California High-Speed Train Project



TECHNICAL MEMORANDUM

Phase 1 Service PLan TM 4.2

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PHASE 1 SERVICE PLAN

1. INTRODUCTION

A concept level service plan and hypothetical timetable for the Phase 1 California High Speed Train (HST) project has been developed, which provides a description of the proposed type and quantity of service that is more detailed than had been available previously. The Phase 1 service plan is intended to serve several purposes:

- Confirm the level of service assumptions (travel times and service frequencies between station pairs) used to develop the estimates of system ridership and revenue
- Validate the operational feasibility of the desired level of service at a conceptual level
- Identify operable patterns of train service, particularly the general requirements for non-stop or limited-stop trains to pass slower trains that need to make a greater number of stops along the route (i.e., the locations and frequencies of occurrence of these "overtakes" at various times of day)
- Provide a basis for estimating the number of required train sets and overall rolling stock fleet requirements
- Provide a basis for estimating platform track and storage track capacity needed to support operations at the end terminal stations

2. ANALYTIC METHODOLOGY

A PB-developed spreadsheet-based "static" model for formulating and analyzing concept level operating plans for railroad systems was adapted for the HST network. This model utilizes train performance calculations taken from prior detailed "dynamic" simulation modeling results to identify the running time characteristics of the various types of service and train stopping patterns that are expected to operate on the HST system. The model generates stringline (time-distance) diagrams and tabular outputs describing the timing and scheduled operating performance of every train. It provides a level of detail sufficient to confidently perform "pattern analysis" of the various express, limited stop and all-stop local services that are envisioned, with the objective of identifying a reasonable service pattern that achieves the desired level of service at each station while minimizing both conflicts between trains and the required number of overtakes.

The spreadsheet model provides the ability for trains to be "linked" with subsequent trains and assigned to specific train sets. The resulting train set equipment cycles form the basis for estimating the size of the required rolling stock fleet.

The model also includes a module that compares the forecast level of system ridership with the quantity of service delivered, allocating riders to specific trains and calculating estimated load factors (projected number of riders per train divided by train seating capacity), using station specific boarding and alighting passenger (detail) estimates and peaking factors derived from the ridership forecasts.

This plan, while contributing to confident approximations at the conceptual level, does not yet represent a detailed operating plan for the system, even though the train timetables and stringline (time-distance) diagrams give the impression of a high level of precision. This conceptual plan



analysis is based on optimal ideal operations with trains running exactly on schedule. It does not analyze any randomization, delays or perturbations to the normal schedule and does not address the time required to recover from track blockages or the impacts of delay conditions on the network. A full detailed operating plan supported by dynamic computer simulation modeling of train movements throughout the system will be developed in a subsequent task later in the project, at which time an actual proposed timetable can be confidently prepared and approved.

3. ASSUMPTIONS AND GENERAL PRINCIPLES

The following assumptions and general principals guided the development of the Phase 1 service plan:

- 1. The HST system assumed to operate independently of any other passenger or freight rail services
- 2. Train sets are assumed to comprise units of 200 meters (m) in length, either singly (200 m train with 500 passengers) or operating as pairs (400 m train with 1,000 passengers)
- 3. Train running times were obtained from simulated train performance calculations, with an additional time factor added to these times. This added time, sometimes referred to as "schedule pad" or "recovery time" accounts for operator performance, external conditions and minor delays, which result in minimal day-to-day fluctuations in train performance the additional time factor assumed in this analysis is common in passenger train scheduling, permits trains to recover from time lost due to minor causes, and provides an allowance for the system to maintain a high degree of overall on-time performance when operations are normal. Two different scenarios were analyzed concerning recovery time. The initial base case analysis assmed a recovery time factor of seven percent on top of the minimum train run time. This is consistent with current industry practice in the U.S. and is considered a conservative estimate, since the HST system is expected to operate at a higher level of precision than is "typical." A second service plan variation was developed assuming a recovery time factor of three and one-half percent for most trains. In this second case, certain "premium" services, such as express trains during peak periods were assumed to operate with a recovery time allowance of as little as one percent.
- 4. The schedule features "clockface" service patterns and regular intervals between trains (headways), which can be easily remembered and is markedly customer friendly
- 5. The schedule features service patterns that repeat every hour, as opposed to patterns that differ somewhat from hour-to-hour providing for more simplified operations this makes the service more regular and predictable and reduces the number of different types of overtakes required
- 6. The minimum spacing between trains following each other past a given point is set at three minutes, based on the assumed practical capacity design attributes of the signal and train control system
- 7. Express trains are given the highest priority in terms of their schedule paths; limited stop trains and those that travel a longer distance along the network have the next highest priority, and all-stop local trains generally have the lowest priority and, therefore, the highest incidence of overtakes
- 8. Train overtakes were arranged to utilize station (siding) tracks for express trains to pass local trains making a service stop, while maintaining consistency and reliability in the service stopping patterns.



- 9. The level of service between Los Angeles and Anaheim is maintained at four trains per hour per direction in the business travel peaks, and three trains per hour per direction at other times of day
- 10. The service levels and patterns developed as the basis for the ridership and revenue forecasts were taken as a guideline in the development of the Phase 1 service plan; adjustments were made where necessary to improve the operational efficiency and performance of the system; in all cases the level of service provided at each station remains at or better than the level assumed in the ridership forecasts.

The analysis assumed the following station dwell times and minimum terminal layover (turnaround) times. The latter is defined to be the minimum time allowed between the scheduled arrival of a train set at a terminal and the scheduled departure of the same train set in the opposite direction of service.

Code	Station	Scheduled Dwell Time (mins)
SFO	Millbrae	1.5
RWC	Redwood City	1.5
SJC	San Jose	2.0
GLY	Gilroy	1.5
FNO	Fresno	1.5
BFD	Bakersfield	1.5
PMD	Palmdale	1.5
SYL	Sylmar	1.5
BUR	Burbank	1.5
LAU	L.A. Union Sta.	2.0
NSF	Norwalk	1.5

TABLE 1 – INTERMEDIATE STATION DWELL TIMES

TABLE 2 – TERMINAL STATION MINIMUM LAYOVER TIMES

Code	Station	Minimum Scheduled Layover Time (mins)
SFT	S.FTransbay	30
LAU	L.A. Union Sta.	40
ANA	Anaheim	40
MCD	Merced	40



4. PHASE 1 SERVICE PLAN

STOPPING PATTERNS AND SERVICE FREQUENCIES

Table 3 depicts the various train types and stopping patterns that were used to formulate the Phase 1 service plan, along with the average total estimated travel time from the origin station to the final destination station. The "Express" train type makes only one intermediate stop between San Francisco and Los Angeles – at San Jose – and therefore provides the fastest run time between these points and with an assumption of one percent recovery time during the peak period, is estimated to run between San Francisco and Los Angeles in two hours-forty minutes. At the other end of the spectrum are "All Stop" trains that serve every station along the line and therefore take significantly longer to make a run between San Francisco and the Los Angeles basin.

TABLE 3 – TRAIN STOPPING PATTERNS

STOPPING PATTERNS

Southbound Run Time (mins) Train Type/Pattern SFO RWC SJC GLY MCD FNO BFD PMD SYL BUR LAU NSF ANA SFT 205 Bay Area Limited Х Х Х Х Х Х Х 1 Express Х Х Х Х Х 194 2 All-Stop Х Х Х Х Х Х Х Х Х Х Х Х Х 241 4 Х Х Х Х Х Х Х 225 7 Central Valley Limited Х Х Х San Fernando Valley Limited Х Х Х Х Х Х Х 198 9 10 Central Valley Limited Х Х Х Х Х Х Х Х Х Х Х 228 13 San Fernando Valley Limited Х Х Х Х Х Х Х Х Х 216 14 SF-Merced Х Х Х Х Х Х 94 15 LA-Merced Х Х Х Х Х Х Х Х Х 161 16 Central Valley Limited Х Х Х Х Х Х Х Х 200 17 San Fernando Valley Limited Х Х Х Х Х Х Х Х 196 18 Central Valley Limited Х Х Х Х Х Х Х Х Х 203 19 San Fernando Valley Limited Х Х Х Х Х Х Х 191 Х 20 Central Valley Limited Х Х Х Х Х Х Х 200 San Fernando Valley Limited Х Х Х Х Х Х Х Х 21 199

> End-to-End Run Time

End-to-End

Northbound Run Tim													Run Time			
Train Type/Pattern			<u>NSF</u>	LAU	<u>BUR</u>	<u>SYL</u>	<u>PMD</u>	<u>BFD</u>	<u>FNO</u>	MCD	<u>GLY</u>	<u>SJC</u>	<u>RWC</u>	<u>SFO</u>	<u>SFT</u>	(mins)
1	Bay Area Limited	Х	Х	Х							Х	Х	Х		Х	205
2	Express	Х	Х	Х								Х			Х	194
4	All-Stop	Х	Х	Х	Х	Х	Х	Х	Х		Х	Х	Х	Х	Х	240
7	Central Valley Limited	Х	Х	Х				Х	Х		Х	Х	Х	Х	Х	223
9	San Fernando Valley Limited			Х		Х		Х	Х			Х		Х	Х	197
10	Central Valley Limited	Х	Х	Х	Х		Х		Х		Х	Х		Х	Х	221
13	San Fernando Valley Limited	Х	Х	Х	Х	Х	Х					Х	Х		Х	216
14	SF-Merced									Х	Х	Х	Х	Х	Х	94
15	LA-Merced	Х	Х	Х	Х	Х	Х	Х	Х	Х						163
16	Central Valley Limited			Х				Х	Х		Х	Х	Х	Х	Х	197
17	San Fernando Valley Limited			Х	Х	Х	Х				Х	Х	Х		Х	196
18	Central Valley Limited			Х	Х		Х		Х		Х	Х	Х	Х	Х	196
19	San Fernando Valley Limited			Х		Х	Х				Х	Х	Х		Х	191
20	Central Valley Limited			Х		Х		Х	Х			Х	Х	Х	Х	198
21	San Fernando Valley Limited			Х	Х	Х	Х	Х			Х	Х	Х		Х	203



ANA

3:04

2:35

1:55

0:22

In between these two service types are various categories of "Limited Stop" trains that make selected intermediate station stops but skip other stations. Several different limited stop patterns have been defined. They are grouped and named according to the part of the network within which they provide the greatest degree of service to individual intermediate stations. For instance, the "Bay Area Limiteds" make several stops within the Bay Area between San Francisco and Gilroy and then operate non-stop to Los Angeles. The "Central Valley Limiteds" stop at Fresno and/or Bakersfield but skip selected other intermediate stations, and the "San Fernando Valley Limiteds" make most or all of the stops between Los Angeles and Palmdale but skip many of the stations in the Bay Area and Central Valley. These "Limiteds" make up the majority of trains operating on the network and offer a compromise of a relatively fast run time along with connectivity among various groups of intermediate stations along the line.

The on-board travel time between stations varies, depending on the number of intermediate station stops (which is different for each train type) and the time of day (some trains have additional time built into their peak schedules to allow them to be "overtaken" by express or limited-stop trains while en route). The minimum or "fastest" trip times between selected city pair stations is presented in Table 4, based on the mix of train types and stopping patterns included in the Phase 1 service plan.

0:50

2:11

2:35

0:50

1:31

1:55

2:11

1:31

0:22

TABLE 4 – MINIMUM TRIP TIMES BETWEEN SELECTED STATIONS

0:27

1:29

2:40

3:04

With Schedule Pad Allowance of 1.0%		Times	s in Hours:M	inutes
	SFT	SJC	FNO	LAU
SFT San Francisco-Transbay		0:27	1:29	2:40

(Based on Phase 1 Service Plan Train Stopping Patterns)

With	Schedule Pad Allowance of 3.5%	Times in Hours:Minutes										
		SFT	SJC	FNO	LAU	ANA						
SFT	San Francisco-Transbay		0:28	1:31	2:44	3:08						
SJC	San Jose	0:28		0:51	2:14	2:38						
FNO	Fresno	1:31	0:51		1:33	1:57						
LAU	Los Angeles Union Station	2:44	2:14	1:33		0:22						
ANA	Anaheim	3:08	2:38	1:57	0:22							

Note: The HST system is expected to operate at a high level of precision, with schedule pad allowances lower than for other intercity passenger rail corridors in the U.S. The development of system timetables will be based on tradeoffs that will need to be made among trip time, service reliability, alignment engineering, capital cost and operations and maintenance cost considerations.

**Explanation*: Table 4 (above) displays estimated timetable travel times between the city pairs presented in the matrix. For example, when reading the first row of the first table (with schedule pad allowance of 1%), the numbers shown represent the trip time between: San Francisco and San Jose (27 minutes minutes); San Francisco and Fresno (1 hour, 29 minutes); San Francisco and Los Angeles (2 hours, 40 minutes); and San Francisco and Anaheim (3 hours and 4 minutes).

Table 5 compares the service levels and stopping patterns originally assumed as the basis for high speed rail ridership and revenue estimates, and the proposed Phase 1 service plan. The original set of stopping patterns proved to be operationally infeasible, resulting in excessive numbers of overtakes and delays to trains being overtaken. Alternative patterns were examined that deliver



SJC San Jose

ANA Anaheim

Los Angeles Union Station

FNO Fresno

LAU

approximately the same level of service at each station, in terms of service frequency and the mix of express, limited stop and all-stop local service. Though the mix of stopping patterns has been modified, the number of trains per hour at each terminal and intermediate station is the same as or higher than what was assumed for the ridership demand forecasting purposes. The proposed mix of services offers regular clockface patterns, with each service type leaving at the same time each hour, with relatively limited exceptions. Slightly more service is assumed during the three hour peak periods in the morning and late afternoon.

TABLE 5 – PEAK AND OFF-PEAK SERVICE FREQUENCIES

ORIGINAL SERVICE PLAN ASSUMPTIONS FOR RIDERSHIP FORECASTING PROPOSED PHASE 1 SERVICE PLAN Version 10 PEAK HOUR STATION STOPS-SOUTHBOUND

PEAK HOUR STATION STOPS-SOUTHBOUND

PEAK H	IOUR STATION	1 21053	5-500	THEOU	JND						PEAK HOUR STATION STOPS-SOUTHBOUND											
Pattern I	No. →	2	1	9	10	7	13	14	15		Patter	rn No. →	2	1	14	15	18	19	20	21	4	
		Super	Exp	Ltd A	Ltd B	<u>NLAX</u>	VX	SF-M	LA-M				Super	Exp	SF-M	LA-M	<u>CV2</u>	SFV2	CV3	SFV3	Local	
Trains p	er hour →	1	0.5	2	2	0.5	0.5	1.5	1.5	9.5	Trains	s per hour →	1	1	1	1	1	1	1	1	1	9
										TOTAL												TOTAL
SFT S	.FTransbay	1	0.5	2	2	0.5	0.5	1.5		8	SFT	S.FTransbay	1	1	1		1	1	1	1	1	8
SFO M	lillbrae			2		0.5		1.5		4	SFO	Millbrae			1		1		1		1	4
RWC R	Redwood City		0.5		2	0.5	0.5	1.5		5	RWC	Redwood City		1	1		1	1	1		1	6
SJC S	an Jose	1	0.5	2	2	0.5	0.5	1.5		8	SJC	San Jose	1	1	1		1	1	1	1	1	8
GLY G	Silroy		0.5		2	0.5		1.5		4.5	GLY	Gilroy		1	1		1	1		1	1	6
MCD M	lerced							1.5	1.5	3	MCD	Merced			1	1						2
FNO F	resno			2		0.5			1.5	4	FNO	Fresno				1	1		1		1	4
BFD B	akersfield			2		0.5			1.5	4	BFD	Bakersfield				1			1	1	1	4
PMD P	almdale				2		0.5		1.5	4	PMD	Palmdale				1	1	1		1	1	5
SYL S	ylmar			2			0.5		1.5	4	SYL	Sylmar				1		1	1	1	1	5
BUR B	urbank				2		0.5		1.5	4	BUR	Burbank				1	1			1	1	4
LAU L.	.A. Union Sta.	1	0.5	2	2	0.5	0.5		1.5	8	LAU	L.A. Union Sta.	1	1		1	1	1	1	1	1	8
NSF N	lorwalk		0.5			0.5	0.5		1.5	3	NSF	Norwalk	1	1		1					1	4
ANA A	naheim		0.5			0.5	0.5		1.5	3	ANA	Anaheim	1	1		1					1	4

PEAK HOUR STATION STOPS-NORTHBOUND

Patter	n No. →	2	1	9	10	7	13	14	15		Patter	2	1	
		Super	Exp	Ltd A	Ltd B	<u>NLAX</u>	<u>VX</u>	SF-M	LA-M				Super	Ex
Trains	s per hour →	1	0.5	2	2	0.5	0.5	1.5	1.5	9.5	Trains per hour →		1	1
										TOTAL				
ANA	Anaheim		0.5			0.5	0.5		1.5	3	ANA	Anaheim	1	1
NSF	Norwalk		0.5			0.5	0.5		1.5	3	NSF	Norwalk	1	1
LAU	L.A. Union Sta.	1	0.5	2	2	0.5	0.5		1.5	8	LAU	L.A. Union Sta.	1	1
BUR	Burbank				2		0.5		1.5	4	BUR	Burbank		
SYL	Sylmar			2			0.5		1.5	4	SYL	Sylmar		
PMD	Palmdale				2		0.5		1.5	4	PMD	Palmdale		
BFD	Bakersfield			2		0.5			1.5	4	BFD	Bakersfield		
FNO	Fresno			2		0.5			1.5	4	FNO	Fresno		
MCD	Merced							1.5	1.5	3	MCD	Merced		
GLY	Gilroy		0.5		2	0.5		1.5		4.5	GLY	Gilroy		1
SJC	San Jose	1	0.5	2	2	0.5	0.5	1.5		8	SJC	San Jose	1	1
RWC	Redwood City		0.5		2	0.5	0.5	1.5		5	RWC	Redwood City		1
SFO	Millbrae			2		0.5		1.5		4	SFO	Millbrae		
SFT	S.FTransbay	1	0.5	2	2	0.5	0.5	1.5		8	SFT	S.FTransbay	1	1

OFF DEAK HOUD STATION STODS

OFF-PEAK HOUR S		STOPS	5								OFF-PEAK HOUR STA	ATION S	TOPS						
Pattern No. →	2	1	9	10	7	13	14	15	4		Pattern No. →	2	1	14	15	16	17	4	
	Super	Exp	Ltd A	Ltd B	NLAX	VX	SF-M	LA-M	Local			Super	Exp	SF-M	LA-M	CV2	SFV2	Loca	<u>ul</u>
Trains per hour →	0	0.5	2	2	0.5	0	0.8	0.8	0.5	7.1	Trains per hour →	0	1.1	1	1	1.7	1.7	1.1	7.6
· · ·										TOTAL									TOTAL
SFT S.FTransbay	0	0.5	2	2	0.5	0	0.8		0.5	6.3	SFT Anaheim		1.1		1			1.1	3.2
SFO Millbrae			2		0.5		0.8		0.5	3.8	SFO Norwalk		1.1		1			1.1	3.2
RWC Redwood City		0.5		2	0.5	0	0.8		0.5	4.3	RWC L.A. Union Sta.	0	1.1		1	1.7	1.7	1.1	6.6
SJC San Jose	0	0.5	2	2	0.5	0	0.8		0.5	6.3	SJC Burbank				1		1.7	1.1	3.8
GLY Gilroy		0.5		2	0.5		0.8		0.5	4.3	GLY Sylmar				1		1.7	1.1	3.8
MCD Merced							0.8	0.8		1.6	FNO Palmdale				1		1.7	1.1	3.8
FNO Fresno			2		0.5			0.8	0.5	3.8	BFD Bakersfield				1	1.7		1.1	3.8
BFD Bakersfield			2		0.5			0.8	0.5	3.8	PMD Fresno				1	1.7		1.1	3.8
PMD Palmdale				2		0		0.8	0.5	3.3	MCD Merced			1	1				2
SYL Sylmar			2			0		0.8	0.5	3.3	SYL Gilroy		1.1	1		1.7	2	1.1	6.9
BUR Burbank				2		0		0.8	0.5	3.3	BUR San Jose	0	1.1	1		1.7	1.7	1.1	6.6
LAU L.A. Union Sta	ı. O	0.5	2	2	0.5	0		0.8	0.5	6.3	LAU Redwood City		1.1	1		1.7	1.7	1.1	6.6
NSF Norwalk		0.5			0.5	0		0.8	0.5	2.3	NSF Millbrae			1		1.7		1.1	3.8
ANA Anaheim		0.5			0.5	0		0.8	0.5	2.3	ANA S.FTransbay	0	1.1	1		1.7	1.7	1.1	6.6



PEAK HOUR STATION STOPS-NORTHBOUND

Patter	n No. →	2	1	14	15	18	19	20	21	4		
		Super	Exp	SF-M	LA-M	<u>CV2</u>	SFV2	<u>CV3</u>	SFV3	Local		
Trains	s per hour →	1	1	1	1	1	1	1	1	1	9	
											TOTAL	
ANA	Anaheim	1	1		1					1	4	
NSF	Norwalk	1	1		1					1	4	
LAU	L.A. Union Sta.	1	1		1	1	1	1	1	1	8	
BUR	Burbank				1	1			1	1	4	
SYL	Sylmar				1		1	1	1	1	5	
PMD	Palmdale				1	1	1		1	1	5	
BFD	Bakersfield				1			1	1	1	4	
FNO	Fresno				1	1		1		1	4	
MCD	Merced			1	1						2	
GLY	Gilroy		1	1		1	1		1	1	6	
SJC	San Jose	1	1	1		1	1	1	1	1	8	
RWC	Redwood City		1	1			1	1	1	1	6	
SFO	Millbrae			1		1		1		1	4	
SFT	S.FTransbay	1	1	1		1	1	1	1	1	8	

The Phase 1 service plan as outlined in this document and its attachments provides a level of service at each station that is generally equivalent to the level of service assumed in the development of the estimates of system ridership and revenue (for Phase 1). A similar methodology is being applied to the service and operations analysis of the HST project to include the extensions of the system to Sacramento and San Diego; the results of the analysis of the system extensions to Sacramento and San Diego will be reported in a separate Technical Memorandum at a later date.

Table 5 indicates a slight increase in the number of peak station stops at Redwood City, Gilroy, Palmdale and Sylmar on the San Fernando Valley and Central Valley Limited services (Patterns 18-21), with a slightly longer running time for these services than indicated in the original service plan for the limited stop services (Patterns 9 and 10). As the HST project studies continue to progress it would be prudent to consider a more detailed ridership estimation to assess the relative merits of these run time and service frequency tradeoffs.

TRAIN SCHEDULE DEVELOPMENT

The process of developing a feasible train schedule for the various combinations of stopping patterns, train origins and destinations and service frequencies entailed overlaying the various patterns in a graphical template known as a "stringline" – which is a diagram with clock time on the horizontal axis and location along the rail system on the vertical axis. Each train movement is represented by a line that traces its path along the network in both time and distance. The stringline for a non-stop train has a steeper slope than that of a multiple-stop train. Stringlines in the same direction of flow are not permitted to intersect one another except at locations where there are additional tracks (at passenger stations) available for faster trains to bypass slower or stopped trains. These locations are assumed to be limited to the areas surrounding the stations on the main portion of the HST line between Gilroy and Palmdale – where non-stop trains are permitted to bypass or "overtake" trains operating in the same direction and stopping at the station. It is also worthy to note that with these service levels and consistent stopping patterns, the conceptual analysis revealed that trains are able to run in sequence (without overtakes) north of Gilroy and south of Palmdale. This attribute is subject to further study and validation, and will be examined in detail when the full dispatch computer simulation is performed

Stringline diagrams were constructed in the spreadsheet model by starting with the highest priority trains (express trains running on clockface schedules), and then adding the other stopping patterns and frequencies in a priority order, adjusting the starting times of each subsequent group of trains to minimize the number of required overtakes and to make sure that all overtakes, when required, occur at the appropriate intermediate station locations. Additional station dwell time was added to the schedules of trains being overtaken, as necessary, to ensure that the minimum three minute separation between trains is maintained.

