○●QR								
Santa Maria, CA—IHOP	327	○●								
Grover Beach, CA	338	○●QR								
SAN LUIS OBISPO, CA	350	●●QR	Ar							
—Amtrak Station		○	Ar							
—Cal Poly		○	Ar							

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

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

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.

Train Number ▶	777	579	583	583	785	591	591	595	5809	
Normal Days of Operation ▶	Daily	Daily	Daily	SaSu	Daily	Daily	SaSu	Daily	Daily	
Will Also Operate ▶				*See Note			*See Note			
Will Not Operate ▶			*See Note			*See Note				
On Board Service ▶	☕ ☕ 🚲 🚲		☕ ☕ 🚲 🚲		☕ ☕ 🚲 🚲		☕ ☕ 🚲 🚲		☕ ☕ 🚲 🚲	
	Mile	Symbol	▼							
SAN DIEGO, CA ▲ (Tijuana)	0	●●QT	Dp	☐11 57A	☐1 36P					
San Diego (Old Town), CA	3	○●QT								
Sorrento Valley, CA	19	○								
Solana Beach, CA	26	●●QT		12 32P	2 11P					
Encinitas, CA	30	○								
Carlsbad (Poinsettia), CA	34	○								
Carlsbad (Village), CA	38	○								
Oceanside, CA (LEGOLAND) 🅒	41	●●QT		☐12 47P	2 27P					
San Clemente Pier, CA	63	○								
San Juan Capistrano, CA	70	●●QT		1 19P	2 59P					
Irvine, CA	83	●●QT		1 33P	3 14P					
Santa Ana, CA	92	●●QT		☐1 44P	3 25P					
Anaheim, CA (Disneyland®)	97	●●QT		☐1 53P	3 34P					
Fullerton, CA	102	●●QT		☐2 01P	☐3 42P					
LOS ANGELES, CA ▲	128	●●QT	Ar	☐2 40P	☐4 17P					
Glendale, CA	134	○●	Dp	☐3 05P	☐4 44					
Burbank-Bob Hope Airport, CA ▲	142	○●QT		3 17P	☐4 44					
Van Nuys, CA—Amtrak Station	147	●●QT		☐3 37P	☐4 44					
Chatsworth, CA	157	○●		3 49P	☐4 44					
Simi Valley, CA	164	○●		4 01P	☐4 44					
Moorpark, CA	175	○●			☐4 44					
Camarillo, CA	186	○●		4 27P	☐4 44					
Oxnard, CA	195	●●QT		☐4 38P	☐4 44					
Ventura, CA	205	○●QT		4 57P						
Carpinteria, CA	221	○●QT		5 21P						
SANTA BARBARA, CA	232	●●QT	Ar	☐5 40P						
Goleta, CA	241	○●QT	Dp	☐5 43P						
Solvang, CA	267	○●		5 55P						
Buellton, CA—Opposite Burger King	271	○								
Lompoc, CA—Visitors Center	284	○●								
Lompoc-Surf Station, CA	300	○		7 01P						
Guadalupe-Santa Maria, CA	326	○●QT		7 37P						
Santa Maria, CA—IHOP	327	○●								
Grover Beach, CA	338	○●QT		7 54P						
SAN LUIS OBISPO, CA										
—Amtrak Station	350	●●QT	Ar	☐8 35P						
—Cal Poly		○	Ar	☐8 45P						

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

*This train operates only on Saturdays and Sundays, July 16 through September 4, and September 5.

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*This train operates only on Saturdays and Sundays, July 16 through September 4, and September 5.

PACIFIC SURFLINER SCHEDULES EFFECTIVE 6/6/16

Pacific Surfliner Thruway Bus Connections

Los Angeles • Long Beach • San Pedro

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

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

Airport Connections

Los Angeles International Airport

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

Burbank-Bob Hope Airport

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



Book Your Bike!