Hypothetical timetables are presented in the appendices. A timetable for the base service plan is presented in Appendix A1. This same schedule is represented in stringline format in Appendix A2, which shows the patterns of train movements during the morning peak, mid-day period, afternoon peak and late evening period. Appendix B presents the same information for the service plan variation based on three and one half percent and one percent recovery time allowances. A hypothetical timetable for this service plan variation is presented in Appendix B1, with this schedule respresented in stringline format in Appendix B2.

Table 6 shows the number of scheduled trains, for each stopping pattern/service type, within the morning peak, mid-day, afternoon peak and late evening periods. The daily schedule provides a total of 260 revenue trains.



Pattern	Train Type	End Points		Daily Trai	ins (both d	lirections)	
			Morning Peak 3 Hrs	Mid-Day 7 Hrs	Afternoon Peak 3 Hrs	Late Evening 3+ Hrs	Total Daily
1	Bay Area Limited	SFT-ANA	6	14	6	8	34
2	Express	SFT-ANA	6	—	6	—	12
4	All-Stop Local	SFT-ANA	6	14	6	8	34
10	Central Valley Limited	SFT-ANA	2	_	2	_	4
14	San Francisco-Merced All-Stop	SFT-MCD	6	14*	6	6	32
15	Anaheim-Merced All-Stop	MCD-ANA	6	14*	6	6	32
16	Central Valley Limited	SFT-LAU	_	28	—	6	34
17	San Fernando Valley Limited	SFT-LAU		28	—	6	34
18	Central Valley Limited	SFT-LAU	4	—	4	—	8
19	San Fernando Valley Limited	SFT-LAU	6	—	6	—	12
20	Central Valley Limited	SFT-LAU	6		6	—	12
21	San Fernando Valley Limited	SFT-LAU	6		6		12
Total			54	112	54	40	260

TABLE 6 – REVENUE TRAINS BY TIME PERIOD AND TRAIN TYPE

*Assumes one mid-day interval of 2 hours instead of normal 1 hour headway, during period of lowest ridership demand.

Annual operating costs for HST service, in large measure, are estimated based on the number of train-miles of assumed service operated. Table 7 presents the annual train-miles associated with the Phase 1 service plan. This estimate is based on full daily service for 250 weekdays per year, plus 115 weekend days and holidays with a reduced level of service.

TABLE 7 – DAILY AND ANNUAL TRAIN-MILES

	Daily Train-Miles	Daily Train-Miles (200m equivalent)	Days/ Year	Annual Train-Miles (200m equivalent)
Weekday	106,211	140,405	250	35,101,000
Weekend & Holiday	83,760	83,760	115	9,632,000
Total			365	*44,734,000

* Average annual train miles per 200 meter trainset is estimated at approximately 426,000, assuming a Phase 1 fleet requirement of 105 trainsets including spares (assumed spare ratio of 10%).



ESTIMATED PASSENGER LOADS AND LOAD FACTORS

In order to estimate train consists and fleet requirements, and verify that the capacity of the Phase 1 service plan approximately matches demand, the estimated daily Phase 1 ridership in 2030 of 159,000 trips was factored to develop an approximation of demand by hour for the peak, peak shoulder and off-peak periods. Ridership projections for daily boardings at each station, and annual region-to-region trips factored down to average daily travel, were used to derive a station-to-station daily trip table, which is presented in Table 8 below. The assumed peaking factors are presented in Table 9.

TABLE 8 – ESTIMATED DAILY STATION-TO-STATION RIDERSHIP IN 2030(PHASE 1)

	Boarding Station														
	San Francisco (Transbay)	Millbrae	Redwood City	San Jose	Gilroy	Merced	Fresno	Bakersfield	Palmdale	Sylmar	Burbank	Los Angeles Union Station	Norwalk	Anaheim	Total
Alighting Station	(Transbay)	262	1.247	3.154	856	1.707	1,654		3.421		614	2,256	1,836		32,890
SFT San Francisco (Transbay)				- / -		, -		1,653	- /	2,586		,		11,643	,
SFO Millbrae	262	0	352	891	242	68	66	66	137	104	25	91	74	467	2,845
RWC Redwood City	1,247	352	0	40	11	184	178	178	369	279	66	243	198	1,254	4,599
SJC San Jose	3,154	891	40	0	50	396	384	383	794	600	142	523	426	2,702	10,485
GLY Gilroy	856	242	11	50	0	306	297	296	615	465	110	405	330	2,092	6,074
MCD Merced	1,707	68	184	396	306	0	405	671	556	420	100	367	298	1,892	7,370
FNO Fresno	1,654	66	178	384	297	405	0	955	365	276	65	241	196	1,242	6,324
BFD Bakersfield	1,653	66	178	383	296	671	955	0	514	389	92	339	276	1,750	7,562
PMD Palmdale	3,421	137	369	794	615	556	365	514	0	135	360	6,473	826	2,499	17,063
SYL Sylmar	2,586	104	279	600	465	420	276	389	135	0	91	1,632	208	630	7,814
BUR Burbank	614	25	66	142	110	100	65	92	360	91	0	1,686	215	651	4,217
LAU Los Angeles Union Station	2,256	91	243	523	405	367	241	339	6,473	1,632	1,686	0	730	2,211	17,197
NSF Norwalk	1,836	74	198	426	330	298	196	276	826	208	215	730	0	0	5,613
ANA Anaheim	11,643	467	1,254	2,702	2,092	1,892	1,242	1,750	2,499	630	651	2,211	0	0	29,034
															· · ·
Total	32,890	2,845	4,599	10,485	6,074	7,370	6,324	7,562	17,063	7,814	4,217	17,197	5,613	29,034	159,087

TABLE 9 – RIDERSHIP PEAKING FACTORS

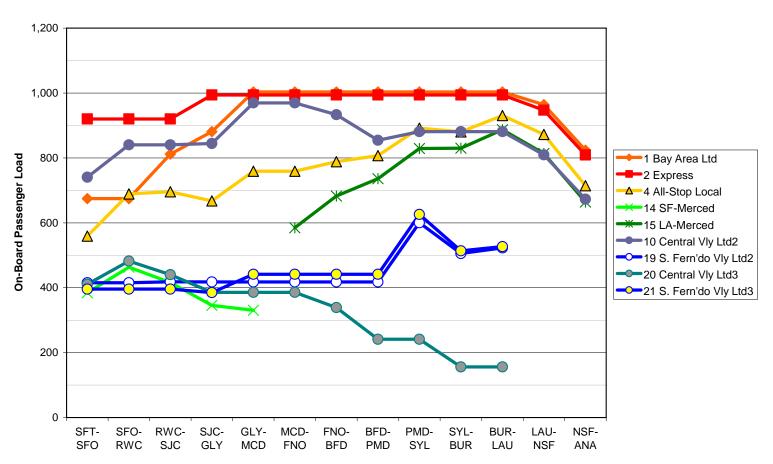
Origin-Destination Market	Peak Hour	Peak Shoulder	6 peak	10 off-peak		al Peaking tors
		Hour	hours	hours	PM Peak South- bound	PM Peak North- bound
Inter-regional	12%	10%	54%	46%	1.0	1.0
Within MTC territory	17%	11%	67%	33%	1.2	0.8
Within SCAG territory	15%	10%	61%	39%	0.9	1.1

For the peak hour, average peak shoulder hour and average off-peak hour, station-to-station ridership was allocated among the available trains operating during those hours. Where choices among both express and local trains exist, a higher percentage of trips is allocated to the faster express services. Within each hour, overall demand is constrained by trainset seating capacity. Where the initial allocation of trips resulted in some trains being over capacity, a portion of the affected station-to-station loads were re-assigned to trains with available seating capacity operating within the same hour.



The graphs on the following pages show the estimated passenger loadings on the various train types for each station-to-station segment. In all cases, passenger loads can be kept within the 1,000 seat capacity of a 400 m trainset. The express services require 400 m trainsets all day long. The all-stop local trains, selected limited stop trains, and the Anaheim-Merced local trains all have passenger loads between 500 and 1,000 passengers, necessitating 400 m trainsets. All off-peak trains other than the hourly expresses have passenger loads under 500 and can be accommodated on 200 m trainsets.

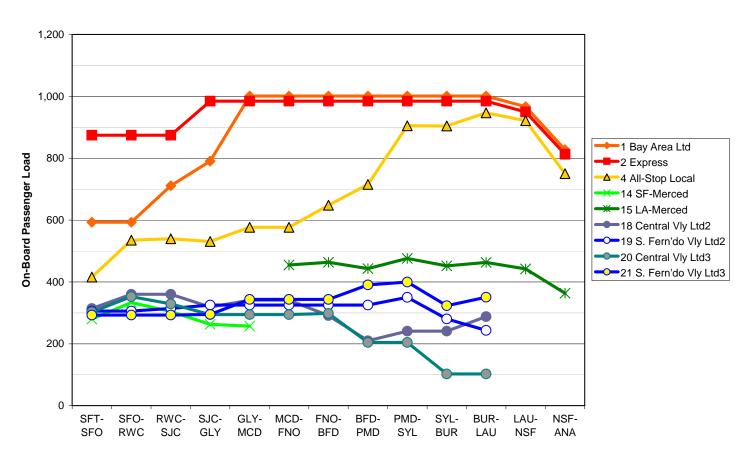
FIGURE 1 – ESTIMATED PASSENGER LOADS IN 2030 – EVENING PEAK HOUR SOUTHBOUND



Passenger Loadings - Peak Hour (Individual Trains) PM Peak Southbound



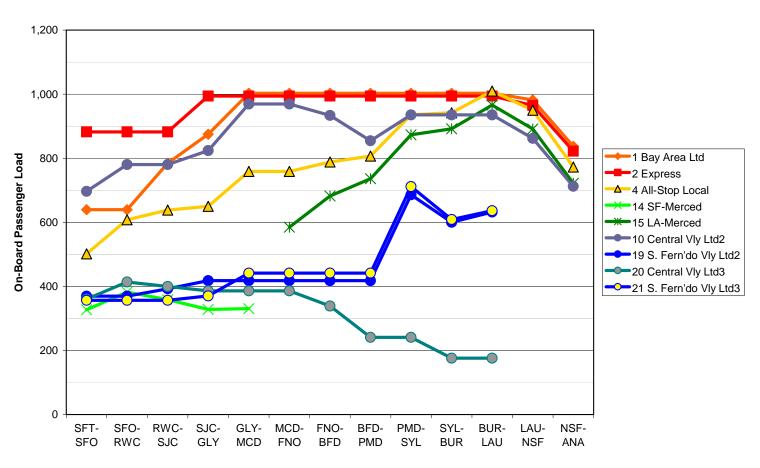
FIGURE 2 – ESTIMATED PASSENGER LOADS IN 2030 – EVENING PEAK SHOULDER HOUR SOUTHBOUND



Passenger Loadings - Avg Train in Peak Shoulder Hour PM Peak Southbound



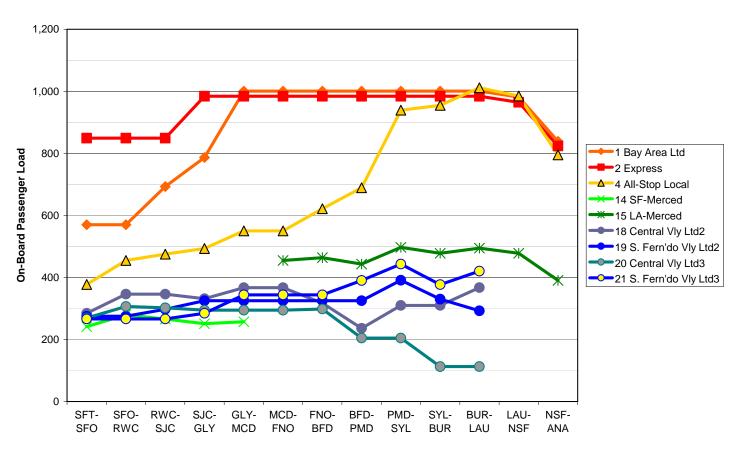
FIGURE 3 – ESTIMATED PASSENGER LOADS IN 2030 – EVENING PEAK HOUR NORTHBOUND



Passenger Loadings - Peak Hour (Individual Train) PM Peak Northbound



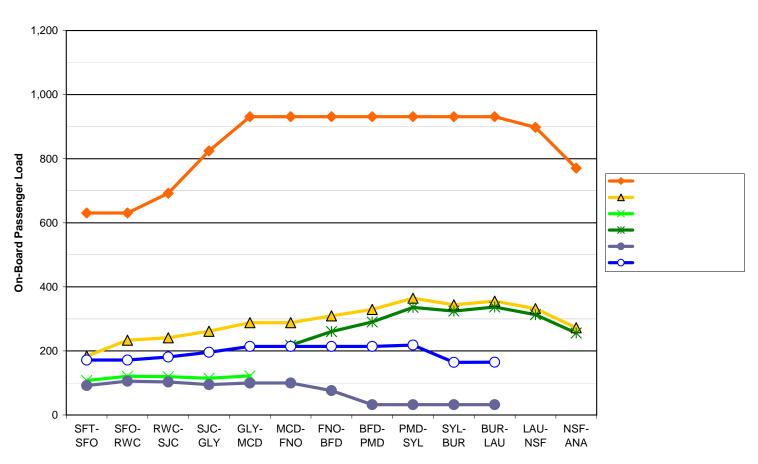
FIGURE 4 – ESTIMATED PASSENGER LOADS IN 2030 – EVENING PEAK SHOULDER HOUR NORTHBOUND



Passenger Loadings - Avg Train in Peak Shoulder Hour PM Peak Northbound



FIGURE 5 – Estimated Passenger Loads in 2030 – Average Off-Peak



Passenger Loadings - Avg Off-Peak Train Southbound / Northbound



5. FLEET REQUIREMENTS

EQUIPMENT CYCLES

The concept level train schedule presented in Appendix A, which shows 260 daily revenue trains, was analyzed to estimate the number of trainsets based upon the number of 200 m and 400 m trainsets required to meet forecasted 2030 demand. Trains arriving at a terminal station are assumed to lay over at the platform for a certain period of time, for passenger alighting train servicing/inspection and passenger boarding, then depart in the opposite direction as the next available departing revenue train. This analysis generally adhered to the minimum terminal layover times presented in Table 2. In certain cases, shorter layover times were assumed in order to keep the number of trainsets to a reasonable minimum and to avoid inordinately long layovers, which would occupy terminal station or yard tracks for extended periods of time. Except during the late evening time period, train sets are generally available at the SFT and ANA terminals to provide "protection" for short connections from potentially delayed trains. These additional equipment sets would be culled from the 400 m local and limited trains operating during the morning peak period that continue during the mid-day period as 200 m trains. The train turns at the endpoint terminals are balanced during the mid-day and late evening off-peak hours. During the peaks, additional directional service is offered, so a relatively small number of trains are designated for mid-day yard storage in lieu of making a revenue turn.

Most trainsets are able to make 3-4 trips between the Bay area and Los Angeles basin over the course of a service day. Selected trains (one per hour each way) operate to and from Merced. At Merced, these trains then turn for the next available train operating towards the alternate terminal (i.e., a San Francisco-Merced train will lay over at Merced and turn for a Merced-Anaheim train).

REVENUE TRAINSETS

A "baseline" total of sixty five (65), 200 m trainsets were estimated to operate the 260 daily train schedule in revenue service. An additional twenty-nine (29), 200m sets are required to "fill out" the 400m trainsets that serve the peak periods (and all-day express services), as shown in Table 10.

TABLE 10 – 200M TRAIN SECTIONS NEEDED TO "FILL OUT" 400M TRAINS

Bay Area Limited	9
Express	6
All-Stop Local	6
Anaheim-LA-Merced	2
Central Valley Limited	2
San Fernando Valley Limited	4
Total	29



6. TRAIN STORAGE REQUIREMENTS

The number of trainsets estimated to be stored at each terminal location during both the overnight period and the mid-day off-peak period was calculated for the Phase 1 service plan based on the Phase 1 equipment cycles. The sixty five (65) revenue trainset consists required for Phase 1, includes thirty-six (36) 200m trainsets and twenty-nine (29) 400m trainsets, were distributed among the four terminals for overnight storage as follows:

TABLE 11 – OVERNIGHT TRAIN STORAGE REQUIREMENTS

Location	200 m Sets	400 m Sets	Total Trainsets	200 m Equivalents	400 m Yard Tracks*
San Francisco	14	[13] 4 BayArea Ltd 3 Express 2 SF Vly Ltd 1 CenVly Ltd 3 All-Stop	27	40	20
Los Angeles	13	[2] 2 SF Vly Ltd	15	17	9
Anaheim	4	[13] 5 BayArea Ltd 3 Express 1 CenVly Ltd 3 All-Stop 1 LA-Merced	17	30	15
Merced	5	[1] 1 LA-Merced	6	7	4
Total	36	29	65	94	48

(Revenue Trainsets)

* Additional tracks will be required at most locations for train maneuvering and to support required maintenance functions. Allowances for extensions to Sacramento and San Diego to satisfy full system needs are not included and will be added later at the conclusion of the Sacramento and San Diego extensions Study which will follow this analysis and report.

The overnight train storage requirements influence the sizes of the required storage yards capacities significantly. Train storage yards can be configured in several different ways, depending upon the size and shape of the available property for yard storage. Yards could be configured as a series of double-ended 400m tracks capable of storing either one 400m train or two 200m trains. Or, yards could comprise a combination of 400m and 200m long tracks. The storage yards are assumed to be located in reasonable proximity to the terminal stations, to minimize the extent of non-revenue or "deadhead" train movements, although the yards do not need to be immediately adjacent to the stations. Detailed operations analysis of the terminal stations, storage yards and connecting trackage have not yet been performed but are planned to be undertaken at a future stage of project development. Utilization of tracks in terminal stations to supplement overnight storage capacity will be examined during this analysis.



All sixty five trainset consists are forecasted to be in active revenue during both the morning and afternoon peak periods. The mid-day off-peak train schedule (between approximately 11:00 AM and 3:00 PM) can be operated with fifty-eight revenue trainsets. The remaining seven trainsets (all 400m long) will be stored in the terminal and yards, along with an additional thirteen (13) 200m sets culled from trains that need to be 400m long to meet peak demand but which can be reduced to 200m long during the mid-day period to reduce the quantity of off-peak empty seat-mileage. The number of required mid-day storage tracks, by location, is presented in the following table.

TABLE 12 – MID-DAY TRAIN STORAGE REQUIREMENTS

(Revenue Trainsets)

Location	200 m Extra Sets	400 m Sets	Total Trainsets	200 m Equivalents	400 m Yard Tracks
San Francisco	[6] 2 SF Vly Ltd 1 CenVly Ltd 3 All-Stop	[3] 3 Express	9	12	6
Los Angeles	2 SF Vly Ltd		2	2	1
Anaheim	[4] 3 All-Stop 1 LA-Merced	[4] 3 Express 1 CenVly Ltd	8	12	6
Merced	1 LA-Merced		1	1	1
Total	13	7	20	27	14



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APPENDICES – PHASE 1 SERVICE PLAN CHARACTERISTICS

[A] BASE, WITH 7.0% RECOVERY TIME ALLOWANCE

To develop the base Phase 1 conceptual service plan and hypothetical train schedules, trains were applied to the schedule in the following sequence:

- 1. San Francisco-Los Angeles-Anaheim Bay Area Limited service (Pattern #1) (SFT-RWC-SJC-GLY-LAU-NSF-ANA)
 - Clockface departures on the hour southbound from SFT, with first departure at 5:00 AM and last departure at 9:00 PM
 - Clockface hourly departures northbound, from ANA at :35 and departing LAU at :00, with first departure at 4:35 AM and last departure at 8:35 PM
- 2. San Francisco-Los Angeles Express service (Pattern #2) (SFT-SJC-LAU)
 - Service provided only during the 3-hour morning and afternoon business travel peaks, one train per hour in each direction in each peak period
 - Clockface departures on the half hour southbound from SFT and northbound from LAU, with morning departures at approximately 5:30 AM, 6:30 AM and 7:30 AM and afternoon departures from Los Angeles at approximately 3:30 PM, 4:30 PM and 5:30 PM, and from Anaheim at :05 past the hour.
 - These trains are assumed to operate to Anaheim in Phase 1, in order to spread the peak period demand between the Bay Area and Anaheim among a greater number of trains.
- 3. San Fernando Valley Ltd. (Patterns #19 and #21 peak, #17 off-peak) Limited stop service between San Francisco and L.A., stopping at San Fernando Valley stations and generally bypassing Central Valley stops
 - 30-minute headways in both directions of travel all day long
 - Off-peak, southbound departures from SFT at :03 and :33; northbound departures from LAU at :10 and :40
 - Service operates without being overtaken
 - Service tapers after 7:00 pm
- 4. Central Valley Ltd. (Patterns #18 and #20 peak, #16 off-peak) Limited stop service between San Francisco and L.A. stopping at Fresno and Bakersfield and making limited stops within the San Fernando Valley
 - 30-minute headways in both directions of travel all day long
 - Off-peak, southbound departures from SFT at :08 and :38; northbound departures from LAU at :03 and :33
 - During off-peak hours, service operates without being overtaken
 - During peak hours, one of the two trains in each hour is overtaken in each direction (southbound at Fresno, northbound at Gilroy)
 - Peak train in each peak period operates to/from Anaheim (ANA) to provide additional required seating capacity at the height of the peak at Anaheim.



- Service tapers after 7:00 pm
- 5. All-stop service, to ensure direct train service connectivity among all possible station pairs (Pattern #4)
 - Hourly service with clockface departure times, San Francisco to Anaheim all day long (Pattern #4, SFT-SFO-RWC-SJC-GLY-FNO-BFD-PMD-SYL-BUR-LAU-NSF-ANA)
 - Southbound trains depart SFT at :14
 - Northbound trains depart Anaheim (ANA) at :52, except during AM and PM business travel peaks, when these trains depart ANA at :46
 - During off-peak hours, the All-Stop trains are overtaken once per trip by limited stop trains, southbound at Bakersfield and northbound at Palmdale
 - During business travel peaks, southbound trains are overtaken twice, by the Super Express service, at Gilroy and by a limited stop train at Fresno; northbound All-Stop trains are overtaken once, at Bakersfield.
- 6. Anaheim-Los Angeles-Merced local service (Pattern #15)
 - Hourly service with clockface departure times, San Francisco to Merced making all intermediate stops (MCD-FNO-BFD-PMD-SYL-BUR-LAU-NSF-ANA)
 - Off-peak trains depart Merced southbound at :02 and depart Anaheim northbound at :20.
 - Peak period trains have slightly different departure times on account of different overtake patterns: southbound from Merced at :19 and northbound from Anaheim at :19.
 - Provides for equipment rotations to/from storage and maintenance facility at Merced
 - These trains could be extended in the system expansions to Sacramento and San Diego
 - During off-peak times, these trains are overtaken by two closely-spaced express trains northbound at Palmdale and southbound at Bakersfield (extra 6 minutes of dwell time)
 - During business travel peaks, southbound trains have the same double overtake at Bakersfield, and northbound trains are overtaken twice at Palmdale and Fresno.
- 7. San Francisco-Merced local service (Pattern #14)
 - Hourly service with clockface departure times, San Francisco to Merced making all intermediate stops (SFT-SFO-RWC-SJC-GLY-MCD)
 - Southbound trains depart SFT at :47; northbound trains depart Merced at :37
 - Provides for equipment rotations to/from storage and maintenance facility at Merced
 - These trains could be extended in the system expansions to Sacramento and San Diego
 - The relatively short distance of operation for this train on the San Francisco-Los Angeles network makes it easier to "slot in" around other trains without triggering an overtake hence its position at the end of the priority sequence.

A hypothetical daily timetable for this service plan is presented in Appendix A1. This same schedule is presented in stringline (time-distance) diagram format in Appendix A2. Equipment cycles and the patterns of movement of each trainset throughout the day are documented in Appendix A3.



A1. Hypothetical Timetable



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PHASE 1 TIMETABLE

PENDIX A1		Night			Peak O/T		Peak O/T				Reg		Pe	ak O/T	Peak O/T				Reg			Peak O/T	Pea	k O/T				Reg	Reg		
	Direction \rightarrow	SB			SB		SB				SB			SB	SB				SB			SB		BB				SB	SB		
	Trainset → Train No. →	M1			M2		4				8			M5	12				16			8		20				24	16		
	Pattern →	S140519 14			S140619 14		S040514 4				S150547 15			140719 14	S040614				S150647 15			S140819 14		0714 4				S150747 15	S140902 14		
hbound	i dilotti y	L.A			L.A						S.F			A	·				S.F			L.A						S.F	L.A		
S	Service Type \rightarrow	Merced			Merced		All-Stop				Merced			erced	All-Stop				Merced			Merced		Stop				Merced	Merced		
Station		Local			Local		Local				Local		L	ocal	Local				Local			Local	L	ocal				Local	Local		
.0 SFT S.FTransb	Day Dep						5:14				5:47				6:14				6:47				7	14				7:47			
.7 SFO Millbrae	Dep						5:30				6:03				6:30				7:03					30				8:03			
.4 RWC Redwood C							5:40				6:13				6:40				7:13					40				8:13			
.0 SJC San Jose .7 GLY Gilroy	Dep Arr						5:56 6:11				6:29				6:56 7:11				7:29					56 11				8:29			
./ GET GIIIOy	Dep						6:16				6:46				7:16				7:46					16				8:46			
7.5 MCD Merced	Arr		1	1		T	¥				7:21	1		L	¥		1		8:21	1	1			,		1		9:21			
	Dep	5:19			6:19	V	•						7	7:19	V							8:19	•	<u> </u>					9:02		
.5 FNO Fresno	Arr Dep	5:42			6:42		7:03			•			7	7:42	8:03			•				8:42	Q	03			•		9:25		
2.8 BFD Bakersfield		0.42			7:21		1.00		+	_				3:21	0.00		+	_				9:21				+			10:04		
	Dep	6:22			7:29									3:29								9:29							10:10		
7.4 PMD Palmdale	Arr	0.57		V	0.00		0.45						V		0.45						V	10.00		.45					40-44		V
5.7 SYL Sylmar	Dep Dep	6:57 7:19			8:02 8:24		8:15 8:36							9:02 9:24	9:15 9:36							10:02 10:24		:15					10:44 11:06		
3.3 BUR Burbank	Arr				U 1								ÿ		0.00																
	Dep	7:28	•		8:33		8:45	•				•		9:33	9:45	•				•		10:33		:45	•				11:15	•	
6.6 LAU L.A. Union S		7:36 7:38			8:42 8:44		8:54 8:56							9:42 9:44	9:54 9:56							10:42 10:44		:54 :56					11:23 11:25		
	Dep				8:55		9:08							9:44 9:55	10:08							10:44		:08					11:37		
.8 NSF Norwalk	Arr	7:50													10:19							11:07		:19					11:48		
	Arr Arr	7:50 8:01			9:07		9:19						10	0:07	10.13																
			9:05	8:55	9:07 9:47	9:14	9:19 9:59	9:23	9:31	9:37	8:01	10:05		0:47 10:3		10:23	10:31	10:37	9:01	11:05	10:55	11:47	11:14 1	:59	11:23	11:31	11:37	10:01	12:28	12:05	11:59
1.8 NSF Norwalk 6.9 ANA Anaheim	Arr	8:01	9:05	8:55		9:14		9:23	9:31	9:37	8:01	10:05					10:31	10:37	9:01	11:05	10:55	11:47	11:14 1 ⁻	:59	11:23	11:31	11:37	10:01		12:05	11:59
6.9 ANA Anaheim	Arr Available → Turns for →	8:01	9:05	8:55		9:14		9:23	9:31	9:37	8:01	10:05					10:31	10:37	9:01	11:05	10:55	11:47	11:14 1 ⁻	:59	11:23	11:31	11:37	10:01		12:05	11:59
3.9 ANA Anaheim	Arr Available →	8:01	9:05				9:59	9:23	9:31			10:05	9:55 1		9 10:59	10:23	10:31					11:47			11:23	11:31	11:37				11:59
3.9 ANA Anaheim	Arr Available → Turns for → Turns from →	8:01 8:41 Reg	9:05	Reg			9:59 Peak O/T	9:23	9:31	F	Peak O/T	10:05	9:55 1 Reg		9 10:59 Peak O/T	10:23	10:31		Peak O/T	R	Reg	11:47	Pea	k O/T	11:23	11:31	11:37	Reg		Reg	11:59
5.9 ANA Anaheim	Arr Available → Turns for →	8:01	9:05				9:59	9:23	9:31	F		10:05	9:55 1		9 10:59	10:23	10:31			R		11:47	Pea		11:23	11:31	11:37				11:59
3.9 ANA Anaheim		8:01 8:41 Reg NB M3 N150537	9:05	Reg NB M4 N150637			9:59 Peak O/T NB 42 N040446	9:23	9:31	F	Peak O/T NB 44 N140519		9:55 1 Reg NB M6 N150737		9 10:59 Peak O/T NB 46 N040546	10:23	10:31		Peak O/T NB 48 N140619	R	Reg NB 44 N150837	11:47	Pee 1	k O/T IB 51 10646	11:23	11:31	11:37	Reg NB 53 N140720		Reg NB 48 N150937	11:59
5.9 ANA Anaheim	$\begin{array}{c} & \text{Arr} \\ & \text{Available} \rightarrow \\ & \text{Turns for} \rightarrow \\ & \text{Turns from} \rightarrow \\ & \text{Direction} \rightarrow \\ & \text{Trainset} \rightarrow \end{array}$	8:01 8:41	9:05	Reg NB M4 N150637 15			9:59 Peak O/T NB 42	9:23	9:31	F	Peak O/T NB 44 N140519 14		9:55 1 Reg NB M6 N150737 15		9 10:59 Peak O/T NB 46	10:23	10:31		Peak O/T NB 48 N140619 14	R	Reg NB 44 N150837	11:47	Pee 1	k O/T IB 51	11:23	11:31	11:37	Reg NB 53 N140720 14		Reg NB 48 N150937 15	11:59
3.9 ANA Anaheim		8:01 8:41 NB M3 N150537 15 S.F	9:05	Reg NB M4 N150637 15 S.F			9:59 Peak O/T NB 42 N040446 4	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A		9:55 1 Reg NB M6 N150737 15 S.F		9 10:59 Peak O/T NB 46 N040546 4	10:23	10:31		Peak O/T NB 48 N140619 14 L.A	R	Reg NB 44 N150837 15 S.F	11:47	Pea 1 NO	k O/T IB 51 10646 4	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A		Reg NB 48 N150937 15 S.F	11:59
<u>hbound</u> s		8:01 8:41	9:05	Reg NB M4 N150637 15			9:59 Peak O/T NB 42 N040446	9:23	9:31	F	Peak O/T NB 44 N140519 14		9:55 1 Reg NB M6 N150737 15		9 10:59 Peak O/T NB 46 N040546	10:23	10:31		Peak O/T NB 48 N140619 14	R	Reg NB 44 N150837	11:47	Pee No No	k O/T IB 51 10646	11:23	11:31	11:37	Reg NB 53 N140720 14		Reg NB 48 N150937 15	11:59
<u>6.9 ANA Anaheim</u> thbound S <u>Station</u>	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type →	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pea No All Li	k O/T IB 51 0646 4 Stop ocal	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local		Reg NB 48 N150937 15 S.F Merced	11:59
<u>6.9 ANA Anaheim</u> t <u>hbound</u> s <u>Station</u> 0.0 ANA Anaheim	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pee No All Li 6	k O/T IB 51 0646 4 Stop ccal	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20		Reg NB 48 N150937 15 S.F Merced	11:59
<u>hbound</u> S.9 ANA Anaheim S Station S.0 ANA Anaheim S.0 NSF Norwalk	Arr Available → Turns for → Turns from → Direction → Train No. → Pattern → Service Type → Dep Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pee 1 NO All- Li 6 6	k O/T IB 51 0646 4 Stop ocal	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local		Reg NB 48 N150937 15 S.F Merced	11:59
<u>hbound</u> S.9 ANA Anaheim S <u>Station</u> J.0 ANA Anaheim S.0 NSF Norwalk D.3 LAU L.A. Union S	Arr Available → Turns for → Turns from → Direction → Train No. → Pattern → Service Type → Dep Dep Sta. Arr Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:44		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pee 1 N0 All- L1 6 6 7	k O/T IB 51 00646 4 Stop ocal 57	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:45		Reg NB 48 N150937 15 S.F Merced	11:59
hbound S.9 ANA Anaheim S Station S.0 ANA Anaheim S.0 NSF Norwalk S.3 LAU L.A. Union S O.6 BUR Burbank	Arr Available \rightarrow Turns for \rightarrow Turns from \rightarrow Direction \rightarrow Trainset \rightarrow Train No. \rightarrow Pattern \rightarrow Service Type \rightarrow Dep Dep Sta. Arr Dep Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:30 5:32 5:34		9:55 1 Reg NB M6 N150737 15 S.F Merced		Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pea NO All 6 6 7 7 7	k O/T IB 51 00646 4 Stop 57 09 111	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55		Reg NB 48 N150937 15 S.F Merced	11:59
hbound S Station S Station S Station S S S S S S S S S S S S S S S S S S S	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Sta. Arr Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:44 5:54 6:03		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 6:54	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pea NO All 6 6 7 7 7	k O/T IB 51 0646 4 Stop ocal 57 09 11	11:23	11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04		Reg NB 48 N150937 15 S.F Merced	
hbound S.9 ANA Anaheim S S S S S S S S S S S S S S S S S S S	Arr Available \rightarrow Turns for \rightarrow Turns from \rightarrow Direction \rightarrow Trainset \rightarrow Train No. \rightarrow Pattern \rightarrow Service Type \rightarrow Dep Dep Sta. Arr Dep Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:30 5:32 5:34		9:55 1 Reg NB M6 N150737 15 S.F Merced		Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pea N0 All 6 6 7 7 7	k O/T IB 51 00646 4 Stop 57 09 111		11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55		Reg NB 48 N150937 15 S.F Merced	
<u>5.9 ANA Anaheim</u> <u>hbound</u> S <u>tation</u>	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Arr Dep Arr Dep Arr	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:54 5:54 6:03 6:23 6:27		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 6:54 7:03 7:23 7:27	R	Reg NB 44 N150837 15 S.F Merced	11:47	Pea No All L 6 6 6 7 7 7 7 7 7 7 8	k O/T IB 51 10646 4 Stop 57 09 11 30 51 22		11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:30		Reg NB 48 N150937 15 S.F Merced	
hbound S.9 ANA Anaheim S Station J.0 ANA Anaheim J.0 NSF Norwalk J.3 LAU L.A. Union S J.6 BUR Burbank J.1 SYL Sylmar J.4 PMD Palmdale I.1 BFD Bakersfield	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Dep Arr Dep Arr Dep Arr Dep Arr Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:54 5:54 6:03 6:23 6:27 7:02		9:55 1 Reg NB M6 N150737 15 S.F Merced		Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02	R	Reg NB 44 N150837 15 S.F Merced		Pea No All L 6 6 6 7 7 7 7 7 7 7 8	k O/T IB 51 0646 4 Stop 0cal 57 09 57 09 11 30 51		11:31	11:37	Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24		Reg NB 48 N150937 15 S.F Merced	11:59
hbound S.9 ANA Anaheim S Station J.0 ANA Anaheim J.0 NSF Norwalk J.3 LAU L.A. Union S J.6 BUR Burbank J.1 SYL Sylmar J.4 PMD Palmdale I.1 BFD Bakersfield	Arr Available → Turns for → Turns from → Direction → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Arr Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22 6:27	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22 7:27	10:23	10:31		Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:23 7:27 7:27 8:02 8:41	R	Reg NB 44 N150837 15 S.F Merced		Pee No All L 6 6 7 7 7 7 7 7 8 8 8 8	k O/T IB 51 00646 4 Stop 57 09 11 30 51 22 27				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05		Reg NB 48 N150937 15 S.F Merced	
hbound Station Station 0.0 ANA Anaheim 0.0 ANA Anaheim 0.0 NSF Norwalk 0.3 LAU L.A. Union S 0.6 BUR Burbank 1.1 SYL Sylmar 1.4 PMD Palmdale 1.1 BFD Bakersfield 1.4 FNO Fresno	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Dep Arr Dep Arr Dep Arr Dep Arr Dep	8:01 8:41 Reg NB M3 N150537 15 S.F Merced Local	9:05	Reg NB M4 N150637 15 S.F Merced Local			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22 6:27 7:08	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:19 5:30 5:42 5:54 5:54 6:03 6:23 6:27 7:02		9:55 1 Reg NB N50737 15 S.F Merced Local		 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:17 6:30 6:51 7:22 7:27 8:08 	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02	R	Reg NB 44 N150837 15 S.F Merced		Pea No All L 6 6 6 7 7 7 7 7 7 8 8 8 9	k O/T IB 51 00646 4 Stop 57 09 111 30 51 22 27 08				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:30		Reg NB 48 N150937 15 S.F Merced Local	
hbound S Station I.O ANA Anaheim I.O ANA Anaheim I.O NSF Norwalk I.3 LAU L.A. Union S I.6 BUR Burbank I.3 SAU L.A. Union S I.6 BUR Burbank I.1 SYL Sylmar I.4 PMD Palmdale I.1 BFD Bakersfield I.4 FNO Fresno I.4 MCD Merced	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Arr Dep	8:01 8:41 NB M3 N150537 15 S.F Merced	9:05	Reg NB M4 N150637 15 S.F Merced			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22 6:27	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41 7:45		9:55 1 Reg NB M6 N150737 15 S.F Merced		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22 7:27	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02 8:41 8:45		Reg NB 44 N150837 15 S.F Merced		Pee No All L 6 6 7 7 7 7 7 7 8 8 8 8	k O/T IB 51 00646 4 Stop 57 09 111 30 51 22 27 08				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05 9:46		Reg NB 48 N150937 15 S.F Merced	
hbound Station Station Side Norwalk Side Station Side Norwalk Side Station Side Sta	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Dep Dep Arr Dep	8:01 8:41 Reg NB M3 N150537 15 S.F Merced Local	9:05	Reg NB M4 N150637 15 S.F Merced Local			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22 6:27 7:08	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41 7:45		9:55 1 Reg NB M6 N150737 15 S.F Merced Local		Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22 7:27 8:08	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02 8:41 8:45		Reg Image: Second state st		Pee No All L 6 6 6 7 7 7 7 7 7 8 8 8 8 9	k O/T IB 51 00646 4 Stop 02 4 6 57 09 11 30 51 22 27 08				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05 9:46		Reg NB 48 N150937 15 S.F Merced Local	11:59
hbound Station Station S Station S S S S S S S S S S S S S S S S S S S	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Dep Dep Arr Dep Arr Dep	8:01 8:41 Reg NB M3 N150537 15 S.F Merced Local	9:05	Reg NB M4 N150637 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 6:22 6:27 7:08 ↓ 7:51	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41 7:45		9:55 1 Reg NB M6 N150737 15 S.F Merced Local		9 10:59 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22 7:27 8:08 ↓ 8:51	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02 8:41 8:45		Reg I NB 44 N150837 I 15 S.F Merced Local Local I Second I B:37 9:13		Pee No All C 6 6 6 7 7 7 7 7 7 7 7 7 7 8 8 8 8 8 9 9	k O/T IB 51 00646 4 Stop 02cal 57 09 111 30 51 22 27 08 , 08 51				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05 9:46		Reg NB 48 N150937 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11:59
hbound S.9 ANA Anaheim S Station J.0 ANA Anaheim S.0 NSF Norwalk D.3 LAU L.A. Union S D.6 BUR Burbank I.1 SYL Sylmar J.4 PMD Palmdale	Arr Available → Turns for → Turns from → Direction → Trainset → Trainset → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Arr Dep Dep Dep Dep	8:01 8:41 Reg NB M3 N150537 15 S.F Merced Local	9:05	Reg NB M4 N150637 15 S.F Merced Local			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 5:30 5:51 6:22 6:27 7:08	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41 7:45		9:55 1 Reg NB M6 N150737 15 S.F Merced Local		Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:11 6:30 6:51 7:22 7:27 8:08	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02 8:41 8:45		Reg Image: Second state st		Peee No All C 6 6 6 6 6 7 7 7 7 7 7 7 8 8 8 8 9 9 9 10	k O/T IB 51 00646 4 Stop 02 4 6 57 09 11 30 51 22 27 08				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05 9:46		Reg NB 48 N150937 15 S.F Merced Local	11:59
hbound S.9 ANA Anaheim S Station S.0 ANA Anaheim S.0 NSF Norwalk O.3 LAU L.A. Union S O.6 BUR Burbank I.1 SYL Sylmar O.4 PMD Palmdale I.1 BFD Bakersfield S.4 FNO Fresno I.4 MCD Merced O.2 GLY Gilroy S.8 SJC San Jose	Arr Available → Turns for → Turns from → Direction → Trainset → Train No. → Pattern → Service Type → Dep Dep Dep Dep Dep Dep Dep Arr Dep City Arr	8:01 8:41 Reg NB M3 N150537 15 S.F Merced Local Local 5:57 6:13 6:30	9:05	Reg NB M4 N150637 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			9:59 Peak O/T NB 42 N040446 4 All-Stop Local 4:46 4:57 5:09 5:11 6:22 6:27 7:08 ↓ 7:51 8:08	9:23	9:31	F	Peak O/T NB 44 N140519 14 L.A Merced Local 5:30 5:42 5:44 5:54 6:03 6:23 6:23 6:27 7:02 7:41 7:45		9:55 1 Reg NB N6 N150737 15 S.F Merced Local		 Peak O/T NB 46 N040546 4 All-Stop Local 5:46 5:57 6:09 6:51 7:22 7:27 8:08 ↓ 8:51 9:08 	10:23			Peak O/T NB 48 N140619 14 L.A Merced Local 6:19 6:30 6:42 6:44 6:54 7:03 7:23 7:27 8:02 8:41 8:45		Reg Image: Second state st		Pee No All L C C C C C C C C C C C C C C C C C C	k O/T IB 51 10646 4 Stop 57 00 57 00 51 22 27 08 51 :08				Reg NB 53 N140720 14 L.A Merced Local 7:20 7:31 7:43 7:55 8:04 8:24 8:30 9:05 9:46		Reg NB 48 N150937 15 S.F Merced Local Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	