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

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

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

Service on California Coastal Routes

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

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

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

SHADING KEY

Daytime train	Overnight train
Thruway and connecting services	

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

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CHICAGO - KANSAS CITY - TOPEKA
DODGE CITY - RATON - LAMY (SANTA FE)
ALBUQUERQUE - FLAGSTAFF - LOS ANGELES
and intermediate stations



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

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SOUTHWEST CHIEF

3		◀ Train Number ▶		4	
Daily		◀ Normal Days of Operation ▶		Daily	
		◀ On Board Service ▶			
Read Down	Mile		Symbol	Read Up	
3:00P	0	Dp Chicago, IL—Union Station (CT) Madison—see back	● & QT	Ar	3:15P
R3 35P	28	↓ Naperville, IL	● & QT	↑	D2 42P
4 24P	83	↓ Mendota, IL	○ & QT	↑	1 19P
4 46P	104	↓ Princeton, IL	○ & QT	↑	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)	○ & QT	↑	9 55A
10 11P	437	Ar Kansas City, MO	● & QT	Dp	7 43A
10 45P		Dp	○ & QT	Ar	7 24A
11 52P	477	↓ Lawrence, KS	○ & QT	↑	5 47A
12 29A	503	↓ Topeka, KS	● & QT	↑	5 18A
2 45A	638	↓ Newton, KS (Wichita)	● & QT	↑	2 59A
3 20A	671	↓ Hutchinson, KS	○ & QT	↑	2 19A
5 25A	791	↓ Dodge City, KS	○ & QT	↑	12 27A
6 21A	841	↓ Garden City, KS (CT)	● & QT	↑	11 17P
6 59A	941	↓ Lamar, CO (MT)	○ & QT	↑	8 40P
8 15A	993	Ar La Junta, CO	● & QT	Dp	7 41P
8 30A		Dp	○ & QT	Ar	7 31P
9 50A	1074	↓ Trinidad, CO	○ & QT	↑	5 49P
10 56A	1098	↓ Raton, NM Denver—see back	○ & QT	↑	4 50P
12 38P	1209	↓ Las Vegas, NM	○ & QT	↑	3 03P
2 24P	1274	↓ Lamy, NM Santa Fe—see back	● & QT	↑	1 17P
3 55P	1341	Ar Albuquerque, NM	● & QT	Dp	12 10P
4 45P		Dp	○ & QT	Ar	11 42A
7 08P	1514	↓ Gallup, NM (MT)	○ & QT	↑	8 21A
7 50P	1641	↓ Winslow, AZ (MST)	○ & QT	↑	5 39A
8 51P	1699	Ar Flagstaff, AZ	● & QT	Dp	4 41A
8 57P		Dp Grand Canyon, Phoenix—see back	○ & QT	Ar	4 36A
9 33P	1730	↓ Williams Jct., AZ (Grand Can. Ry.)	○ & QT	↑	3 50A
11 46P	1873	↓ Kingman, AZ (MST) Laughlin, Las Vegas—see back	○ & QT	↑	1 33A
12 49A	1940	↓ Needles, CA (PT)	○ & QT	↑	12 23A
3 39A	2109	↓ Barstow, CA	○ & QT	↑	9 56P
4 18A	2146	↓ Victorville, CA	○ & QT	↑	9 10P
5 32A	2193	↓ San Bernardino, CA	○ & QT	↑	7 59P
5 53A	2203	↓ Riverside, CA	○ & QT	↑	7 33P
D6 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 from Train 22 to Trains 3 and 5 at Galesburg, IL and from Galesburg, IL for connections from Trains 4 and 6 to Train 21 at Springfield, IL. Passengers with disabilities must provide advance notification of needs. For additional information call (217) 523-5466.

SOUTHWEST CHIEF ROUTE MAP and SYMBOLS



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

Service on the Southwest Chief®

- Coaches:** Reservations required.
- Sleeping cars:** Superliner sleeping accommodations.
- Amtrak Metropolitan Lounge available in Chicago and Los Angeles for Sleeping car passengers.
- Dining:** Full meal service.
- Sightseer Lounge:** Sandwiches, snacks and beverages.
- Checked baggage at select stations.
- Free shuttle service between Williams Grand Canyon Railway Amtrak 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 and amtraktoparks.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
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	Madison, WI (CT) –Univ. of Wisconsin/Chazen Museum	○	Ar	8 35P
10 15A	6	▼	–Dutchmill Park & Ride	○	▲	8 20P
11 00A	35	▼	Janesville, WI	○	▲	7 30P
11 25A	48	▼	South Beloit, IL	○	▲	7 10P
11 50A	65	Dp	Rockford, IL	○	Ar	6 50P
1 45P	140	Ar	Chicago, IL —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	Denver, CO —Amtrak Station (MT)	●♿	Ar	9 10P
7 10A		Ar	Colorado Springs, CO	○	Dp	7 40P
8 10A		Ar	Pueblo, CO	○	Dp	6 45P
10 20A		Ar	Raton, NM —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	Grand Canyon, AZ (MST) –Grand Canyon Railway Station	○♿	Ar	11 45A
5 45P	64	Ar	Williams, AZ (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 for any updates to 2014 train schedule.