PHASE 1 TIMETABLE

BASE SERVICE PLAN Turns from →

BASE SERVICE PLAN	Turns from \rightarrow																									
APPENDIX A1	Reg		Reg	Reg		Reg			Reg	Reg			Reg		Reg	Reg			Reg			Reg	Reg			Reg
	Direction → SB		SB	SB		SB				SB			SB		SB	SB			SB			SB	SB			SB
	Trainset 27		61	24		42				61			46		49	45			51			54	49			55
	Train No. \rightarrow S040814 Pattern \rightarrow 4		S150847	S141002		S040914				141102		C.	041014		S151047	S141202			S041114			S151147				S041214
Southbound	Pattern → 4		15 S.F	14 L.A		4				14 L.A			4		15 S.F	14 L.A			4			15 S.F	14 L.A			4
	Service Type → All-Stop		Merced	Merced		All-Stop				lerced		A	II-Stop		Merced	Merced			All-Stop			Merced	Merced			All-Stop
	Local		Local	Local		Local				Local			Local		Local	Local			Local			Local	Local			Local
Mile Station																										
0.0 SFT S.FTransb			8:47			9:14			9:47				0:14		10:47				11:14			11:47				12:14
14.7 SFO Millbrae 26.4 RWC Redwood C	Dep 8:30		9:03			9:30			0:03				10:30		11:03				11:30 11:40			12:03				12:30
48.0 SJC San Jose	Dep 8:40 Dep 8:56		9:13 9:29			9:40 9:56			0:13				10:40 10:56		11:13 11:29				11:56			12:13 12:29				12:40 12:56
77.7 GLY Gilroy	Arr		0.20			0.00			0.20				10.00		11.20				11.00			12.20				12.00
	Dep 9:13		9:46			10:13		1	0:46				11:13		11:46				12:13			12:46				13:13
187.5 MCD Merced	Arr 🔟		10:21		↓	¥		↓ 1	1:21			↓	¥	1 L	12:21			1	↓ ↓	1	T	13:21		1		↓ ↓
	Dep 🕈			10:02	•	V		•	1	1:02		•	V	•	_	12:02			•		•		13:02			• •
191.5 FNO Fresno	Arr Dep 9:56			10:25		10:56			1	1:25			11:56			12:25			12:56				13:25			13:56
302.8 BFD Bakersfield	Arr 10:35			11:04		11:35				12:04			12:35			13:04			13:35				14:04			14:35
	Dep 10:39			11:10		11:39				2:10			2:39			13:10			13:39				14:10			14:39
387.4 PMD Palmdale	Arr	•			•		•				•	1		* I				•		*	1				•	
	Dep 11:13			11:44		12:13				2:44			13:13			13:44			14:13				14:44			15:13
425.7 SYL Sylmar	Dep 11:35			12:06		12:35			1	3:06			13:35		_	14:06			14:35				15:06			15:35
436.3 BUR Burbank	Arr Dep 11:44		,	12:15	↓	12:44		. ↓	1	3:15	,	. ↓	13:44	+		14:15	+		14:44		↓		15:15	+		15:44
446.6 LAU L.A. Union S				12:13		12:44				13:23			13:52			14:13			14:52				15:23			15:52
	Dep 11:54			12:25		12:54				3:25			13:54			14:25			14:54				15:25			15:54
461.8 NSF Norwalk	Arr 12:06			12:37		13:06			1	3:37		•	4:06			14:37			15:06				15:37			16:06
476.9 ANA Anaheim	Arr 12:17			12:48		13:17			1	3:48			4:17			14:48			15:17				15:48			16:17
	Turns from →		Peak O/T	Reg		Reg		Pe	ak O/T	Reg			Reg		Reg		Reg		Reg			Reg		Reg		Reg
	Turns from →		Peak O/T NB	Reg NB		Reg			ak O/T	Reg	3		Reg NB		Reg		Reg NB		Reg			Reg NB		Reg NB		Reg NB
	Reg Direction → NB Trainset 55					-							-		-		-							-		
	Reg Direction → NB Trainset 55 Train No. → N040752		NB 56 N140820	NB 53 N151037		NB M1 N040852		N	NB 1 140920	N 50 N151	6 137		NB M2 1040952		NB 9 N141020		NB 1 N151237		NB M5 N041052			NB 17 N141120		NB 9 N151337		NB 8 N041152
Marthleaund	Reg Direction → NB Trainset 55		NB 56 N140820 14	NB 53 N151037 15		NB M1		N	NB 1 140920 14	NI 50 N151	5 137 5		NB M2		NB 9 N141020 14		NB 1 N151237 15		NB M5			NB 17 N141120 14		NB 9 N151337 15		NB 8
<u>Northbound</u>	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4		NB 56 N140820 14 L.A	NB 53 N151037 15 S.F		NB M1 N040852 4		N	NB 1 140920 14 A	N 50 N151 11 S.F	6 137 5	ŗ	NB M2 1040952 4		NB 9 N141020 14 L.A		NB 1 N151237 15 S.F		NB M5 N041052 4			NB 17 N141120 14 L.A		NB 9 N151337 15 S.F		NB 8 N041152 4
	Reg Direction → NB Trainset 55 Train No. → N040752		NB 56 N140820 14	NB 53 N151037 15		NB M1 N040852		N I M	NB 1 140920 14	NI 50 N151	5 137 5 ced	F	NB M2 1040952		NB 9 N141020 14		NB 1 N151237 15		NB M5 N041052			NB 17 N141120 14		NB 9 N151337 15		NB 8 N041152
	$\begin{array}{c c} & & & \\ \hline & & & \\ \hline & & & \\ \hline \hline & & \\ \hline & & \\ \hline & & \\ \hline \\ \hline$		NB 56 N140820 14 L.A Merced	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop		N I M	NB 1 140920 14 A lerced	N 50 N151 15 S.F Mere	5 137 5 ced	F	NB M2 1040952 4 II-Stop		NB 9 N141020 14 L.A Merced		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop			NB 17 N141120 14 L.A Merced		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop
Mile <u>Station</u> 0.0 ANA Anaheim	Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52		NB 56 N140820 14 L.A Merced Local 8:20	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52		N I M	NB 1 1 140920 14A lercedccal 9:20	N 50 N151 15 S.F Mere	5 137 5 ced	ļ	NB M2 1040952 4 II-Stop Local 9:52 2		NB 9 N141020 14 L.A Merced Local 10:20		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52			NB 17 N141120 14 L.A Merced Local 11:20		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 111:52
Mile <u>Station</u> 0.0 ANA Anaheim 15.0 NSF Norwalk	$\begin{array}{c} & \\ \hline \\$		NB 56 N140820 14 L.A Merced Local 8:20 8:31	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03		N M I S	NB 1 140920 14 A lerced ccal 9:20 9:31	N 50 N151 15 S.F Mere	5 137 5 ced		NB M2 1040952 4 II-Stop Local 9:52 0		NB 9 N141020 14 L.A Merced Local 10:20 10:31		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03			NB 17 N141120 14 L.A Merced Local 11:20 11:31		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03
Mile <u>Station</u> 0.0 ANA Anaheim	$\begin{array}{c c} & & & \\ \hline & & & \\ \hline & & & \\ \hline \hline & & \\ \hline \hline & & \\ \hline & & \\ \hline \hline & & \\ \hline \hline \\ \hline & & \\ \hline \hline \\ \hline & & \\ \hline \hline \\ \hline \\$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15		N 	NB 1 140920 14 A lerced ocal	N 50 N151 15 S.F Mere	5 137 5 ced	4	NB M2 1040952 4 II-Stop Local 9:52 0 10:03 10:15		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15			NB 17 117 14 L.A Merced Local 11:20 11:31 11:43		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15
Mile <u>Station</u> 0.0 ANA Anaheim 15.0 NSF Norwalk	$\begin{array}{c} & \\ \hline \\$		NB 56 N140820 14 L.A Merced Local 8:20 8:31	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03		N I I I I I I I I I I I I I I I I I I I	NB 1 140920 14 A lerced ccal 9:20 9:31	N 50 N151 15 S.F Mere	5 137 5 ced	4	NB M2 1040952 4 II-Stop Local 9:52 0		NB 9 N141020 14 L.A Merced Local 10:20 10:31		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03			NB 17 N141120 14 L.A Merced Local 11:20 11:31		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03
Mile <u>Station</u> 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:45	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17		N I I I I I I I I I I I I I I I I I I I	NB 1 140920 14 A lerced .ocal 9:20 9:31 9:43 9:43 9:45	N 50 N151 15 S.F Mere	5 137 5 ced	4	NB M2 1040952 4 II-Stop Local 9:52 10:03 10:15 0:17		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:43 10:45		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:17			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:43		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:17
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:27 Dep 8:36 Arr 8:56		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:43 8:45 8:55 9:04 9:24	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:15 9:17 9:27 9:36 9:56		N 	NB 1 140920 14 A A lerced A Ccal A 9:20 A 9:31 A 9:43 A 9:55 A 0:04 A	N 50 N151 15 S.F Mere	5 137 5 ced	4 	NB M2 1040952 4 II-Stop Local 9:52 0 10:03 0:15 0:17 0:27 10:36 0:56		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:43 10:55 11:04 11:24		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 11:03 11:15 11:17 11:27 11:36 11:56			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 12:56
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:17 Dep 8:36 Arr 8:56 Dep 9:01		NB 56 N140820 14 L.A Merced Local 8:31 8:43 8:43 8:43 8:45 8:55 9:04	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36		N 	NB 1 140920 14 A lerced ocal 9:20 9:31 9:43 9:55 0:04	N 50 N151 15 S.F Mere	5 137 5 ced	4 	NB M2 1040952 4 II-Stop Local 9:52 0 10:03 0:15 0:17 0:27 0:36 0		NB 9 N141020 14 L.A Merced Local 10:31 10:43 10:43 10:55 11:04		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:17 11:27 11:36			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36
S Mile <u>Station</u> 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:17 Dep 8:36 Arr 8:56 Dep 9:01 Arr 8:56		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:43 8:45 8:55 9:04 9:24 9:28	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:36 9:56 10:01		N I M I S S S S S S S S S S S S S	NB 1 140920 14 A lerced	N 50 N151 15 S.F Mere	5 137 5 ced		NB M2 1040952 4 II-Stop Local 9:52 0:03 10:15 0:17 10:36 10:36 10:56 11:01		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:43 10:45 11:04 11:24 11:24 11:30		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 11:03 11:15 11:17 11:27 11:36 11:56 12:01			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:17 12:27 12:36 12:56 13:01
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD 174.1 BFD Bakersfield	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:17 Dep 8:36 Arr 8:56 Dep 9:01 Arr Dep Query 9:33		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 9:04 9:24 9:28 10:03	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:15 9:17 9:27 9:36 9:56		N N M S S S S S S S S S S S S S S S S S	NB 1 140920 14 A A lerced Cocal 9:20 9:31 9:31 9:43 9:45 9:55 0:04 0:24 0:220 11	N 50 N151 15 S.F Mere	5 137 5 ced		NB M2 1040952 4 II-Stop Local 9:52 0 10:03 0:15 0:17 0:27 10:36 0:56		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:43 10:55 11:04 11:24		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 11:03 11:15 11:17 11:27 11:36 11:56			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 12:56
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:17 Dep 8:36 Arr 8:56 Dep 9:01 Arr 8:56		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:43 8:45 8:55 9:04 9:24 9:28	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:36 9:56 10:01		N 1 1 1 1 1 1 1 1 1 1 1	NB 1 140920 14 A lerced	N 50 N151 15 S.F Mere	5 137 5 ced		NB M2 1040952 4 II-Stop Local 9:52 0:03 10:15 0:17 10:36 10:36 10:56 11:01		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:43 10:45 11:04 11:24 11:24 11:30		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 11:03 11:15 11:17 11:27 11:36 11:56 12:01			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:17 12:27 12:36 12:56 13:01
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD PAID Palmdale 174.1 BFD Bakersfield	Reg Direction → NB Trainset 55 Train No. → N040752 Pattern → 4 Service Type → All-Stop Local Dep 7:52 Dep 8:03 Sta. Arr Dep 8:15 Dep 8:27 Dep 8:36 Arr 8:56 Dep 9:01 Arr 9:33 Arr Dep Arr 10:14		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:77 9:36 9:56 10:01 10:33 111:14		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A A lerced A occal A occal	N 50 N151 15 S.F Mere	5 137 5 ved al		NB M2 1040952 4 II-Stop Local 9:52 0:03 10:15 0:17 10:36 10:56 11:01 11:33 12:14 12:14		NB 9 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:05		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:17 11:27 11:36 11:56 12:01 12:33 13:14			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05		NB 9 N151337 15 S.F Merced		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 13:01 13:33 14:14
Mile Station 0.0 ANA 15.0 NSF Norwalk 30.3 30.3 LAU 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 285.4 FNO S40.4 MCD MCD Merced	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	N 50 N151 15 S.F Mere	5 137 5 ved al		NB M2 1040952 4 II-Stop Local 9:52 0:03 10:15 0:17 10:36 10:56 11:01 11:33 12:14 12:14		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:17 11:27 11:36 11:56 12:01 12:33			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 13:01 13:33
MileStation0.0 ANAAnaheim15.0 NSFNorwalk30.3 LAUL.A. Union S40.6 BURBurbank51.1 SYLSylmar89.4 PMDPalmdale174.1 BFDBakersfield285.4 FNOFresno	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced Local		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 11:14		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	NI 50 N151 1: S.F. Mer Loc	3 137 2 2.ed al 37		NB M2 1040952 4 II-Stop Local 9:52 10:03 10:15 0:17 10:27 10:36 10:56 11:33 12:14		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced Local 12:37		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:27 11:36 11:56 12:01 12:33 13:14			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 13:01 13:33 14:14 ↓ ↓
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$	+	NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced Local 200 200 200 200 200 200 200 200 200 20		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 11:14 ↓ 11:57		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	NI 50 N151 1: S.F. Mer Loc	3 137 5 		NB M2 1040952 4 II-Stop Local 9:52 10:03 10:15 0:17 10:27 10:36 10:56 11:33 12:14 ↓ 12:57		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced Local 10 12:37 13:13		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local 10 10 10 10 10 10 10 10 10 10 10 10 10		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 13:01 13:33 14:14 ↓ 14:57
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY 428.8 SJC San Jose	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$	+	NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced Local		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:77 9:36 9:56 10:01 10:33 111:14 ↓ 11:57 12:14		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	NI 50 N151 1: S.F. Merr Loo 10 10 10 10 11: 12: 12: 12:	3 137 5. 2.26d al 37 ↓ 37 ↓ 13 30		NB M2 0040952 4 II-Stop Local 9:52 10:03 10:15 0:17 10:36 10:56 11:01 11:33 12:14 ↓ 12:57 13:14		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced Local 10 10 11 12:37 13:13 13:30		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:17 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57 14:14 14:14			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local 10 10 10 10 10 10 10 10 10 10 10 10 10		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:36 12:56 13:33 14:14 ↓ 14:57 14:57 15:14
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$	+ +	NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced Local 200 200 200 200 200 200 200 200 200 20		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 11:14 ↓ 11:57		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	NI 50 N151 1: S.F. Mer Loc	5 137 5 		NB M2 1040952 4 II-Stop Local 9:52 10:03 10:15 0:17 10:27 10:36 10:56 11:33 12:14 ↓ 12:57		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced Local 10 12:37 13:13		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local 10 10 10 10 10 10 10 10 10 10 10 10 10		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 13:01 13:33 14:14 ↓ 14:57
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY Gilroy 428.8 SJC San Jose 450.5 RWC Redwood C	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$	+	NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:45 8:55 9:04 9:24 9:28 10:03 10:42 10:46	NB 53 N151037 15 S.F Merced Local		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 111:14 ↓ 11:57 12:14 12:28		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced ocal ocal 9:20 ocal 9:21 ocal 9:22 ocal 9:24 ocal 0:24 ocal 1:03 ocal 1:42 ocal 1:46 ocal	NI 50 N151 11: S.F. Merr Loc	3 137 5 		NB M2 1040952 4 4 4 II-Stop Local 9:52 0:03 10:15 0:17 10:36 10:56 11:01 11:33 12:14 ↓ 12:57 13:14 13:28 14		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 12:46		NB 1 N151237 15 S.F Merced Local 10 10 10 10 10 10 10 10 10		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:17 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57 14:14 14:28 14:28			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46		NB 9 N151337 15 S.F Merced Local 10 10 10 10 10 11 14 13 14 13 14 14 14 14 14 14		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 13:01 13:33 14:14 ↓ 14:57 15:14 15:28 15:28
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY Gilroy 428.8 SJC San Jose 450.5 RWC Redwood C 462.2 SFO Millbrae	$\begin{array}{c c} & & & & & \\ \hline & & & & & & \\ \hline & & & & &$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:45 9:24 9:28 10:03 10:42 10:46 11:08	NB 53 N151037 15 S.F Merced Local		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 11:14 ↓ 11:57 12:14 12:28 12:38 12:54		N H M H S S S S S S S S S S S S S	NB 1 140920 14 A lerced .ocal 9:20 9:31 9:43 9:45 9:55 0:04 0:24 0:28 1:03 1:42 1:46 2:08	NI 50 N151 1: S.F. Mer Loc 1 0 1 1 0 1 1 0 1 1 1 2: 1 2: 1 2: 1 2:	3 137 5 2020 137 ↓ 37 ↓ 13 30 44 55 11		NB M2 1040952 4 4 4 II-Stop Local 9:52 0:03 10:15 0:17 10:27 10:36 10:56 11:01 11:33 12:14 ↓ 2:57 13:14 13:28 13:34 13:38	+	NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 13:07		NB 1 N151237 15 S.F Merced Local		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57 14:14 14:28 14:38 14:54			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46 14:07		NB 9 N151337 15 S.F Merced Local 10 10 10 10 14 14 14 13 14 14 14 15 15 11	↓ 15:51	NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 12:56 13:01 13:33 14:14 ↓ 14:57 15:14 15:28 15:38 15:54
Mile Station 0.0 ANA Anaheim 15.0 NSF Norwalk 30.3 LAU L.A. Union S 40.6 BUR Burbank 51.1 SYL Sylmar 89.4 PMD Palmdale 174.1 BFD Bakersfield 285.4 FNO Fresno 354.4 MCD Merced 399.2 GLY Gilroy 428.8 SJC San Jose 450.5 RWC Redwood C 462.2 SFO Millbrae	$\begin{array}{c c} & & & & \\ \hline & & & & \\ \hline & & & & \\ \hline & & & &$		NB 56 N140820 14 L.A Merced Local 8:20 8:31 8:43 8:43 8:45 9:24 9:28 10:03 10:42 10:46 11:08	NB 53 N151037 15 S.F Merced Local		NB M1 N040852 4 All-Stop Local 8:52 9:03 9:15 9:17 9:27 9:36 9:56 10:01 10:33 11:14 ↓ 11:57 12:14 12:28 12:38 12:54		N N N N N N N N N N N N N N N N N N N	NB 1 140920 14 A lerced .ocal 9:20 9:31 9:43 9:45 9:55 0:04 0:24 0:28 1:03 1:42 1:46 2:08	NI 50 N151 1: S.F. Mer Loc 1 0 1 1 0 1 1 0 1 1 1 2: 1 2: 1 2: 1 2:	3 137 5 		NB M2 1040952 4 4 4 II-Stop Local 9:52 0:03 10:15 0:17 10:27 10:36 10:56 11:01 11:33 12:14 ↓ 2:57 13:14 13:28 13:34 13:38		NB 9 N141020 14 L.A Merced Local 10:20 10:31 10:43 10:45 10:55 11:04 11:24 11:30 12:05 12:46 13:07		NB 1 N151237 15 S.F Merced Local		NB M5 N041052 4 All-Stop Local 10:52 11:03 11:15 11:15 11:27 11:36 11:56 12:01 12:33 13:14 ↓ 13:57 14:14 14:28 14:38 14:54			NB 17 N141120 14 L.A Merced Local 11:20 11:31 11:43 11:55 12:04 12:24 12:30 13:05 13:46 14:07		NB 9 N151337 15 S.F Merced Local 10 10 10 10 10 10 10 11 14 14 14 14 14 15 5		NB 8 N041152 4 All-Stop Local 11:52 12:03 12:15 12:15 12:27 12:36 13:01 13:33 14:14 ↓ 14:57 15:14 15:28 15:38

PHASE 1 TIMETABLE

BASE SERVICE PLAN Turns from →

BASE SERVICE PLAN Turns from →																								
APPENDIX A1	Reg	Reg		Reg		Reç	1		Peak O/T		Reg		Reg		Peak O/T	Peak O/T				Reg		P	eak O/T	Peak O/T
Direction →	SB	SB		SB		SE	3		SB		SB		SB		SB	SB				SB			SB	SB
Trainset	57	54		M1		5			57		M2		13		5	M5				21			13	8
Train No. → Pattern →	S151247	S141402 14		S041314 4		S1513			S141519 14		041414 4		S151447 15		S141619 14	S041514				S151547 15			141719 14	S041614 4
Southbound	S.F	L.A		7		S.F.			L.A		-		S.F		L.A	-				S.F			L.A	-
Service Type →	Merced	Merced		All-Stop		Merc	ed		Merced	AI	ll-Stop		Merced		Merced	All-Stop				Merced		N	lerced	All-Stop
	Local	Local		Local		Loc	al		Local	L	Local		Local		Local	Local				Local			Local	Local
Mile <u>Station</u>	40.47	_		12:44		40-	17	_	_		4-4.4		44.47		_	45.44				45.47			_	40.44
0.0 SFT S.FTransbay Dep 14.7 SFO Millbrae Dep	12:47 13:03			13:14 13:30		13: 4		_	_		4:14 4:30		14:47 15:03			15:14 15:30				15:47 16:03		_		16:14 16:30
26.4 RWC Redwood City Dep	13:13			13:40		14:1		-			4:40		15:13			15:40				16:13				16:40
48.0 SJC San Jose Dep	13:29			13:56		14:2					4:56		15:29			15:56				16:29				16:56
77.7 GLY Gilroy Arr																16:11								17:11
Dep	13:46			14:13		14:4		_		1	5:13		15:46			16:16				16:46				17:16
187.5 MCD Merced Arr	14:21	44-02		↓ ↓		↓ 15:2	21		45.40	↓	↓	+	16:21		40.40	↓ ↓				17:21			7.40	↓ ↓
Dep 191.5 FNO Fresno Arr		14:02							15:19						16:19				•				17:19	
Dep		14:25		14:56					15:42	1	5:56				16:42	17:03						1	17:42	18:03
302.8 BFD Bakersfield Arr		15:04		15:35					16:21		6:35				17:21			*					18:21	
Dep		15:10		15:39					16:29	1	6:39				17:29							1	18:29	
387.4 PMD Palmdale Arr	▼		•		•	1		•			•			•								•		
Dep		15:44		16:13		-			17:02		7:13				18:02	18:15			_				19:02	19:15
425.7 SYL Sylmar Dep 436.3 BUR Burbank Arr		16:06		16:35		-			17:24	1	7:35				18:24	18:36			_				19:24	19:36
Dep	+	16:15	•	16:44		*	+		17:33	+ 1	7:44	+		+	18:33	18:45	+				+	1	19:33	19:45
446.6 LAU L.A. Union Sta. Arr		16:23		16:52					17:42		7:52				18:42	18:54							19:42	19:54
Dep		16:25		16:54					17:44		7:54				18:44	18:56							19:44	19:56
461.8 NSF Norwalk Arr 476.9 ANA Anaheim Arr		16:37 16:48		17:06 17:17					17:55 18:07		8:06 8:17				18:55 19:07	19:08 19:19							19:55 20:07	20:08 20:19
Turns for → Turns from →								17:59	18:47	18:07 1								19:31	19:37	18:01	20:05			
Turns from →	Reg	Reg		Reg		Re		Reg			Reg	F	Peak O/T	Reg		Peak O/	-			Reg		Reg		Peak O/T
Turns from →	NB	NB		NB		NE	3	Reg			Reg NB	F	NB	NB		NB	·			Reg NB		NB		NB
Turns from → Direction → Trainset	NB 25	NB 17		NB 27		NE 62	3	Reg NB 25			Reg NB 42		NB 65	NB 62		NB 46				Reg NB 69	R	NB 65		NB 51
Turns from →	NB 25 N141220	NB 17 N15143	37	NB		NE 62 N1413	3 320	Reg NB 25 N151537		NG	Reg NB		NB	NB 62 N151637		NB				Reg NB 69 N141519	R	NB 65 N151737		NB
Turns from → Direction → Trainset Train No. →	NB 25	NB 17	37	NB 27 N041252		NE 62	3 320	Reg NB 25		NG	Reg NB 42 041352		NB 65 N141419	NB 62		NB 46 N041446 4				Reg NB 69	R	NB 65		NB 51 N041546
Turns from → Direction → Trainset Train No. → Pattern →	NB 25 N141220 14 L.A Merced	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop		NE 62 N1413 14 L.A. Merc	8 120 	Reg NB 25 N151537 15 S.F Merced		AI	Reg NB 42 041352 4 I-Stop		NB 65 N141419 14 L.A Merced	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop				Reg NB 69 N141519 14 L.A Merced	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop
Turns from → Direction → Trainset Train No. → Pattern → <u>Northbound</u> Service Type →	NB 25 N141220 14 L.A	NB 17 N15143 15 S.F	37 - d	NB 27 N041252 4		NE 62 N1413 14 L.A.	8 120 	Reg NB 25 N151537 15 S.F		AI	Reg NB 42 041352 4		NB 65 N141419 14 L.A	NB 62 N151637 15 S.F		NB 46 N041446 4				Reg NB 69 N141519 14 L.A	R	NB 65 N151737 15 S.F		NB 51 N041546 4
Turns from → Direction → Trainset Train No. → Pattern → <u>Northbound</u> Service Type → <u>Mile</u>	NB 25 N141220 14 L.A Merced Local	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local		NE 62 N1413 14 L.A. Merc Loca	B 120 - ed al	Reg NB 25 N151537 15 S.F Merced		AI	Reg NB 42 041352 4 I-Stop Local		NB 65 N141419 14 L.A Merced Local 1000000000000000000000000000000000000	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local				Reg NB 69 N141519 14 L.A Merced Local	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local
Turns from → Direction → Trainset Train No. → Pattern → <u>Northbound</u> Service Type →	NB 25 N141220 14 L.A Merced	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop		NE 62 N1413 14 L.A. Merc	3 320 - ed al	Reg NB 25 N151537 15 S.F Merced		AI L	Reg NB 42 041352 4 I-Stop		NB 65 N141419 14 L.A Merced	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop				Reg NB 69 N141519 14 L.A Merced	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → <u>Mile</u> 0.0 ANA Anaheim Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:43	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15		NE 62 N1413 14 L.A. Merc Locc 13:2 13:3 13:3	3 220 	Reg NB 25 N151537 15 S.F Merced		Al L 1	Reg NB 42 041352 4 II-Stop _ocal 3:52		NB 65 N141419	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09				Reg NB 69 N141519 14 L.A Merced Local 15:19	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile <u>Station</u> 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:43 12:43 12:45	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17		NE 62 N1413 14 L.A. Merc Loc 13:2 13:2 13:2 13:2 13:4	3 20 - ed al 20 20 21 23 15 5	Reg NB 25 N151537 15 S.F Merced		AI L 1 1 1	Reg NB 42 041352 4 II-Stop Loccal 3:52 4:03 4:15 4:17		NB 65 N141419 14 LA Merced Local 14:19 14:19 14:30 14:42 14:44	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:42 15:44	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr — — — 40.6 BUR Burbank Dep	NB 25 N141220 14 L.A Merced Local 12:31 12:43 12:43 12:43 12:45 12:55	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27		NE 62 N1413 14 L.A. Merc Loc 13:2 13:2 13:2 13:2 13:4 13:5	3 220 ed al 20 20 20 55 12 12 12 12 12 12 12 12 12 12	Reg NB 25 N151537 15 S.F Merced		AI L 1 1 1 1 1 1 1	Reg NB 42 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4:03 0415 4:15 0417 4:27 0		NB 65 N141419 14 LA Merced Local 14 14:19 14:30 14:42 14:42 14:54 14:54	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11				Reg NB 69 N141519 14 LA Merced Local 15:19 15:42 15:54	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:57 16:09 16:11
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:43 12:43 12:45 12:55 13:04	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 13:03 13:15 13:17 13:27 13:36		NE 62 N1413 14 L.A. Merc Loc 13:3 13:3 13:4 13:4 13:4 13:5 14:0	3	Reg NB 25 N151537 15 S.F Merced		Al 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:17 4:27 4:36		NB 65 N141419 14 LA Merced Local 14 14:19 14:30 14:14 14:54 14:54 15:03	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:44 15:54 16:03	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk 0.3 LAU L.A. Union Sta. Arr 0ep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 89.4 PMD Palmdale Arr	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:43 12:43 12:45 12:55 13:04 13:24	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 13:03 13:15 13:17 13:27 13:36 13:56		NE 62 N1413 14 L.A. Merc Loc 13:2 13:3 13:4 13:4 13:4 13:5 14:0 14:2 14:2	3	Reg NB 25 N151537 15 S.F Merced		Al 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4:03 4:15 4:15 4:17 4:27 1 4:36 1		NB 65 N141419 14 LA Merced Local 14:19 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:23	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:51 15:11 				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:42 15:54 16:03 16:23	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:57 16:09 16:11 16:30
Turns from → Direction → Trainset Train No. → Pattern → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 174.1 BFD Bakersfield	NB 25 N141220 14 L.A Merced Local 12:31 12:43 12:43 12:43 12:45 13:04 13:24 13:30	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 13:03 13:15 13:17 13:27 13:36 13:56 13:56 14:01		NE 62 N1413 14 L.A. Mercc Locc 13:2 13:2 13:2 13:2 13:2 13:2 13:2 14:2 14:2 14:2	3	Reg NB 25 N151537 15 S.F Merced		AI L 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 4 II-Stop 0 Local 3 3:52 4 4:03 4 4:15 4 4:27 4 4:36 4 5:01 4		NB 65 N141419 14 L.A Merced Merced Local 14:19 14:30 14:42 14:42 14:54 15:03 15:27 15:27	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:30 15:42 15:54 16:23 16:29	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22
Turns from → Direction → Trainset Trainset Trainset Trainset Trainset Trainset Trainset Trainset Trainset Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU LA. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:43 12:43 12:45 12:55 13:04 13:24	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 13:03 13:15 13:17 13:27 13:36 13:56		NE 62 N1413 14 L.A. Merc Loc 13:2 13:3 13:4 13:4 13:4 13:5 14:0 14:2 14:2	3	Reg NB 25 N151537 15 S.F Merced		AI L 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4:03 4:15 4:15 4:17 4:27 1 4:36 1		NB 65 N141419 14 L.A Merced Merced Local 14:19 14:30 14:42 14:42 14:54 15:23 15:27 16:02	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:51 15:30 15:51				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:42 15:54 16:03 16:23	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51
Turns from → Direction → Trainset Trainset Trainset Trainset Trainset Trainset Trainset Trainset Trainset Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno	NB 25 N141220 14 L.A Merced Local 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:15 13:27 13:36 13:56 14:01 14:33 14:33		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3	3	Reg NB 25 N151537 15 S.F Merced		No Al 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:27 4:36 5:01 5:33		NB 65 N141419 14 LA Merced Merced Local 14:19 14:30 14:42 14:42 14:54 15:03 15:27 16:02 16:02 16:41	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22 17:27
Turns from → Direction → Trainset Tool ANA Anaheim Dep 30.3 LAU LA. Union Sta. Arr Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno Arr Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce	37 - d	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced		AI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4 041352 4:03 4:15 4:17 4:27 4:36 4:56 5:01 5:33 6:14		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04	R	NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08
Turns from → Direction → Trainset Oto ANA Anaheim Dep 30.3 LAU LA. Union Sta. Arr Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno	NB 25 N141220 14 L.A Merced Local 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14	NB 17 N15143 15 S.F Merce	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:15 13:27 13:36 13:56 14:01 14:33 14:33		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3	3	Reg NB 25 N151537 15 S.F Merced		AI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:27 4:36 5:01 5:33		NB 65 N141419 14 LA Merced Merced Local 14:19 14:30 14:42 14:42 14:54 15:03 15:27 16:02 16:02 16:41	NB 62 N151637 15 S.F Merced		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04		NB 65 N151737 15 S.F Merced		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22 17:27
Turns from → Direction → Trainset Toto O.0 ANA Anaheim Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 174.1 SFD Bakersfield Arr Dep 285.4 FNO Fresno Arr Dep 354.4 MCD Merced	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce Local	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced Local - <		NIC	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:15 4:15 4:27 4:36 5:01 5:33 6:14		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced Local		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04		NB 65 N151737 15 S.F Merced Local		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08
Turns from → Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 174.1 BFD Bakersfield Arr Dep 354.4 MCD Merced Arr Dep 354.4 MCD Merced Arr Dep 399.2 GLY Gilroy	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce Local	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14 ↓ 15:57		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced Local		AI 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 4 II-Stop -ocal 3:52 4 4:03 4 4:15 4 4:27 4 4:36 4 5:33 5:01 5:33 6:14 ↓ ↓		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced Local		NB 46 N041446 4 All-Stop Local 14:46 14:57 14:50 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08 ↓ 17:51				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04	R	NB 65 N151737 15 S.F Merced Local		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:51 17:22 17:27 18:08 ↓ 18:51
Turns from \rightarrow Direction \rightarrow Trainset Train No. \rightarrow Pattern \rightarrow Pattern \rightarrow Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr Dep 354.4 MCD Merced Dep 399.2 GLY Gilroy 428.8 SJC San Jose Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce Local 15 15 15 15:13 15:30	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14 15:57 16:14		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced Local - <		AI 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:27 4:36 5:01 5:33 6:14 ↓ ↓ 6:57 7:14		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced Local		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08 17:51 18:08				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04	R	NB 65 N151737 15 S.F Merced Local 7 7 7 7 7 7 7 8 7 7 7 7 8 7 7 7 7 7 7		NB 51 N041546 4 All-Stop Local 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08 ↓ 18:51 19:08
Turns from \rightarrow Direction \rightarrow Trainset Train No. \rightarrow Pattern \rightarrow Pattern \rightarrow Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU LA. Union Sta. 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 174.1 BFD Bakersfield Arr Dep 354.4 MCD Fresno Dep 399.2 GLY Gilroy 428.8 SJC San Jose Dep 428.8 SJC San Jose Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce Local 15 10 10 10 10 11 15:13 15:30 15:44	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14 15:57 16:14 16:28		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Al 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:15 4:27 4:36 4:56 5:01 ↓ 5:33 6:14 ↓ ↓ 6:57 7:14 7:28 -		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08 17:51 18:08 18:22 18:22				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04		NB 65 N151737 15 S.F Merced Local 7 7 7 7 7 7 7 7 8 7 7 7 7 7 8 7 7 7 7		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08 ↓ 18:51 19:08 19:22
Turns from \rightarrow Direction \rightarrow Trainset Train No. \rightarrow Pattern \rightarrow Pattern \rightarrow Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr Dep 354.4 MCD Merced Dep 399.2 GLY Gilroy 428.8 SJC San Jose Dep	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 13:04 13:24 13:30 14:05 14:46 14:46	NB 17 N15143 15 S.F Merce Local 15 15 15 15:13 15:30	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14 15:57 16:14		NE 62 N1412 14 L.A. Merc Locc 13:2 13:3 13:4 13:4 13:4 14:0 14:2 14:3 14:0 14:2 14:3 15:0	3	Reg NB 25 N151537 15 S.F Merced Local - <		No Al 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:27 4:36 5:01 5:33 6:14 ↓ ↓ 6:57 7:14		NB 65 N141419 14 L.A Merced Local 14 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 16:45	NB 62 N151637 15 S.F Merced Local		NB 46 N041446 4 All-Stop Local 14:46 14:57 15:09 15:11 15:30 15:51 16:22 16:27 17:08 17:51 18:08				Reg NB 69 N141519 14 LA Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:29 17:04		NB 65 N151737 15 S.F Merced Local 7 7 7 7 7 7 7 8 7 7 7 7 8 7 7 7 7 7 7		NB 51 N041546 4 All-Stop Local 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08 ↓ 18:51 19:08
Turns from → Direction → Trainset Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 30.3 LAU LA. Union Sta. Arr Dep 40.6 BUR Burbank Dep 40.6 BUR Sylmar Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno Arr Dep 339.2 GLY Gilroy Arr Dep 428.8 SJC San Jose Dep 428.8 SJC <	NB 25 N141220 14 L.A Merced Local 12:20 12:31 12:31 12:43 12:45 12:55 13:04 13:24 13:30 14:05 14:46 15:07 14:46	NB 17 N15143 15 S.F Merce Local 15 15 15 15 15:11 15:30 15:44 15:55	37 	NB 27 N041252 4 All-Stop Local 12:52 13:03 13:15 13:17 13:27 13:36 13:56 14:01 14:33 15:14 ↓ 15:57 16:14 16:28 16:38 16:54		NE 62 N1413 14 L.A. Merc Loc 13:2 13:2 13:2 13:2 13:2 13:2 13:2 14:2 14:2 14:2 14:2 14:2 15:0 15:2 15:2	3	Reg NB 25 N151537 15 S.F Merced Local		NIC	Reg NB 42 041352 4 II-Stop Local 3:52 4:03 4:15 4:15 4:27 4:36 4:56 5:01 ↓ 5:33 6:14 ↓ ↓ 6:57 7:14 7:28 7:38		NB 65 N141419 14 L.A Merced Local 14:19 14:19 14:30 14:42 14:42 14:54 15:03 15:23 15:27 16:02 16:41 16:45 17:07 10:45 17:07	NB 62 N151637 15 S.F Merced Local		NB 46 N041446 4 All-Stop Local 14:46 14:57 14:57 15:09 15:51 15:51 16:22 16:27 17:08 ↓ 17:51 18:08 18:22 18:32				Reg NB 69 N141519 14 L.A Merced Local 15:19 15:30 15:42 15:54 16:03 16:23 16:23 16:29 17:04 18:06 18:06		NB 65 N151737 15 S.F Merced Local 7 7 7 8 7 8 7 8 7 8 7 8 7 7 8 8 7 7 8 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8		NB 51 N041546 4 All-Stop Local 15:46 15:57 16:09 16:11 16:30 16:51 17:22 17:27 18:08 ↓ 18:51 19:08 19:22 19:32 19:32

PHASE 1 TIMETABLE

BASE SERVICE PLAN Turns from →

BASE SERVICE PLAN Turns from →																							
APPENDIX A1	Reg	Reg	P	Peak O/T			Reg	Reg			Reg		Reg	Reg		Night		Reg		Night	Reg		Night
Direction →	SB	SB		SB			SB	SB			SB		SB	SB		SB		SB		SB	SB		SB
Trainset	16	21		27			66	16			44		50	66		46		73		51	3		55
Train No. →	S151647	S141802	9	S041714			S151747	S141902			S041814		S151847	S142002		S041914		S151947		S042014	S152047	SC	042114
Pattern →	15	14		4			15	14			4		15	14		4		15		4	15		4
Southbound	S.F	L.A					S.F	L.A			A.II. OL		S.F	L.A		411 01		S.F			S.F		
Service Type →		Merced		All-Stop			Merced	Merced			All-Stop		Merced	Merced		All-Stop		Merced			Merced		l-Stop
Mile Station	Local	Local		Local			Local	Local			Local		Local	Local		Local		Local		Local	Local	L	ocal
0.0 SFT S.FTransbay Dep	16:47			17:14			17:47				18:14		18:47			19:14		19:47		20:14	20.47	2	1:14
14.7 SFO Millbrae Dep	17:03			17:30			18:03				18:30		19:03			19:30		20:03			21:03		1:30
26.4 RWC Redwood City Dep	17:13			17:40			18:13				18:40		19:13			19:40		20:13			21:13		1:40
48.0 SJC San Jose Dep	17:29			17:56			18:29				18:56		19:29			19:56		20:29	:	20:56	21:29	2	1:56
77.7 GLY Gilroy Arr				18:11	1	1																	
Dep	17:46		· · · · · · · · · · · · · · · · · · ·	18:16			18:46				19:13		19:46			20:13		20:46		21:13		2	2:13
187.5 MCD Merced Arr	18:21			¥			19:21			↓	↓		20:21			↓	↓ ↓	21:21		↓	22:21		\downarrow
		18:02		•			,	19:02		·	•		•	20:02			•			•			•
191.5 FNO Fresno Arr	v	18:25		19:03				19:25			19:56			20:25		20:56				21:56		2	2:56
302.8 BFD Bakersfield Arr	*	19:04		13.03		•		20:04			20:35			20.25		20.00				21.00		2.	2.00
Dep		19:10						20:04			20:33			21:04		21:36				22:36		2	3:36
387.4 PMD Palmdale Arr			*					0		+		*	1			•	1						
Dep		19:44	1	20:15				20:44			21:13			21:44		22:09				23:09		0):09
425.7 SYL Sylmar Dep		20:06		20:36				21:06			21:35			22:06		22:31				23:31		():31
436.3 BUR Burbank Arr									1	Ţ					Ļ								
Dep		20:15		20:45	•			21:15	•	•	21:44		•	22:15	•	22:40	•			23:40):40
446.6 LAU L.A. Union Sta. Arr		20:23		20:54				21:23			21:52			22:23		22:48				23:48):48
461.8 NSF Norwalk Arr		20:25 20:37		20:56 21:08				21:25 21:37			21:54 22:06			22:25 22:37		22:50 23:02				23:50 0:02):50 :02
476.9 ANA Anaheim Arr		20:48		21:08 21:19				21:37 21:48			22:00			22:37 22:48		23:02				0:02			:13
Turns from →	Reg	Reg	Pi	Yeak O/T			Reg		Reg		Reg		Reg		Reg	Night		Reg		Night	Reg	N	light
Turns from →	Reg NB	Reg NB		NB			Reg		Reg NB		Reg NB		Reg NB		Reg	Night NB		Reg NB		Night NB	Reg NB		light NB
Direction → Trainset	NB 72	NB 69		NB 55			NB 2		NB 72		NB M1		NB 10		NB 2	NB M2		NB 18		NB 5	NB M3		NB 13
Direction → Trainset Train No. →	NB 72 N141619	NB 69 N151837		NB 55 N041646			NB 2 N141720		NB 72 N151937		NB M1 N041752		NB 10 N141820		NB 2 N152037	NB M2 N041852		NB 18 N141920		NB 5 N041952	NB M3 N142020	NO	NB 13 ⁰⁴²⁰⁵²
Direction → Trainset Train No. → Pattern →	NB 72 N141619 14	NB 69 N151837 15		NB 55			NB 2 N141720 14		NB 72 N151937 15		NB M1		NB 10 N141820 14		NB 2 N152037 15	NB M2		NB 18 N141920 14		NB 5	NB M3 N142020 14	NO	NB 13
Direction → Trainset Train No. → Pattern →	NB 72 _{N141619} 14 L.A	NB 69 N151837 15 S.F	1	NB 55 N041646 4			NB 2 N141720 14 L.A		NB 72 N151937 15 S.F		NB M1 N041752 4		NB 10 N141820 14 L.A		NB 2 N152037 15 S.F	NB M2 N041852 4		NB 18 N141920 14 L.A	ſ	NB 5 N041952 4	NB M3 N142020 14 L.A	NC	NB 13 ¹⁴²⁰⁵² 4
Direction → Trainset Train No. →	NB 72 N141619 14 L.A Merced	NB 69 N151837 15 S.F Merced	P	NB 55 N041646 4 4 4			NB 2 N141720 14 L.A Merced		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop		NB 10 N141820 14 L.A Merced		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop		NB 18 N141920 14 L.A Merced	I	NB 5 N041952 4 All-Stop	NB M3 N142020 14 L.A Merced	AI	NB 13 ¹⁴²⁰⁵² 4 I-Stop
Direction → Trainset Train No. → Pattern →	NB 72 _{N141619} 14 L.A	NB 69 N151837 15 S.F	P	NB 55 N041646 4			NB 2 N141720 14 L.A		NB 72 N151937 15 S.F		NB M1 N041752 4		NB 10 N141820 14 L.A		NB 2 N152037 15 S.F	NB M2 N041852 4		NB 18 N141920 14 L.A	I	NB 5 N041952 4	NB M3 N142020 14 L.A	AI	NB 13 ¹⁴²⁰⁵² 4
Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile <u>Station</u> 0.0 ANA Anaheim Dep	NB 72 N141619 14 L.A Merced Local 16:19	NB 69 N151837 15 S.F Merced	A	NB 55 N041646 4 All-Stop Local 16:46			NB 2 N141720 14 L.A Merced Local 17:20		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop		NB 10 N141820 14 L.A Merced Local 18:20		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop		NB 18 N141920 14 L.A Merced Local 19:20	ļ	NB 5 N041952 4 All-Stop Local 19:52	NB M3 N142020 14 L.A Merced Local 20:20	AI L 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52
Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile <u>Station</u> 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep	NB 72 N141619 14 L.A Merced Local 16:19 16:30	NB 69 N151837 15 S.F Merced	P	NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57			NB 2 N141720 14 L.A Merced Local 17:20 17:31		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03		NB 10 N141820 14 L.A Merced Local 18:20 18:31		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03		NB 18 N141920 14 L.A Merced Local 19:20 19:31	, ,	NB 5 N041952 4 All-Stop Local 19:52 20:03	NB M3 N142020 14 L.A Merced Local 20:20 20:31	AI L 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03
Direction → Trainset Train No. → Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta.	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42	NB 69 N151837 15 S.F Merced	۱ ۹ ۰	NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 10			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43	, , ,	NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15	NB M3 N142020 14 L.A Merced Local 20:31 20:43 20:43	Ai L 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15
Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile <u>Station</u> 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44	NB 69 N151837 15 S.F Merced	۱ ۹ ۰	NB 55 55 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:43 17:45		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:15 19:17		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:45		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:45	Al L 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15 1:17
Direction → Trainset Train No. → Pattern → Northbound Service Type → Mile <u>Station</u> 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:42 16:44 16:54	NB 69 N151837 15 S.F Merced	۹ ۹ ۰	NB 55 55			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:43 17:45 17:55		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45 18:55		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:15 19:17 19:27		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:45 19:55		NB 5 N041952 4 All-Stop Local 20:03 20:15 20:17 20:27	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55	Al 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15 1:17 1:27
Direction → Direction → Trainset Train No. → Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:42 16:44 16:54 17:03	NB 69 N151837 15 S.F Merced	۹ ۹ ۰	NB 55 55 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11			NB 2 N141720 14 L.A Merced Local 17:31 17:43 17:43 17:45 17:55 18:04		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36		NB 10 N141820 14 L.A Merced Local 18:31 18:43 18:43 18:43 18:45 18:55 19:04		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:15 19:17		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:43 19:45 19:55 20:04		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04	Al 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15 1:17
Direction → Direction → Trainset Train No. → Pattern → Pattern → Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar 89.4 PMD PMD Palmdale	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:42 16:44 16:54	NB 69 N151837 15 S.F Merced	A A A A A A A A A A A A A A A A A A A	NB 55 55			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:43 17:45 17:55		NB 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45 18:55		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:15 19:17 19:27		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:45 19:55		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24	Al L 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15 1:17 1:27
Direction → Direction → Trainset Train No. → Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23	NB 69 N151837 15 S.F Merced		NB 55 55 3 4 4 4 4 16:50 16:57 17:09 17:11 17:30			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24		NB 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45 18:55 19:04 19:24		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:43 19:45 19:55 20:04 20:24		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24	Al L 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴ 2052 4 I-Stop .ocal 0:52 1:03 1:15 1:17 1:27 1:36
Direction → Trainset Train No. → Pattern → Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 89.4 PMD Palmdale Arr Dep 174.1 BFD Bakersfield Arr	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23	NB 69 N151837 15 S.F Merced		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:30 17:51			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24		NB 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:15 18:17 18:27 18:36 18:56		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45 18:55 19:04 19:24		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:43 19:45 19:55 20:04 20:24		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:45 21:55 21:04 21:24 21:30 21:30	Al L 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴ 2052 4 I-Stop .ocal 0:52 1:03 1:15 1:17 1:27 1:36
Direction → Trainset Train No. → Train No. → Pattern → Pattern → Mile Service Type → Mile Station 0.0 ANA Anaheim Dep 1 15.0 NSF Norwalk Dep 1 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 89.4 PMD Palmdale Arr Dep 1 174.1 BFD Bakersfield 285.4 FNO Fresno Arr Image: State of the state	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:30 17:51 18:22 18:27 2			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01 19:33		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:55 19:04 19:24 19:30 20:05 10		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30		NB 18 N141920 14 LA. - Merced Local 19:20 19:31 19:43 19:45 19:55 20:04 20:24 20:30 21:05 -		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36 20:57 21:30	NB M3 N142020 14 L.A Merced Docal 20:20 20:31 20:43 20:45 20:55 21:04 21:24 21:30 22:05	Al L 22 22 22 22 22 22 22 22 22 22 22 22 2	NB 13 142052 4 I-Stop 0:52 1:03 1:15 1:17 1:27 1:36 1:57 2:30
Direction → Trainset Trainset Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 1 15.0 NSF Norwalk Dep 1 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 174.1 BFD Bakersfield Arr Dep 2 2 285.4 FNO Fresno Arr Dep 0 0	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:30 17:51 18:22			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 20:03 20:15 20:27 20:36 20:57 21:30 22:11	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al L 22 22 22 22 22 22 22 22 22 22 22 22 2	NB 13 ¹⁴²⁰⁵² 4 I-Slop .ocal 0:52 1:03 1:15 1:17 1:27 1:36 1:57
Direction → Trainset Trainset Train No. → Pattern → Northbound Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep Dep 11 SYL Sylmar Sylmar Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno Arr Dep 354.4 MCD Merced	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local 2 - 2 - 2 - 3		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:30 17:51 18:22 18:27 2			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05		NB 72 N151937 15 S.F Merced Local		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 19:01 19:33 20:14		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:55 19:04 19:24 19:30 20:05 10		NB 2 N152037 15 S.F Merced Local	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30 21:11		NB 18 N141920 14 LA. - Merced Local 19:20 19:31 19:43 19:45 19:55 20:04 20:24 20:30 21:05 -		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36 20:57 21:30 22:11	NB M3 N142020 14 L.A Merced Docal 20:20 20:31 20:43 20:45 20:55 21:04 21:24 21:30 22:05	Al L 22 22 22 22 22 22 22 22 22 22 22 22 2	NB 13 42052 4 -Slop .ocal 0:52 1:03 1:15 1:27 1:36 1:57 2:30 3:11
Direction → Trainset Pattern → Pattern → Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 174.1 BFD Bakersfield Arr Dep 285.4 FNO Fresno Arr Dep 354.4 MCD Merced Arr Dep	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:30 17:51 18:22 18:27 2			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB P 72 N151937 15 S.F Merced		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01 19:33		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 20:03 20:15 20:27 20:36 20:57 21:30 22:11	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al L 22 22 22 22 22 22 22 22 22 22 22 22 2	NB 13 142052 4 I-Stop 0:52 1:03 1:15 1:17 1:27 1:36 1:57 2:30
Direction → Trainset Pattern → Pattern → Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 11 SYL Sylmar Dep 285.4 FNO Fresno Arr Dep 354.4 MCD Merced Arr Dep 3399.2 GLY Gilroy	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:51 18:22 18:27 19:08			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB 72 N151937 15 S.F Merced Local 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01 19:33 20:14		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced Local	NB M2 N041852 4 All-Stop Local 19:03 19:15 19:15 19:17 19:27 19:36 19:57 20:30 21:11 ↓		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 20:03 20:15 20:27 20:36 20:57 21:30 22:11 ↓	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴ ¹⁵ ¹⁵ ¹⁵ ¹⁵ ¹¹ ¹
Direction → Trainset Train No. → Pattern → Pattern → Pattern → 0.0 ANA Anaheim Dep 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep 11. SYL Sylmar Dep 11. SYL Sylmar Dep 10.00000000000000000000000000000000000	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local 2 - 2 - 2 - 2 - 3		NB 55 N041646 4 4 4 All-Stop Local 16:57 17:09 17:11 17:51 18:22 18:27 19:08 ↓ 19:51			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB 72 N151937 15 S.F Merced Local		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 19:01 19:33 20:14		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced Local	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30 21:11 ↓ 21:54		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36 20:57 21:30 22:11	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 42052 4 -Stop .ocal 0:52 1:03 1:15 1:27 1:36 1:57 2:30 3:11
Direction → Trainset Pattern → Pattern → Service Type → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 40.6 BUR Burbank Dep 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 11 SYL Sylmar Dep 285.4 FNO Fresno Arr Dep 354.4 MCD Merced Arr Dep 3399.2 GLY Gilroy	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:51 18:22 18:27 19:08			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB 72 N151937 15 S.F Merced Local 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:15 18:27 18:36 18:56 19:01 19:33 20:14 ↓ 20:57		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced Local	NB M2 N041852 4 All-Stop Local 19:03 19:15 19:15 19:17 19:27 19:36 19:57 20:30 21:11 ↓		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:17 20:27 20:36 20:57 21:30 22:11 ↓ 22:54	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 4 4 4 4 4 4 5 5 5 1:57 2:30 3:54 NB 1:57 2:30 3:54
Direction → Trainset Train No. → Pattern → Pattern → Pattern → Mile Station 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr 0.0 ANA Surbank Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. Arr Dep Dep Image: Station 40.6 BUR Burbank Dep 51.1 SYL Sylmar Dep 174.1 BFD Bakersfield Arr Dep Image: Station Image: Station 354.4 MCD Merced Arr Dep Image: Station Image: Station 325.4 SNO San Jose Dep 428.8 SJC San Jose Dep 428.8 SJC San Jose Dep 422.2 SFO Millbrae Arr	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local -		NB 55 N041646 4 All-Stop Local 16:46 16:57 17:09 17:11 17:30 17:51 18:22 18:27 19:08 ↓ 19:51 20:08			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB 72 N151937 15 S.F Merced Local 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:15 18:27 18:36 18:56 19:33 20:14 ↓ 20:57 21:14		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced Local 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30 21:11 ↓ 21:54 22:11		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 20:03 20:15 20:17 20:27 20:36 20:57 21:30 22:11 ↓ 22:54 23:11	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46	Al 2 2 2 2 2 2 2 2 2 2 2 2 2	NB 13 ¹⁴²⁰⁵² 4 I-Stop .ocal 0:52 1:03 1:15 1:15 1:27 1:36 1:57 2:30 3:11 ↓ 3:54 0:11
Direction → Image: Trainset Trainset Train No. → Pattern → Pattern → Pattern → Image: Train No. → Pattern → Pattern → 0.0 ANA Anaheim Dep 0.0 ANA Anaheim Dep 15.0 NSF Norwalk Dep 30.3 LAU L.A. Union Sta. 40.6 BUR Burbank 51.1 SYL Sylmar Station Image: Trainset Station 17.1 SYL Sylmar Stat.4 MCD Aersfield Arr Dep 285.4 FNO Fresno 399.2 GLY Gilroy 428.8 SJC San Jose Dep 428.8 SJC San Jose Dep 428.8 SJC San Jose Dep	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04	NB 69 N151837 15 S.F Merced Local 1		NB 55 N041646 4 4 4 16:46 16:57 17:09 17:11 17:51 18:22 18:27 19:08 ↓ 19:51 20:08 20:22			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46		NB 72 N151937 15 S.F Merced Local 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 19:01 19:33 20:14 ↓ 20:57 21:14 21:28		NB 10 N141820 14 L.A Merced Local 13 18:20 18:31 18:43 18:45 19:04 19:24 19:30 20:05 20:46 14		NB 2 N152037 15 S.F Merced Local 2011 2011 2011 2011 2011 2011 2011 201	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30 21:11 ↓ 21:54 22:11 22:25 19:25		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:55 20:04 20:24 20:30 21:05 21:46		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:27 20:27 20:36 20:57 21:30 22:11 ↓ 22:54 23:11 23:25	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46		NB 13 ¹⁴²⁰⁵² 4 I-Stop o.ccal 0:52 1:03 1:15 1:17 1:27 1:36 1:57 2:30 3:11 ↓ 3:54 0:25
$\begin{array}{c c c c c c c c } \hline Direction \rightarrow & \hline Trainset Trainset Trainset Trainset Train No. \rightarrow & Pattern \rightarrow & $	NB 72 N141619 14 L.A Merced Local 16:19 16:30 16:42 16:44 16:54 17:03 17:23 17:29 18:04 18:04 19:06	NB 69 N151837 15 S.F Merced Local -		NB 55 N041646 4 4 4 All-Stop Local 16:46 16:57 17:09 17:11 17:51 18:22 18:27 19:08 ↓ 19:51 20:08 20:22 20:32 10:32			NB 2 N141720 14 L.A Merced Local 17:20 17:31 17:43 17:45 17:55 18:04 18:24 18:30 19:05 19:46 20:07		NB 72 N151937 15 S.F Merced Local 7 7 7 7 7 7 7 7 7 7 7 7 7		NB M1 N041752 4 All-Stop Local 17:52 18:03 18:15 18:17 18:27 18:36 18:56 19:01 19:33 20:14 ↓ 20:57 21:14 21:38 21:54		NB 10 N141820 14 L.A Merced Local 18:20 18:31 18:43 18:43 18:45 19:24 19:30 20:05 20:46 21:07 100		NB 2 N152037 15 S.F Merced Local 2011 2011 2011 2011 2011 2011 2011 201	NB M2 N041852 4 All-Stop Local 18:52 19:03 19:15 19:17 19:27 19:36 19:57 20:30 21:51 21:54 22:35 22:51		NB 18 N141920 14 L.A Merced Local 19:20 19:31 19:43 19:45 19:55 20:04 20:24 20:20 21:05 21:05 21:46 22:07		NB 5 N041952 4 All-Stop Local 19:52 20:03 20:15 20:27 20:36 20:57 21:30 22:11 ↓ 22:54 23:21 23:25 23:35	NB M3 N142020 14 L.A Merced Local 20:20 20:31 20:43 20:55 21:04 21:24 21:30 22:05 22:46		NB 13 ¹⁴²⁰⁵² 4 I-Stop 0.0cal 0:52 1:03 1:15 1:15 1:17 1:27 1:36 1:57 2:30 3:11 ↓ 3:54 0:25 0:35