Williams • Williams Junction ⁵³

(Shuttle service provided by Grand Canyon Railway)

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

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

8003	Mile	▼	Thruway Number	Symbol	▲	8004
⁶⁹ 11 50P	0	Dp	Kingman, AZ —Amtrak Station (MST)	○	Ar	⁶⁹ 1 00A
12 50A	33	Ar	Laughlin, NV —Tropicana Express (PT)	○	Dp	12 01A
3 10A	128	Ar	Las Vegas, NV (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
⁶⁹ 10 10P	0	Dp	Flagstaff, AZ —KP Transport. (MST)	○	Ar	⁶⁹ 2 20A
⁶⁹ 12 40A	145	Ar	Phoenix, AZ —Greyhound Sta. (MST)	○	Dp	⁶⁹ 11 40P

Rail Runner Commuter Rail Service

Belen–Albuquerque–Santa Fe

For information call (866) 795-7245 or visit www.nmrailrunner.com.

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

Effective JUNE 9, 2014

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

and intermediate stations



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1 [20]		◀ Train Number ▶				2 [20]	
As indicated in column		◀ Normal Days of Operation ▶				As indicated in column	
[R] [C] [X]		◀ On Board Service ▶				[R] [C] [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	
1 55P MoWeSa	219		Lake Charles, LA	○	↑	03 29P TuFrSu	
3 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	
02 45A TuThSu		Dp			Ar	04 50A TuFrSu	
5 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	
01 22P TuThSu	1178	Ar	El Paso, TX (MT)	●●QT	Dp	03 35P MoThSa	
01 47P TuThSu		Dp	(Ciudad Juarez, Mexico)		Ar	03 10P MoThSa	
03 18P TuThSu	1264		Deming, NM	○	↑	01 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	
2 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	

SUNSET LIMITED ROUTE MAP and SYMBOLS



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

Service on the Sunset Limited®

- [R] **Coaches: Reservations required.**
- [S] **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.
- [C] **Sightseer Lounge:** Sandwiches, snacks and beverages.
- [B] 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.
- [D] 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 and 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				
01 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 or call 1-800-USA-RAIL.

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9 DE JUNIO DE 2014

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LOS ANGELES



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1 ⁽²⁰⁾	◀ Número de tren ▶				2 ⁽²⁰⁾	
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)	●●●QT	Ar	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
06 18P LMIS	363	Ar	Beaumont, TX (Port Arthur)	○	Dp	12 10P MVD
06 55P LMIS	363	Dp	Houston, TX	●●	Ar	11 10A MVD
12 05A MJD	573	Ar	Galveston—ver la derecha	○	Dp	06 25A MVD
12 45A MJD	573	Dp	San Antonio, TX	●●●QT	Ar	04 50A MVD
5 49A MJD	742	↓	Del Rio, TX	○	↑	02A MVD
08 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)	●●●QT	Dp	03 35P LJS
11 47P MJD	1178	Dp	(Ciudad Juarez, Mexico)	○	Ar	03 10P LJS
03 18P MJD	1264	↓	Deming, NM	○	↑	01 10P LJS
04 13P MJD	1325	↓	Lordsburg, NM	○	↑	12 15P LJS
05 18P MJD	1443	↓	Benson, AZ (MST)	○	↑	09 15A LJS
06 45P MJD	1493	Ar	Tucson, AZ	●●●QT	Dp	08 15A LJS
07 35P MJD	1493	Dp		○	Ar	07 28A LJS
08 52P MJD	1579	Ar	Maricopa, AZ (Phoenix)	●●	Dp	05 40A LJS
09 02P MJD	1579	Dp		○	Ar	05 30A LJS
11 49P MJD	1744	↓	Yuma, AZ (MST)	○	↑	02 47A LJS
2 02A MIVL	1890	↓	Palm Springs, CA	○	↑	12 36A LJS
D3 54A MIVL	1957	↓	Ontario, CA	○	↑	10 54P DMIV
D4 04A MIVL	1964	↓	Pomona, CA	○	↑	10 41P DMIV
05 35A MIVL	1995	Ar	Los Angeles, CA	●●●QT	Dp	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 RETRASARÁN UNA HORA a partir del cambio de horario de otoño que comenzará a regir el 2 de noviembre de 2014.