Turns for \rightarrow _____

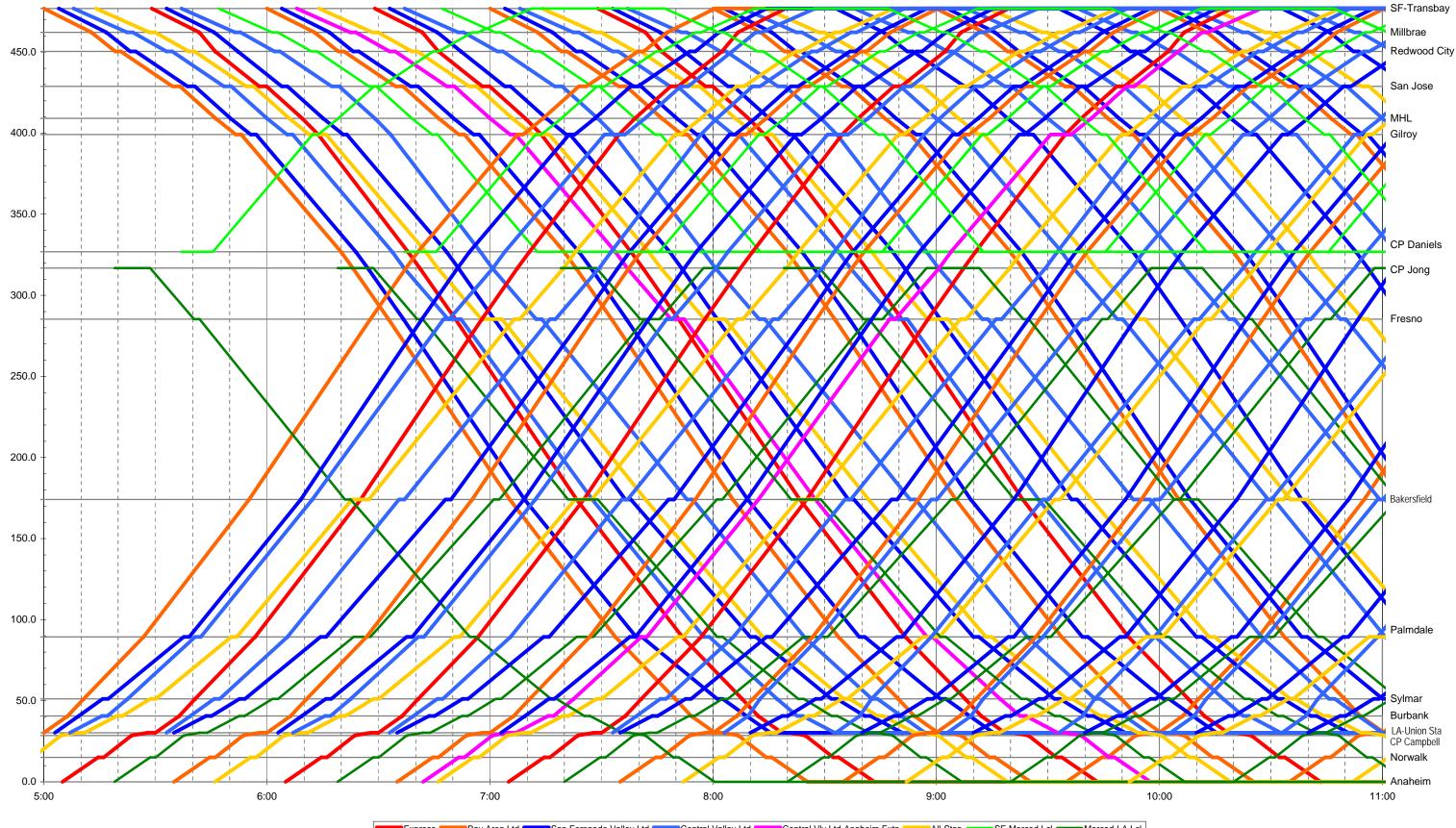
A2. Stringline Diagrams

- Morning Peak Period
- Mid-Day Period
- Afternoon Peak Period
- Evening and Late Night Period



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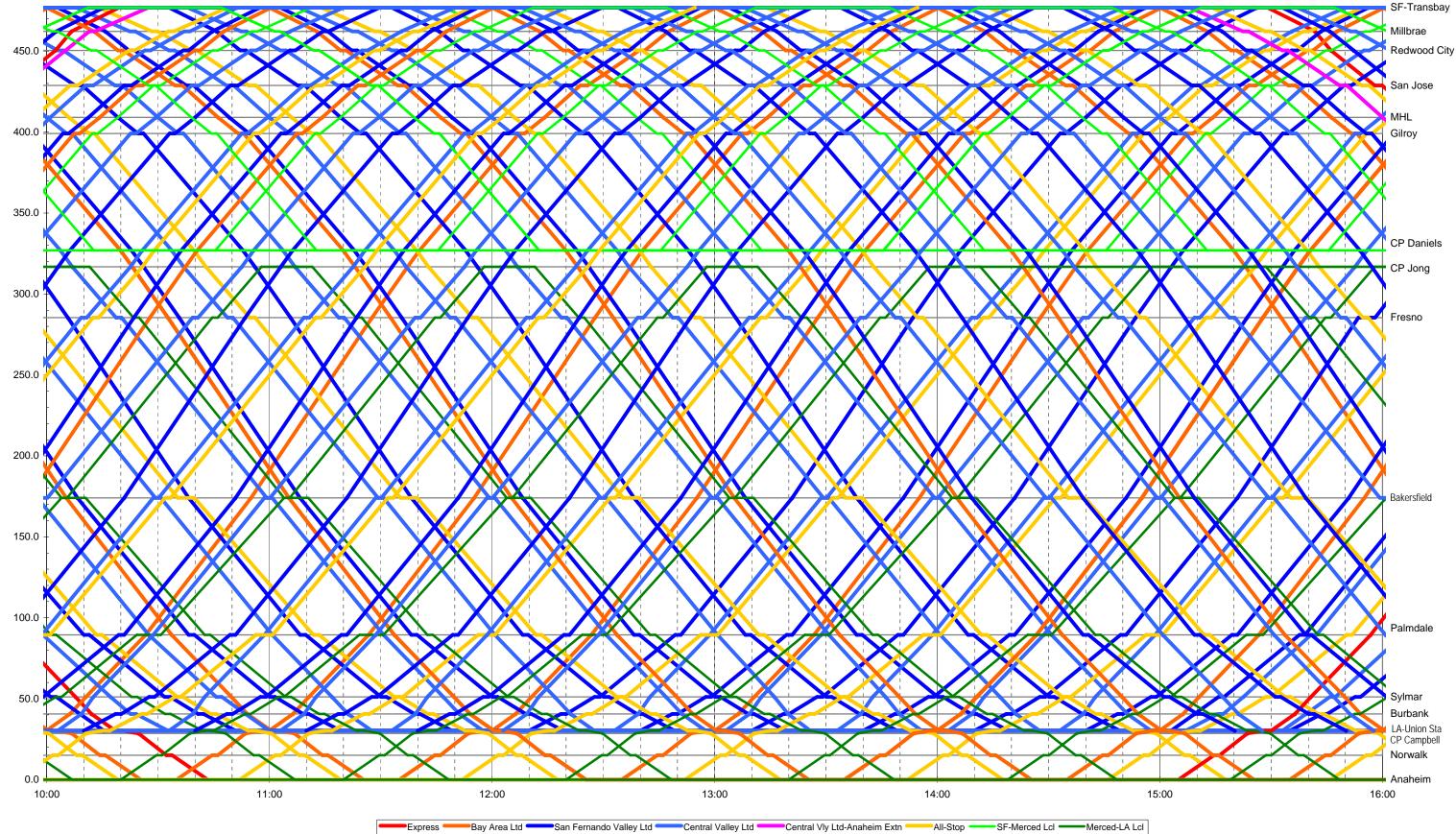
Appendix A2 - HST PHASE 1 SERVICE PLAN - BASE (Version 10) - MORNING PEAK



Bay Area Ltd _____San Fernando Valley Ltd _____Central Valley Ltd _____Central Vly Ltd-Anaheim Extn _____All-Stop _____SF-Merced Lcl _____Merced-LA Lcl Express

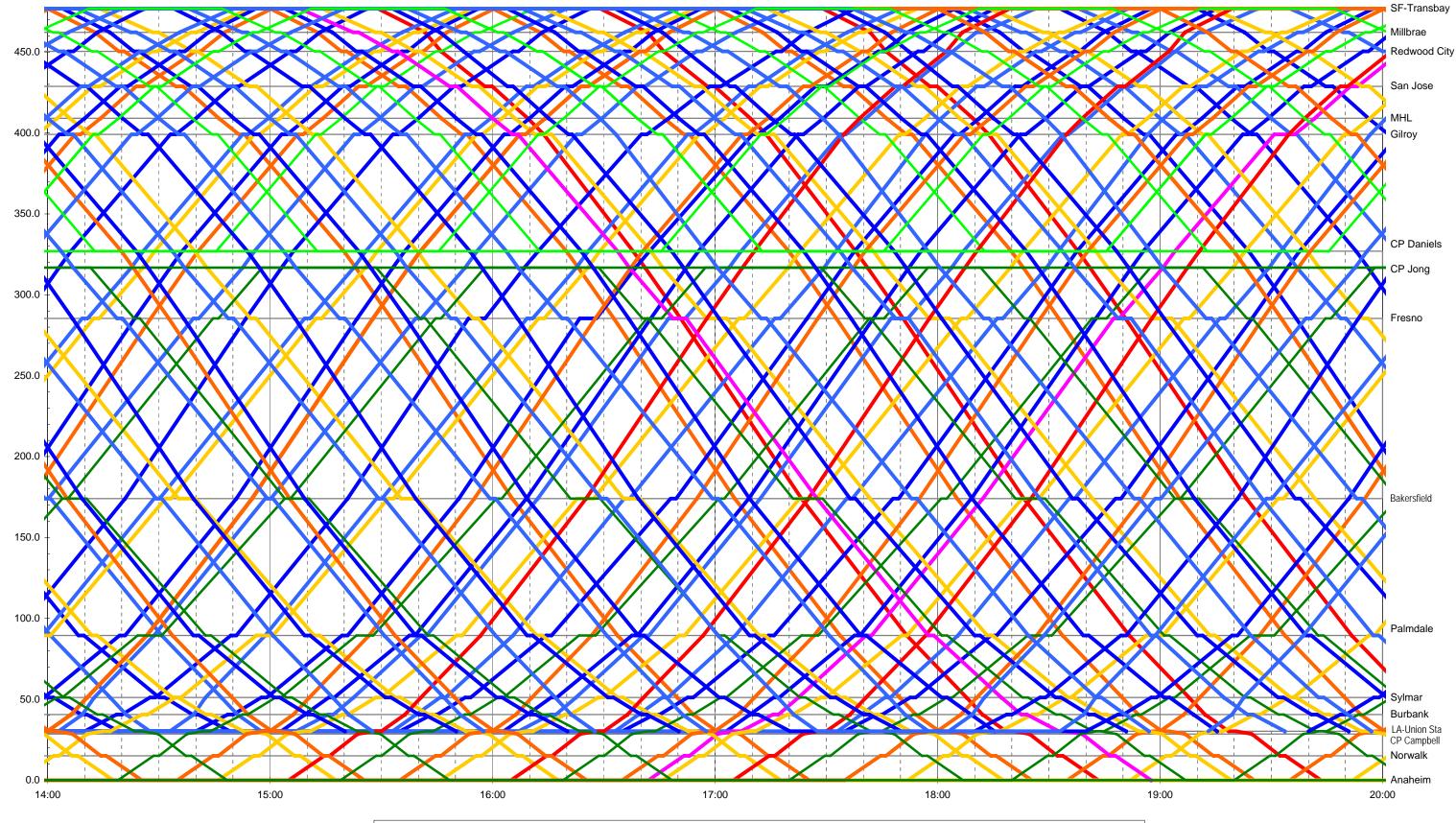
File: Template 11.xls Sheet: String-AM Printed: 11/20/2008 10:26 AM Page 1 of 4

Appendix A2 - HST PHASE 1 SERVICE PLAN - BASE (Version 10) - MID-DAY



All-Stop Bay Area Ltd _____San Fernando Valley Ltd ____Central Valley Ltd ____Central Vly Ltd-Anaheim Extn _ Express

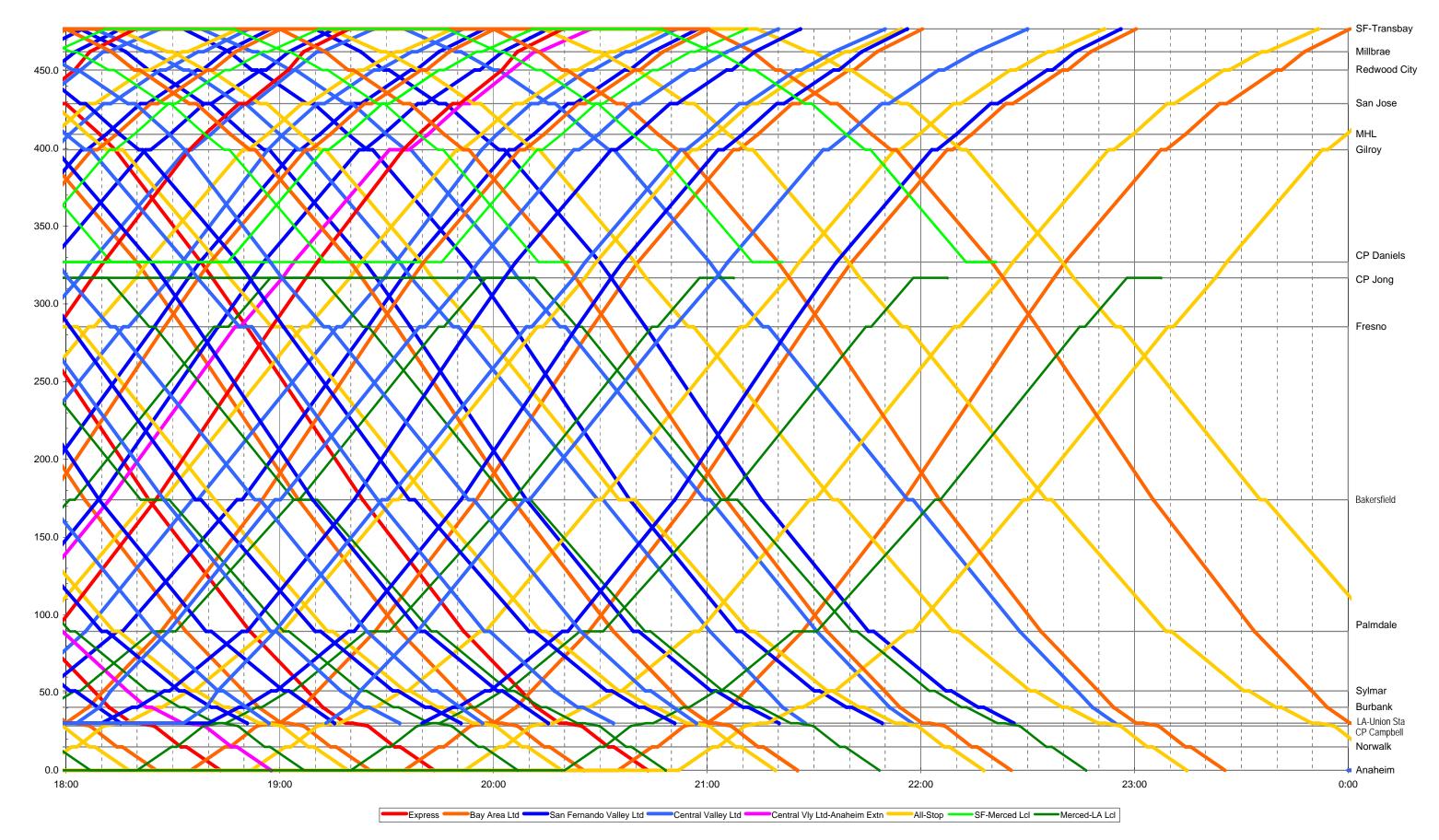
Appendix A2 - HST PHASE 1 SERVICE PLAN - BASE (Version 10) - AFTERNOON PEAK



SF-Merced Lcl — Merced-LA Lcl Bay Area Ltd San Fernando Valley Ltd Central Valley Ltd Central Valley Ltd Central Vly Ltd-Anaheim Extn -All-Stop -Express