Está prohibido fumar.

Programa Trails and Rails: en cooperación con el Servicio de Parques Nacionales, los guardaparques voluntarios del Parque Histórico Nacional de Jazz de Nueva Orleans realizarán una narración en el tren 1, los lunes y los sábados, y en el tren 2, los martes y los domingos, entre Nueva Orleans y Beaumont, desde el 22 de mayo hasta el 2 de septiembre. Los programas de temporada están sujetos a modificación. Visite nps.gov/trailsandrails y 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	○	Ar	2 45P
01 05P	47	Ar	Houston, TX—Estación de Amtrak(CT)	●●	Dp	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	●	Ar	7 00A
7 55P	80	Ar	Baton Rouge, LA	○	Dp	5 15A

Convenciones del sombreado

Tren de larga distancia	Thruway y servicios de conexión
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Servicio Amtrak modificado para Sunset Limited

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

Descubra NUEVOS HORIZONTES.



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

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 ^a	70
	6-hour peak ^b	24
	LAUS Central Maintenance Facility	0
Orange County Line	Total daily ^a	74
	6-hour peak ^b	26
	LAUS Central Maintenance Facility	0
Antelope Valley Line	Total daily ^a	81
	6-hour peak ^b	32
	LAUS Central Maintenance Facility	10
San Bernardino Line	Total daily ^a	62
	6-hour peak ^b	28
	LAUS Central Maintenance Facility	10
Riverside Line	Total daily ^a	12
	6-hour peak ^b	9
	LAUS Central Maintenance Facility	10
91/Perris Valley Line	Total daily ^a	71
	6-hour peak ^b	25
	LAUS Central Maintenance Facility	10
Total Daily		410
# of Rev Trains		370
# of dead head equipment moves*		40
Total 6-hour Peak (AM and PM combined)		144

Source: Southern California Regional Rail Authority 2018a

Notes:

^a **Includes deadhead moves between LAUS and Central Maintenance Facility**

^b **Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM**

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

LAUS=Los Angeles Union Station

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
Total	9	2	8	3	9	3	9	3	8	4	8	6	72

Source: Southern California Regional Rail Authority 2018a

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
Total	7	3	8	3	7	5	9	3	9	4	8	6	72

Source: Southern California Regional Rail Authority 2018a

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

Source: Southern California Regional Rail Authority 2018b

Notes:

^a Includes deadhead moves between LAUS and Central Maintenance Facility

^b Inbound/Outbound 6:00-9:00 AM; 3:00-6:00 PM

^c Run-through trains are counted as separate moves and hence doubled

Calculations based off 2028 Service Levels – 2018 Transit and Intercity Rail Capital Program Application Assumptions.
 LAUS=Los Angeles Union Station

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
Total	10	8	10	10	12	10	12	10	12	10	12	9	125

Source: Southern California Regional Rail Authority 2018b

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
Total	10	8	10	10	12	10	12	10	12	10	12	9	125

Source: Southern California Regional Rail Authority 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
Total	19	2	21	58	10	68

Source: Southern California Regional Rail Authority 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

LOSSAN=Los Angeles–San Diego–San Luis Obispo

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
Total	19	2	21	70	10	80

Source: Southern California Regional Rail Authority 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

LOSSAN=Los Angeles–San Diego–San Luis Obispo

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
Total	37	2	39	130	10	140

Source: Southern California Regional Rail Authority 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

LOSSAN=Los Angeles–San Diego–San Luis Obispo

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