Appendix A2 - HST PHASE 1 SERVICE PLAN - BASE (Version 10) - LATE EVENING



A3. Equipment Cycles



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APPEI	NDIX A3 E	QUIPI	MENI	CYCL	ES PH	IASE 1 BASE	SERVIO	CE PLAN (Version 10)														200m	
ID	OvertkScheme	Dir	Sot	Sot2	Consist	Train No.	Dattorn	Train Type	Oriq	OrigTime	Dest	DestTime	PunTimo	MinLav	Avail	Layover	Excess	DestArr	DestDep	т	TrnMi	SetMi	Wkend Yd
2	Reg	SB	1	X11	400	S010500	1	Bay Area Ltd	SFT	5:00	ANA	8:25	3:25	40	9:05	0:55	15	8:25	9:20		476.9	953.8	476.9
174	Peak O/T	NB	1		400	N140920	14	LA-Merced	ANA	9:20	MCD	12:08	2:48	30	12:38	0:29	(1)	12:08	12:37		354.3	354.3	354.3
184	Req	NB	1			N151237	15	SF-Merced	MCD	12:37	SFT	14:11	1:34	40	14:51	0:23	(13)	14:11	14:38	*	161.2	161.2	161.2
83	Reg	SB	1			S161438	16	Central Vly. Ltd	SFT	14:38	LAU	17:57	3:19	40	18:37	0:43	3	17:57	18:40		446.6	446.6	0
248	Reg	NB	1			N171840	17	S.Fernando Vly. Ltd	LAU	18:40	SFT	21:56	3:16	30	22:26			21:56			446.6	446.6	446.6
3	Peak O/T	SB	2			S190504	19	S.Fernando Vly. Ltd	SFT	5:04	LAU	8:15	3:11	40	8:55	0:48	8	8:15	9:03		446.6	446.6	446.6
169	Reg	NB	2			N160903	16	Central Vly. Ltd	LAU	9:03	SFT	12:21	3:18	30	12:51	0:39	9	12:21	13:00		446.6	446.6	0
70	Reg	SB	2	X5	400	S011300	1	Bay Area Ltd	SFT	13:00	ANA	16:25	3:25	40	17:05	0:55	15	16:25	17:20		476.9	953.8	476.9
241	Reg	NB	2	7.0	400	N141720	14	LA-Merced	ANA	17:20	MCD	20:07	2:47	30	20:37	0:30	0	20:07	20:37		354.3	708.6	354.3
251	Reg	NB	2		400	N152037	15	SF-Merced	MCD	20:37	SFT	22:11	1:34	40	22:51			22:11			161.2	161.2	161.2
5	Peak O/T	SB	3			S180508	18	Central Vly. Ltd	SFT	5:08	LAU	8:34	3:26	40	9:14	0:36	(4)	8:34	9:10		446.6	446.6	446.6
170	Reg	NB	3			N170910	17	S.Fernando VIv. Ltd	LAU	9:10	SFT	12:26	3:16	30	12:56	0:37	7	12:26	13:03		446.6	446.6	446.6
71	Peak O/T	SB	3			S171303	17	S.Fernando Vly. Ltd	SFT	13:03	LAU	16:19	3:16	40	16:59	0:44	4	16:19	17:03		446.6	446.6	446.6
235	Peak O/T	NB	3		400	N191703	19	S.Fernando VIV. Ltd	LAU	17:03	SFT	20:15	3:12	30	20:45	0:32	2	20:15	20:47		446.6	893.2	446.6
128	Req	SB	3		400	S152047	15	SF-Merced	SFT	20:47	MCD	22:21	1:34	40	23:01			22:21			161.2	161.2	161.2
6	Peak O/T	SB	4			S040514	4	All-Stop	SFT	5:14	ANA	9:19	4:05	40	9:59	0:51	11	9:19	10:10		476.9	476.9	476.9
178	Reg	NB	4			N171010	17	S.Fernando Vly. Ltd	LAU	10:10	SFT	13:26	3:16	30	13:56	0:37	7	13:26	14:03		446.6	446.6	446.6
78	Peak O/T	SB	4			S171403	17	S.Fernando Vly. Ltd	SFT	14:03	LAU	17:19	3:16	40	17:59	0:44	4	17:19	18:03		446.6	446.6	446.6
244	Reg	NB	4			N161803	16	Central Vly. Ltd	LAU	18:03	SFT	21:21	3:18	30	21:51			21:21			446.6	446.6	0
7	Reg	SB	5	SX1	400	S020529	2	Express	SFT	5:29	ANA	8:43	3:14	40	9:23	0:52	12	8:43	9:35		446.6	893.2	0
175	Reg	NB	5	X11	400	N010935	1	Bay Area Ltd	ANA	9:35	SFT	13:00	3:25	30	13:30	0:32	17	13:00	13:47		476.9	953.8	476.9
76	Reg	SB	5		400	S151347	15	SF-Merced	SFT	13:47	MCD	15:21	1:34	40	16:01	0:58	18	15:21	16:19		161.2	161.2	161.2
87	Peak O/T	SB	5			S141619	14	LA-Merced	MCD	16:19	ANA	19:07	2:48	40	19:47	0:45	5	19:07	19:52		354.3	354.3	354.3
257	Night	NB	5			N041952	4	All-Stop	ANA	19:52	SFT	23:51	3:59	30	0:21			23:51			476.9	476.9	476.9
8	Peak O/T	SB	6			S210533	21	S.Fernando Vly. Ltd	SFT	5:33	LAU	8:51	3:18	40	9:31	0:42	2	8:51	9:33		446.6	446.6	446.6
172	Reg	NB	6			N160933	16	Central Vly. Ltd	LAU	9:33	SFT	12:51	3:18	30	13:21	0:42	(13)	12:51	13:08	*	446.6	446.6	0
72	Reg	SB	6			S161308	16	Central Vly. Ltd	SFT	13:08	LAU	16:27	3:19	40	17:07	0:38	(13)	16:27	17:05		446.6	446.6	0
238	Reg	NB	6	SX6	400	N021705	2	Express	ANA	17:05	SFT	20:19	3:14	30	20:49		(2)	20:19			446.6	893.2	0
9	Peak O/T	SB	7	0/0	400	S200537	20	Central Vly. Ltd	SFT	5:37	LAU	8:57	3:20	40	9:37	0:43	3	8:57	9:40		446.6	446.6	446.6
173	Reg	NB	7			N170940	17	S.Fernando Vly. Ltd	LAU	9:40	SFT	12:56	3:16	30	13:26	0:40	7	12:56	13:33		446.6	446.6	446.6
74	Reg	SB	7			S171333	17	S.Fernando Vly. Ltd	SFT	13:33	LAU	16:49	3:16	40	17:29	0:44	4	16:49	17:33		446.6	446.6	446.6
239	Peak O/T	NB	7			N201733	20	Central Vly. Ltd	LAU	17:33	SFT	20:51	3:18	30	21:21			20:51			446.6	446.6	446.6
10	Reg	SB	8			S150547	15	SF-Merced	SFT	5:47	MCD	7:21	1:34	40	8:01	0:58	18	7:21	8:19		161.2	161.2	161.2
22	Peak O/T	SB	8			S140819	14	LA-Merced	MCD	8:19	ANA	11:07	2:48	40	11:47	0:45	5	11:07	11:52		354.3	354.3	354.3
195	Reg	NB	8			N041152	4	All-Stop	ANA	11:52	SFT	15:54	4:02	30	16:24	0:40	(10)	15:54	16:14	*	476.9	476.9	476.9
98	Peak O/T	SB	8		400	S041614	4	All-Stop	SFT	16:14	ANA	20:19	4:02	40	20:59			20:19			476.9	953.8	476.9
11	Reg	SB	9	X12	400	S010600	1	Bay Area Ltd	SFT	6:00	ANA	9:25	3:25	40	10:05	0:55	15	9:25	10:20		476.9	953.8	476.9
182	Reg	NB	9	712	100	N141020	14	LA-Merced	ANA	10:20	MCD	13:07	2:47	30	13:37	0:30	0	13:07	13:37		354.3	354.3	354.3
192	Reg	NB	9			N151337	14	SF-Merced	MCD	13:37	SFT	15:11	1:34	40	15:51	0:30	(14)	15:11	15:37	*	161.2	161.2	161.2
92	Peak O/T	SB	9			S201537	20	Central Vly. Ltd	SFT	15:37	LAU	18:57	3:20	40	19:37		(14)	18:57			446.6	446.6	446.6
12	Peak O/T	SB	10			S190604	19	S.Fernando Vly. Ltd	SFT	6:04	LAU	9:15	3:11	40	9:55	0:48	8	9:15	10:03		446.6	446.6	446.6
177	Reg	NB	10			N161003	16	Central Vly. Ltd	LAU	10:03	SFT	13:21	3:18	30	13:51	0:39	9	13:21	14:00		446.6	446.6	0
77	Reg	SB	10	X11	400	S011400	10	Bay Area Ltd	SFT	14:00	ANA	17:25	3:25	40	18:05	0:55	15	17:25	18:20		476.9	953.8	476.9
249	Reg	NB	10		100	N141820	14	LA-Merced	ANA	18:20	MCD	21:07	2:47	30	21:37			21:07			354.3	354.3	354.3
14	Peak O/T	SB	11		400	S100608	10	Central Vly. Ltd Ext.	SFT	6:08	ANA	9:59	3:51	40	10:39	5:06	266	9:59	15:05		476.9	953.8	0 YAN
220	Reg	NB	11	SX4	400	N021505	2	Express	ANA	15:05	SFT	18:19	3:14	30	18:49	0:41	11	18:19	19:00		446.6	893.2	0
121	Reg	SB	11	X2	400	S011900	1	Bay Area Ltd	SFT	19:00	ANA	22:25	3:25	40	23:05			22:25			476.9	953.8	476.9
15	Peak O/T	SB	12	/\L	400	S040614	4	All-Stop	SFT	6:14	ANA	10:19	4:05	40	10:59	5:46	306	10:19	16:05		476.9	953.8	476.9 YAN
229	Reg	NB	12	SX5	400	N021605	2	Express	ANA	16:05	SFT	19:19	3:14	30	19:49			19:19			446.6	893.2	0
16	Reg	SB	13	SX2	400	S020629	2	Express	SFT	6:29	ANA	9:43	3:14	40	10:23	0:52	12	9:43	10:35		446.6	893.2	0
183	Reg	NB	13	X12	400	N011035	- 1	Bay Area Ltd	ANA	10:35	SFT	14:00	3:25	30	14:30	0:32	17	14:00	14:47		476.9	953.8	476.9
105	Reg	ND	15	712	400	1011033		Day Area Liu		10.55	011	14.00	0.20	30	14.50	0.47	17	14.00	14.47		410.5	300.0	410.3

DD Dewritisteme Dir Set Set Z Consist Train Type Orig Origin Dir Builling Mulling Avail Largeware Excess Desilter T. TriMi Settil With Vith Vith 96 Prota Ori SB 13 400 S141719 14 Largeware Settil 17:19 161.2 161.2 161.2 17:19 161.2 <th>APPE</th> <th>NDIX A3 E</th> <th>QUIP</th> <th>MENT</th> <th>CYCL</th> <th>ES PH</th> <th>IASE 1 BASE</th> <th>SERVI</th> <th>CE PLAN (Version 10)</th> <th></th> <th>200m</th> <th></th>	APPE	NDIX A3 E	QUIP	MENT	CYCL	ES PH	IASE 1 BASE	SERVI	CE PLAN (Version 10)														200m	
eH Big Big Total Statistical	п	OverthSeheme	Dir	Sat	Sot2	Consist	Train No	Dettorn	Train Type	Oria	OrigTimo	Doct	DoctTimo	DunTimo	MinLov	Avoil		Excoss	DoctArr	DoctDon	т	TroMi	200m SotMi	Wkond Vd
96 Puivard 88 13 400 S141719 14 LAMerode MALA 20.07 20.43 0.59 0.2 0.45 0.5 0.2 0.45 0.5 0.2 0.45 0.5 0.2 0.45 0.5 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.45 0.2 0.46 446.6 446.5 0.46 446.6 446.5 0.46 446.6 446.5 0.46 446.6 446.5 0.46 446.5 446.6 <th< td=""><td></td><td></td><td></td><td></td><td>Jeiz</td><td>CONSIST</td><td></td><td></td><td>71</td><td>0</td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>i.</td><td></td><td></td><td></td></th<>					Jeiz	CONSIST			71	0	-										i.			
200 Nug NB 13 NM 2022 4 Al-Stop MA 2022 SFF moth 518 40 1031 6.51 47.0.0<		9		-		400									-									
17 Swid H 400 S20033 21 SFmando VV, Lid SW 140 10.31 10.21 10.22 2. 9.51 10.33 446.6 466.6 466.6 0 80 mg S8 81 44 S161408 16 Germin VV, Lid SW 14.00 S10 15.0 16.00 17.2 81.0 9.51 15.01 446.6			-			400				-					-									
100 mag NB H4 Tell 1033 10 Carral Vy, Lid LAU 10.33 SPT 13.51 3.18 00 14.21 0.17 13.0 15.00 14.00 * 44.66 44.66 0 245 mag NB 14 Tell 10.00 77 Semando Vy, Lid SPT 14.08 LAU 77.27 15.00 14.00 * 44.66 44.6		-				400																		
80 80 14 V No 14 V 14 No 14 15 14 15 14 15 14 15 14 15 14 15 14 15 14 <td></td> <td></td> <td></td> <td></td> <td></td> <td>400</td> <td></td> <td>*</td> <td></td> <td></td> <td></td>						400															*			
245 Rug NB 14 M171810 17 Sermanob Vy, Lid SFT 2128 2128 446.6 446.6 446.6 181 Rug NB 15 N171040 17 Sermanob Vy, Lid SFT 32.0 40 14.23 0.87 15.20 14.23 0.87 15.20 14.23 0.87 15.20 14.23 0.44 17.49 18.4 14.23 14.23 44.66 446.6 446.6 0 247 Rug NB 15 N16183 16 Central My, Lid LU 18.3 SFT 17.48 31.6 30.1 22.21 21.51 446.6 446.6 0 0.12 14.3 40.0 10.2 11.2 14.4 14.0 14.0 14.3 30.2 22.1 21.51 446.6 446.6 0 12.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2 14.2																								
18 matrix S8 15 S200837 20 Central Vy, Li0 SF1 6.21 1.4U 9.47 1.36 3.1 3.87 10.40 446.6 446.6 82 Mg S8 15 N11633 17 SF mando Vy, Li1 LAU 17.49 17.35 13.3 446.6 446.6 446.6 82 Mg S8 16 N161633 17 SF mando Vy, Li1 LAU 17.49 18.30 0.41 1 2.21 - 2.15 3.8 3.9 2.04 4.12 0.22 1.14 4.40 0.01 1 1.44 0.44 0.41 1 2.21 0.21 1.14 2.44 0.04 0.41 1 2.21 0.22 1.14 1.44 0.041 1.14 2.44 0.041 1 2.21 0.041 1 2.21 0.041 1.14 1.02 1.02 1.012 1.012 1.012 1.012 1.014 1.02 1.012 1.012 1.014 1.02 1.012 1.012 1.012 1.012 1.012		*																						
181 Reg NB 15 NT/100 17 SFarnameb Vy, Lu SFT 1356 14.26 0.07 7 1356 14.33 446.6 446.6 446.6 247 Reg NB 15 NT61833 16 Central Vy, Lu LAU 18.33 SFT 21.51 4.83 0.901 0.41 18.33 446.6 446.6 0 19 keg SB 16 ST640902 14 L-Merced MCD 0.22 1.13 4.0 0.01 4.14 1.823 54.3 354.3																								
B2 Reg SB 15 ST11433 17 S. Frando VIV, Lul ST1 14.3 Lul 17.4 10.0 12.2 1.4 17.4																								
247 Reg NB 15 Internals To Control Viy, Lig LAU 18.3 SF 21.51 42.51 44.66 0 19 Feg SB 16 S140902 14 LAMeroed MCD 9.22 NA 14.8 0.0 0.11 1 8.21 0.42 1.34 40 0.12 10.2 <td></td>																								
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29 58 6 St4 0002 14 L-Amerad MCD 90.2 ANA 14.3 22.8 0.47 7 11.88 12.35 35.43									/															
199 Res NB 16 Xi.4 400 NO11235 1 Bay Ares Lid ANA 12.35 SFT 16.0 0.47 17 16.00 16.21 10.2 16.21 10.2 16.21 0.44 17 16.20 16.2 16.21 16.21 10.21 16.21 0.44 16.21 10.21 11.20 16.21 0.44 16.21 0.44 16.21 10.25 11.20 476.9 953.8 476.9 100 Reg NB 17 N141120 14 L-Merced ANA 11.20 ANA 10.25 32.2 40 10.32 12.25 12.2 476.9 253.8 376.3 354		9						-					-										-	
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112 end SB 17 S141902 14 LAMeroad MCD 19.02 ANA 12.48 2.46 40 22.28 21.48 21.48 21.48 21.48 2.46 40 22.28 21.48 21.48 21.48 21.48 2.4 21.05 20.25 40 11.50 20.55 40.16 11.50 10.55 10.26 14.47 14.37 14.12 16.12 <					7.1.1	100																		
20 end SB 17 X13 400 S1010200 11 Bay Area Lid SFT 7.00 ANA 12.20 42.5 400 11.05 0.55 15 10.25 12.30 47.6 9 95.8 47.6 200 Reg NB 17 N151437 15 SFMerced MD 14.37 SFA 20.0 14.07 14.37 14.37 14.37 14.37 14.37 14.37 14.37 14.37 14.37 14.37 14.46 14.57 14.11 13.4 10.55 0.48 8 10.15 11.03 44.66 44.6		*																						
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185 Reg NB 18 M161103 16 Central Vy, Ltd LAU 11.03 SFT 14.21 3:18 30 14.21 5:03 9 14.21 15:00 44.66 44.66 0 255 Reg NB 18 N141920 14 L/Merced ANA 19.20 MCD 22.07 - - 22.07 - 354.3 3						400																		
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236 Peak OT NB 20 400 N101642 10 Central VIy. Ltd Ext. ANA 16.42 SFT 20.27 3:45 30 20:57 0:33 3 20:27 21:00 476.9 953.8 0 129 Reg SB 20 X4 400 S012100 1 Bay Area Ltd SFT 21:00 ANA 0:25 3:25 40 1:02 -0:25 476.9 953.8 476.9 93 Reg SB 21 X13 400 N011135 1 Bay Area Ltd ANA 11:35 SFT 15:00 3:25 30 15:30 0:47 17 15:00 15:47 476.9 953.8 476.9 93 Reg SB 21 S151547 15 SF-Merced MCD 17:21 1:34 40 11:31 0:42 2 10:51 11:83 364.3 354.3 354.3 354.3 354.3 354.3 354.3 364.6 446.6 446.6 446.6 446.6 446.6 446.6		Ū.				400			,									283		16:42				
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25 Reg SB 21 SX3 400 S020729 2 Express SFT 7.29 ANA 10:43 3:14 40 11:23 0:52 12 10:43 11:35 446.6 893.2 0 191 Reg SB 21 X13 400 N011135 1 Bay Area Ltd ANA 11:35 SFT 15:07 15:4			SB	20	X4	400	S012100	1	,	SFT														476.9
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93 Reg SB 21 S151547 15 SF-Merced SFT 15:47 MCD 17:21 1:34 40 18:01 0.41 1 17:21 18:02 161.2 <th< td=""><td>191</td><td></td><td>NB</td><td></td><td>X13</td><td></td><td>N011135</td><td>1</td><td></td><td>ANA</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>476.9</td><td>953.8</td><td>476.9</td></th<>	191		NB		X13		N011135	1		ANA												476.9	953.8	476.9
103 Reg SB 21 S141802 14 LA-Merced MCD 18:02 ANA 20:48 21:28 20:48 354.3 354.3 354.3 354.3 26 Peak OT SB 22 S210733 21 S.Fernando VIJ. Ltd LAU 10:51 3:18 40 11:31 0:42 2 10:51 11:33 446.6 446.6 446.6 446.6 188 Reg NB 22 400 S101508 10 Central VIJ. Ltd LAU 11:33 SFT 14:51 3:18 30 15:21 0:17 (13) 14:50 3:64.3 354.3	93	Reg	SB	21			S151547	15	SF-Merced	SFT														
188 Reg NB 22 N161133 16 Central Vly. Ltd LAU 11:33 SFT 14:51 3:18 30 15:21 0:17 (13) 14:51 15:08 * 446.6 446.6 0 88 Peak OT SB 22 400 S101508 10 Central Vly. Ltd EX SFT 15:08 ANA 18:59 3:51 40 19:39 18:59 476.9 953.8 0 27 Peak OT SB 23 S200737 20 Central Vly. Ltd SFT 7:37 LAU 10:57 3:20 40 11:37 0:43 3 10:57 11:40 446.6	103	Reg	SB	21			S141802	14	LA-Merced	MCD	18:02	ANA	20:48	2:46	40				20:48			354.3	354.3	354.3
88 Peak Off SB 22 400 S101508 10 Central VIy. Ltd Ext. SFT 15:08 ANA 18:59 3:51 40 19:39 18:59 476.9 953.8 0 27 Peak Off SB 23 S200737 20 Central VIy. Ltd SFT 7:37 LAU 10:57 3:20 40 11:37 0:43 3 10:57 11:40 446.6 446.6 446.6 189 Reg NB 23 N171140 17 S.Fernando VIy. Ltd LAU 11:40 SFT 14:56 3:16 30 15:26 0:37 7 14:56 15:33 446.6	26	Peak O/T	SB	22			S210733	21	S.Fernando Vly. Ltd	SFT	7:33	LAU	10:51	3:18	40	11:31	0:42	2	10:51	11:33		446.6	446.6	446.6
88 Peak OTT SB 22 400 S101508 10 Central Viy. Ltd Ext. SFT 15:08 ANA 18:59 3:51 40 19:39 18:59 476.9 953.8 0 27 Peak OTT SB 23 S200737 20 Central Viy. Ltd SFT 7:37 LAU 10:57 3:20 40 11:37 0:43 3 10:57 11:40 446.6 446.6 446.6 189 Reg NB 23 SE fernando Viy. Ltd LAU 11:40 SFT 14:56 3:16 30 15:26 0:37 7 14:56 15:33 446.6 446.6 446.6 254 Reg NB 23 SE fernando Viy. Ltd LAU 19:40 SFT 22:56 3:16 30 23:26 446.6 446.6 446.6 446.6 254 Reg NB 24 S150747 15 SF-Merced SFT 17:47 MCD 9:21 1:34 40 10:01 0:41 1 <t< td=""><td>188</td><td>Reg</td><td>NB</td><td>22</td><td></td><td></td><td>N161133</td><td>16</td><td>Central Vly. Ltd</td><td>LAU</td><td>11:33</td><td>SFT</td><td>14:51</td><td>3:18</td><td>30</td><td>15:21</td><td>0:17</td><td>(13)</td><td>14:51</td><td>15:08</td><td>*</td><td>446.6</td><td>446.6</td><td>0</td></t<>	188	Reg	NB	22			N161133	16	Central Vly. Ltd	LAU	11:33	SFT	14:51	3:18	30	15:21	0:17	(13)	14:51	15:08	*	446.6	446.6	0
189 Reg NB 23 N171140 17 S.Fernando VIy. Ltd LAU 11:40 SFT 14:56 3:16 30 15:26 0:37 7 14:56 15:33 446.6 446.6 446.6 91 Peak O/T SB 23 S211533 21 S.Fernando VIy. Ltd SFT 15:33 LAU 18:51 3:18 40 19:31 0:49 9 18:51 19:40 446.6 446.6 446.6 254 Reg NB 23 N171140 17 S.Fernando VIy. Ltd LAU 19:40 SFT 22:56 3:16 30 23:26 22:56 446.6 446.6 446.6 28 Reg SB 24 S150747 15 S.Fernando VIy. Ltd LAU 19:40 SFT 21:48 40 10:01 0:41 1 9:21 10:02 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.	88	Peak O/T	SB	22		400	S101508	10	Central Vly. Ltd Ext.	SFT	15:08	ANA	18:59	3:51	40	19:39			18:59			476.9	953.8	0
189 Reg NB 23 N171140 17 S.Fernando VIy. Ltd LAU 11:40 SFT 14:56 3:16 30 15:26 0:37 7 14:56 15:33 446.6 446.6 446.6 91 Peak OT SB 23 S211533 21 S.Fernando VIy. Ltd SFT 15:33 LAU 18:51 3:18 40 19:31 0:49 9 18:51 19:40 446.6 446.6 446.6 254 Reg NB 23 N17140 17 S.Fernando VIy. Ltd LAU 19:40 SFT 22:56 3:16 30 23:26 22:56 446.6 446.6 446.6 28 Reg SB 24 S150747 15 SF-Merced SFT 7.47 MCD 9:21 1:34 40 10:01 0:41 1 9:21 10:02 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 161.2 <t< td=""><td>27</td><td>Peak O/T</td><td>SB</td><td>23</td><td></td><td></td><td>S200737</td><td>20</td><td>Central Vly. Ltd</td><td>SFT</td><td>7:37</td><td>LAU</td><td>10:57</td><td>3:20</td><td>40</td><td></td><td>0:43</td><td>3</td><td>10:57</td><td>11:40</td><td></td><td>446.6</td><td>446.6</td><td>446.6</td></t<>	27	Peak O/T	SB	23			S200737	20	Central Vly. Ltd	SFT	7:37	LAU	10:57	3:20	40		0:43	3	10:57	11:40		446.6	446.6	446.6
91 Peak OT SB 23 S211533 21 S.Fernando VIy. Ltd SFT 15:33 LAU 18:51 3:18 40 19:31 0:49 9 18:51 19:40 44.6. 44.6. 44.6. 254 Reg NB 23 N171940 17 S.Fernando VIy. Ltd LAU 19:40 SFT 22:56 3:16 30 23:26 22:56 44.6. 44.6. 44.6. 28 Reg SB 24 S150747 15 SF-Merced SFT 7:47 MCD 9:21 1:34 40 10:01 0:41 1 9:21 10:02 161.2 161	189	Reg	NB	23			N171140	17	S.Fernando Vly. Ltd	LAU	11:40	SFT	14:56	3:16	30			7	14:56	15:33		446.6	446.6	446.6
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61 Reg SB 49 S141302 14 LA-Merced MCD 13:02 ANA 15:48 2:46 40 16:28 0:47 7 15:48 16:35 354.3 354.3 354.3 354.3 233 Reg NB 49 X4 400 N011635 1 Bay Area Ltd ANA 16:35 SFT 20:00 3:25 30 20:30 20:00 476.9 953.8 476.9 153 Peak O/T NB 50 400 N100642 10 Central VIy. Ltd Ext. ANA 6:42 SFT 10:27 3:45 30 10:57 0:36 6 10:27 11:03 446.6 446.6 446.6 217 Peak O/T NB 50 N191503 19 S.Fernando VIy. Ltd LAU 15:03 SFT 18:15 3:12 30 18:45 0:32 2 18:15 18:47 446.6 446.6 446.6 217 Peak O/T NB 50 S151847 15 SFF 10:27		0			73	400			,															
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153 Peak O/T NB 50 400 N100642 10 Central Vly. Ltd Ext. ANA 6:42 SFT 10:27 3:45 30 10:57 0:36 6 10:27 11:03 476.9 953.8 0 55 Reg SB 50 S171103 17 S.Fernando Vly. Ltd SFT 11:03 LAU 14:19 3:16 40 14:59 0:44 4 14:19 15:03 446.6 446.6 446.6 217 Peak O/T NB 50 N191503 19 S.Fernando Vly. Ltd LAU 15:03 SFT 18:15 3:12 30 18:45 0:32 2 18:15 18:47 446.6 446.6 446.6 119 Reg SB 50 S151847 15 SF-Merced SFT 18:47 MCD 20:21 1:34 40 21:01 20:21 161.2 161.2 161.2 154 Peak O/T NB 51 400 N040646 4 All-Stop SFT 10:48 <td< td=""><td></td><td>0</td><td></td><td></td><td>V.A</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>		0			V.A	100									-									
55 Reg SB 50 S171103 17 S.Fernando VIy. Ltd SFT 11:03 LAU 14:19 3:16 40 14:59 0:44 4 14:19 15:03 446.6 446.6 446.6 446.6 217 Peak O/T NB 50 N191503 19 S.Fernando VIy. Ltd LAU 15:03 SFT 18:15 3:12 30 18:45 0:32 2 18:15 18:47 446.6 446.6 446.6 119 Reg SB 50 S151847 15 SF-Merced SFT 18:47 MCD 20:21 1:34 40 21:01 161.2 161.2 161.2 154 Peak O/T NB 51 400 N040646 4 All-Stop ANA 6:46 SFT 10:48 4:02 30 11:18 0:26 (4) 10:48 11:14 476.9 953.8 476.9 57 Reg SB 51					λ4																			
217 Peak O/T NB 50 N191503 19 S.Fernando VIJ. Ltd LAU 15:03 SFT 18:15 3:12 30 18:45 0:32 2 18:15 18:47 446.6 446.6 446.6 119 Reg SB 50 S151847 15 SF-Merced SFT 18:47 MCD 20:21 1:34 40 21:01 161.2 161.2 161.2 154 Peak O/T NB 51 400 N040646 4 All-Stop ANA 6:46 SFT 10:48 4:02 30 11:18 0:26 (4) 10:48 11:14 476.9 953.8 476.9 57 Reg SB 51 S041114 4 All-Stop SFT 11:14 ANA 15:17 4:03 40 15:57 0:29 (11) 15:17 15:46 476.9 476.9 476.9 228 Peak O/T NB 51 400						400																		
119 Reg SB 50 S151847 15 SF-Merced SFT 18:47 MCD 20:21 1:34 40 21:01 20:21 161.2 16		0																						
154 Peak O/T NB 51 400 N040646 4 All-Stop ANA 6:46 SFT 10:48 4:02 30 11:18 0:26 (4) 10:48 11:14 476.9 953.8 476.9 57 Reg SB 51 S041114 4 All-Stop SFT 11:14 ANA 15:17 4:03 40 15:57 0:29 (11) 15:17 15:46 * 476.9 476.9 476.9 228 Peak O/T NB 51 400 N041546 4 All-Stop ANA 15:46 SFT 19:48 4:02 30 20:18 0:26 (4) 19:48 20:14 476.9 953.8 476.9 228 Peak O/T NB 51 400 N041546 4 All-Stop ANA 15:46 SFT 19:48 4:02 30 20:18 0:26 (4) 19:48 20:14 476.9 953.8 476.9 127 Night SB 51 S042014 4 All-Stop SFT 20:14 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>,</td> <td>-</td> <td></td>									,	-														
57 Reg SB 51 S041114 4 All-Stop SFT 11:14 ANA 15:17 4:03 40 15:57 0:29 (11) 15:17 15:46 * 476.9		*				400																		
228 Peak O/T NB 51 400 N041546 4 All-Stop ANA 15:46 SFT 19:48 4:02 30 20:18 0:26 (4) 19:48 20:14 476.9 953.8 476.9 127 Night SB 51 S042014 4 All-Stop SFT 20:14 ANA 0:13 3:59 40 0:53 0:13 476.9 4						400															*			
127 Night SB 51 S042014 4 All-Stop SFT 20:14 ANA 0:13 3:59 40 0:53 0:13 476.9 <t< td=""><td></td><td>0</td><td></td><td></td><td></td><td>400</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>^</td><td></td><td></td><td></td></t<>		0				400															^			
155 Reg NB 52 SX3 400 N020705 2 Express ANA 7:05 SFT 10:19 3:14 30 10:49 0:49 19 10:19 11:08 446.6 893.2 0						400																		
	-	5			0)/0	400															_			
50 Reg 5B 52 5161108 16 Central VIV. Ltd 5F1 11:08 LAU 14:27 3:19 40 15:07 0:40 0 14:27 15:07 446.6 446.6 0					SX3	400						-												
	56	Reg	SB	52			\$161108	16	Central VIy. Ltd	SEL	11:08	LAU	14:27	3:19	40	15:07	0:40	0	14:27	15:07		446.6	446.6	0

APPEI	NDIX A3 E	QUIP	VENI	CICL	E2 PH	ASE 1 BASE	SERVI	CE PLAN (Version 10)														200m	
ID	OvertkScheme	Dir	Set	Set2	Consist	Train No.	Pattern	Train Type	Oria	OrigTime	Dest	DestTime	RunTime	MinLay	Avail	Layover	Excess	DestArr	DestDep	т	TrnMi	SetMi	Wkend Yd
218	Peak O/T	NB	52			N181507	18	Central Vly. Ltd	LAU	15:07	SFT	18:27	3:20	30	18:57	0:43	13	18:27	19:10	-	446.6	446.6	446.6
122	Reg	SB	52			S171910	17	S.Fernando Vly. Ltd	SFT	19:10	LAU	22:26	3:16	40	23:06			22:26			446.6	446.6	446.6
158	Reg	NB	53			N140720	14	LA-Merced	ANA	7:20	MCD	10:07	2:47	30	10:37	0:30	0	10:07	10:37		354.3	354.3	354.3
168	Reg	NB	53			N151037	15	SF-Merced	MCD	10:37	SFT	12:11	1:34	40	12:51	0:27	(13)	12:11	12:38	*	161.2	161.2	161.2
67	Reg	SB	53			S161238	16	Central Vly. Ltd	SFT	12:38	LAU	15:57	3:19	40	16:37	0:38	(2)	15:57	16:35		446.6	446.6	0
231	Peak O/T	NB	53		400	N211635	21	S.Fernando Vly. Ltd	LAU	16:35	SFT	19:57	3:22	30	20:27			19:57			446.6	893.2	446.6
159	Reg	NB	54	X4	400	N010735	1	Bay Area Ltd	ANA	7:35	SFT	11:00	3:25	30	11:30	0:47	17	11:00	11:47		476.9	953.8	476.9
60	Reg	SB	54			S151147	15	SF-Merced	SFT	11:47	MCD	13:21	1:34	40	14:01	0:41	1	13:21	14:02		161.2	161.2	161.2
69	Reg	SB	54			S141402	14	LA-Merced	MCD	14:02	ANA	16:48	2:46	40	17:28	0:47	7	16:48	17:35		354.3	354.3	354.3
242	Reg	NB	54	X5	400	N011735	1	Bay Area Ltd	ANA	17:35	SFT	21:00	3:25	30	21:30			21:00			476.9	953.8	476.9
163	Reg	NB	55		400	N040752	4	All-Stop	ANA	7:52	SFT	11:54	4:02	30	12:24	0:20	(10)	11:54	12:14	*	476.9	953.8	476.9
65	Reg	SB	55			S041214	4	All-Stop	SFT	12:14	ANA	16:17	4:03	40	16:57	0:29	(11)	16:17	16:46	*	476.9	476.9	476.9
237	Peak O/T	NB	55		400	N041646	4	All-Stop	ANA	16:46	SFT	20:48	4:02	30	21:18	0:26	(4)	20:48	21:14		476.9	953.8	476.9
130	Night	SB	55			S042114	4	All-Stop	SFT	21:14	ANA	1:13	3:59	40	1:53			1:13			476.9	476.9	476.9
166	Peak O/T	NB	56			N140820	14	LA-Merced	ANA	8:20	MCD	11:08	2:48	30	11:38	0:29	(1)	11:08	11:37	-	354.3	354.3	354.3
176	Reg	NB	56			N151137	15	SF-Merced	MCD	11:37	SFT	13:11	1:34	40	13:51	0:27	(13)	13:11	13:38	*	161.2	161.2	161.2
75	Reg	SB	56			S161338	16	Central Vly. Ltd	SFT	13:38	LAU	16:57	3:19	40	17:37	0:38	(2)	16:57	17:35		446.6	446.6	0
240	Peak O/T	NB	56			N211735	21	S.Fernando Vly. Ltd	LAU	17:35	SFT	20:57	3:22	30	21:27			20:57			446.6	446.6	446.6
167	Reg	NB	57	X5	400	N010835	1	Bay Area Ltd	ANA	8:35	SFT	12:00	3:25	30	12:30	0:47	17	12:00	12:47		476.9	953.8	476.9
68	Reg	SB	57			S151247	15	SF-Merced	SFT	12:47	MCD	14:21	1:34	40	15:01	0:58	18	14:21	15:19		161.2	161.2	161.2
79	Peak O/T	SB	57			S141519	14	LA-Merced	MCD	15:19	ANA	18:07	2:48	40	18:47	0:28	(12)	18:07	18:35		354.3	354.3	354.3
250	Reg	NB	57	X11	400	N011835	1	Bay Area Ltd	ANA	18:35	SFT	22:00	3:25	30	22:30			22:00			476.9	953.8	476.9
134	Peak O/T	NB	61			N190503	19	S.Fernando Vly. Ltd	LAU	5:03	SFT	8:15	3:12	30	8:45	0:32	2	8:15	8:47		446.6	446.6	446.6
36	Reg	SB	61			S150847	15	SF-Merced	SFT	8:47	MCD	10:21	1:34	40	11:01	0:41	1	10:21	11:02		161.2	161.2	161.2
45	Reg	SB	61			S141102	14	LA-Merced	MCD	11:02	ANA	13:48	2:46	40	14:28	0:47	7	13:48	14:35		354.3	354.3	354.3
215	Reg	NB	61	X2	400	N011435	1	Bay Area Ltd	ANA	14:35	SFT	18:00	3:25	30	18:30	0:33	3	18:00	18:33		476.9	953.8	476.9
117	Reg	SB	61			S171833	17	S.Fernando Vly. Ltd	SFT	18:33	LAU	21:49	3:16	40	22:29			21:49			446.6	446.6	446.6
135	Peak O/T	NB	62			N180507	18	Central Vly. Ltd	LAU	5:07	SFT	8:27	3:20	30	8:57	0:33	3	8:27	9:00		446.6	446.6	446.6
38	Reg	SB	62	X1	400	S010900	1	Bay Area Ltd	SFT	9:00	ANA	12:25	3:25	40	13:05	0:55	15	12:25	13:20		476.9	953.8	476.9
206	Reg	NB	62			N141320	14	LA-Merced	ANA	13:20	MCD	16:07	2:47	30	16:37	0:30	0	16:07	16:37		354.3	354.3	354.3
216	Reg	NB	62			N151637	15	SF-Merced	MCD	16:37	SFT	18:11	1:34	40	18:51	0:27	(13)	18:11	18:38		161.2	161.2	161.2
118	Reg	SB	62			S161838	16	Central Vly. Ltd	SFT	18:38	LAU	21:57	3:19	40	22:37			21:57			446.6	446.6	0
138 40	Peak O/T	NB SB	63 63			N200533	20	Central Vly. Ltd Central Vly. Ltd	LAU SFT	5:33 9:08	SFT LAU	8:51 12:27	3:18 3:19	<u> </u>	9:21 13:07	0:17	(13)	8:51 12:27	9:08 13:10		446.6 446.6	446.6	<u>446.6</u> 0
	Reg					S160908	16	,									3						
202 105	Reg Peak O/T	NB SB	63 63		400	N171310 S191704	<u>17</u> 19	S.Fernando Vly. Ltd S.Fernando Vly. Ltd	LAU SFT	13:10 17:04	SFT LAU	16:26 20:15	3:16 3:11	30 40	16:56 20:55	0:38	8	16:26 20:15	17:04		446.6 446.6	446.6 893.2	446.6 446.6
139	Peak 0/T	NB	64		400	N210535	21	S.Fernando Vly. Ltd	LAU	5:35	SFT	8:57	3:22	30	9:27	0:36	6	8:57	9:33		446.6	446.6	446.6
42	Req	SB	64			S170933	17	S.Fernando Vly. Ltd	SFT	9:33	LAU	12:49	3:16	40	13:29	0:30	4	12:49	13:33		446.6	446.6	446.6
204	9	NB	64			N161333	16	Central Vly. Ltd	LAU	13:33	SFT	16:51	3:18	30	17:21	0:44	(13)	16:51	17:08	*	446.6	446.6	0
106	Reg Peak O/T	SB	64			S181708	18	Central Vly. Ltd	SFT	17:08	LAU	20:34	3:26	40	21:14		(13)	20:34			446.6	446.6	446.6
143	Peak O/T	NB	65			N190603	19	S.Fernando Vly. Ltd	LAU	6:03	SFT	9:15	3:12	30	9:45	0:45	15	9:15	10:00		446.6	446.6	446.6
46	Reg	SB	65	X2	400	S011000	13	Bay Area Ltd	SFT	10:00	ANA	13:25	3:25	40	14:05	0:43	14	13:25	14:19		476.9	953.8	476.9
214	Peak O/T	NB	65	72	400	N141419	14	LA-Merced	ANA	14:19	MCD	17:07	2:48	30	17:37	0:30	0	17:07	17:37		354.3	354.3	354.3
214	Reg	NB	65			N151737	14	SF-Merced	MCD	17:37	SFT	19:11	1:34	40	19:51	0.30		19:11			161.2	161.2	161.2
144	Peak O/T	NB	66			N180607	18	Central Vly. Ltd	LAU	6:07	SFT	9:27	3:20	30	9:57	0:36	6	9:27	10:03		446.6	446.6	446.6
47	Req	SB	66			S171003	17	S.Fernando Vly. Ltd	SFT	10:03	LAU	13:19	3:16	40	13:59	0:44	4	13:19	14:03		446.6	446.6	446.6
209	Reg	NB	66			N161403	16	Central Vly. Ltd	LAU	14:03	SFT	17:21	3:18	30	17:51	0:44	(4)	17:21	17:47		446.6	446.6	0
111	Reg	SB	66			S151747	15	SF-Merced	SFT	17:47	MCD	19:21	1:34	40	20:01	0:20	1	19:21	20:02		161.2	161.2	161.2
120	Reg	SB	66			S142002	14	LA-Merced	MCD	20:02	ANA	22:48	2:46	40	23:28			22:48			354.3	354.3	354.3 YSF
147	Peak O/T	NB	67			N200633	20	Central Vly. Ltd	LAU	6:33	SFT	9:51	3:18	30	10:21	5:38	308	9:51	15:29		446.6	446.6	446.6
90	Reg	SB	67	SX4	400	S021529	2	Express	SFT	15:29	ANA	18:43	3:14	40	19:23	0:52	12	18:43	19:35		446.6	893.2	0
256	Reg	NB	67	X12	400	N011935	1	Bay Area Ltd	ANA	19:35	SFT	23:00	3:25	30	23:30			23:00			476.9	953.8	476.9
												0	0.20	50						_			

ID Count-Source Dir Sent Sent Numer Orig Origina Dir Dir Dir Dir Tends Sent Numer Adds Best Mark Mark Best Sent	ID Swittlew Dir. Swittlew Swittlew Swittlew Viewer V Swittlew Viewer V 148 Peak OT NB 68 400 N21003 17 Semando V/, Lid LAU 1548 152 154 155 154 154 155 154 154 155 154 154 155 154 154 155 154 154 155 154 154 <td< th=""><th>APPEN</th><th>NDIX A3 E</th><th>QUIP</th><th>MENT</th><th>CYCL</th><th>ES PH</th><th>ASE 1 BASE</th><th>SERVI</th><th>CE PLAN (Version 10)</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></td<>	APPEN	NDIX A3 E	QUIP	MENT	CYCL	ES PH	ASE 1 BASE	SERVI	CE PLAN (Version 10)															
148 Peak DT NB 68 400 RC10635 21 Spenando Vy, Lid LVI 6.33 LVI LVI 6.33 LVI LVI <thlvi< th=""> LVI LVI L</thlvi<>	144 Preak DT NB 88 88 84 710 210 85 87 10:33 446.6 463.2 446.6 463.2 446.6 463.2 446.6 463.2 446.6 463.2 446.6 463.2 446.6 463.2 446.6 446.2 <	10		D .	<u> </u>	0.10	o · ·	T · N		- · -	<u>.</u>	0 ' T'	D /	D (T)	ь т.				-	D 14		-	T	200m	
50 bag SB 68 MI 643 77 S Framado Vi, Lid ST1 0.33 LU 13.40 0.14.28 0.14.43 0.14.28 0.14.33 MI 646.46 446.6	150 80 88 88 817(03) 170 877(03) 170 877(03) 170	-				Set2					<u> </u>	0				,						1			
1712 Beg NB 6B M161433 61 Central VV, Lid LAU 14.33 ST 17.51 18.08 17.51 18.08 17.51 18.08 44.66 0 155 mea ort NB 68 400 Stationary 19 Sfermando Vy, Lid LAU 703 871 10.15 312 0 10.15 10.10 44.65 44.65 40.65 0.17 10.10 44.45 10.16 11.15 10.16 <	1712 Smg NB 68 M161433 61 Central Wy, Lids LVU 44:33 ST1 75:1 18:08 44:66 44:66 0 115 Jwa ACT NB 68 St16180 LUU 13:0 LUU 13:0 13:0 10:0 11:0 44:66 44:66 0 115 Jwa ACT NB 69 400 St10100 19 Stemando V), Lid LUU 10:0 44:0 23:2 24:0 10:05 10:1 10:0 44:68 44:68 0 57:3 10:0 44:68 44:68 0 44:58 58:3 0 10:0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>400</td> <td></td> <td></td> <td></td> <td>-</td> <td></td>						400				-														
115 may SB 68 S161808 16 Central VyL Ld SFT 18.00 21.27 3.17 40.6 0.46.6 41.6 0 157 Peak OF NB 69 X3 400 N19700 ST 1100 1101 1100 140.6 0.45.1 1100 44.66 9.03 11000 1100 11000 11000	TH5 Peak OF SB 68 STI 1038 LU 21:27 31:9 40 22:07 - - 21:27 - 446.6 0 156 Peak OF NB 66 NN 70.3 STI 100 AN 14.22 20.5 0.45 15 14.4 14:28 15:18 446.6 0.45 15 14.4 14:28 15:18 446.8 83.2 446.8 83.2 14:34 14:32 14:34 34:4.3 34:4.3 14:4.3 16:2 16		ÿ							,						-		-							
152 Peak Off NB 6 400 N190703 19 SFE mandor Vy, Lu VI 703 SFT 10.16 31.42 32.6 01 10.45 0.45 11.4 11.00 44.66. 98.23 44.66. 223 Reg NB 69 N116197 11 SFE mandor N11017 11.00 AMA 15.19 MID 10.00 13.44 42.00 10.35 0.11 13.44 40.00 10.21 5.34 38.4.3	152 prak OF NB 69 400 N190703 19 SFernando Vy, Lu LU 703 SFT 10.16 10.45 0.46 14.25 12.5 0.00 0.66 0.84 14.125 15.8 0.76.8 0.76.8 0.77.8 0.76.8 0.77.8 0.76.8 0.77.8 <th0.77.8< th=""> <th0.77.8< th=""> <th0.7< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td></td><td></td><td></td><td></td><td></td><td></td></th0.7<></th0.77.8<></th0.77.8<>																		· · · · · · · · · · · · · · · · · · ·						
SA NB 69 X3 400 S011100 1 Bay Area Ld ST 11.00 ANA 14.22 12.27 Area MB 69 N151877 11.00 ATA 1510 Deck 247 Add 10.38 0.31 1 150.00 11.20 15.30 35.43 40.10 10.12 10.23 40.12 <td>154 NB 68 X3 400 Str 11:00 NH 14:25 2:40 15:00 2:44 14 14:25 15:10 MCD 15:10 MC</td> <td></td> <td>· ·</td> <td></td> <td></td> <td></td> <td>400</td> <td></td>	154 NB 68 X3 400 Str 11:00 NH 14:25 2:40 15:00 2:44 14 14:25 15:10 MCD 15:10 MC		· ·				400																		
1223 Reg NB 69 N141519 H4 LAMerood ANA 1519 ME/MORED 0.01 1.37 SFT SF-Moreod MD 1.1 1.800 1.8.7 2.9.13 1.4 1.800 1.8.7 2.9.13 1.4 1.800 1.8.7 2.9.13 1.1 1.8.00 1.8.7 2.9.13 1.1 1.8.00 1.8.7 2.9.13 1.1 1.8.00 1.8.7 2.9.13 1.1.1 1.8.20 2.9.13 1.9.12 <th1.9.12< th=""> <th1.9.12< th=""> <th1.9< td=""><td>1223 Reg NB 69 IN141519 14 LAMercod ANA 16.19 NC0 80.31 <th1< th=""> 1 1</th1<></td><td></td><td></td><td></td><td></td><td>VO</td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th1.9<></th1.9.12<></th1.9.12<>	1223 Reg NB 69 IN141519 14 LAMercod ANA 16.19 NC0 80.31 1 <th1< th=""> 1 1</th1<>					VO					-														
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64 Reg SB 74 S161208 16 Central V/y. Ltd SFT 12/20 12/27 3/20 3/20 19/27 0/40 0 15/27 16/07 44.6 44.6 0 126 Reg SB 74 X3 400 S012000 1 Bay Area Ltd SFT 20/00 ANA 23.25 - 40 0.05 - - 23.25 - 47.69 44.66 </td <td>64 Reg SB 74 S161208 16 Central V/y Ltd SFT 15:27 3:19 40 16:07 0:40 0 15:27 10:07 446.6 446.6 0 126 Reg SB 74 X3 400 S012000 1 Bay Area Ltd SFT 2:00 ANA 2:25 0 0:05 - - 2:25 - 476.9 9:58.8 476.9 166 Reg SB 75 ST71233 17 S.Fernando V.J. Ltd LAU SFT 1:56 3:16 40 12:26 0:37 7 11:56 1:33 446.6 446.6 446.6 230 Peak OT NB 75 N201633 20 Central V/y Ltd LAU SFT 1:38 30 20:21 - - 19:51 3:14 446.6 446.6 171 Reg NB M1 N040852 4 All-Stop ANA <td< td=""><td></td><td>Reg</td><td>SB</td><td></td><td></td><td></td><td></td><td>15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<></td>	64 Reg SB 74 S161208 16 Central V/y Ltd SFT 15:27 3:19 40 16:07 0:40 0 15:27 10:07 446.6 446.6 0 126 Reg SB 74 X3 400 S012000 1 Bay Area Ltd SFT 2:00 ANA 2:25 0 0:05 - - 2:25 - 476.9 9:58.8 476.9 166 Reg SB 75 ST71233 17 S.Fernando V.J. Ltd LAU SFT 1:56 3:16 40 12:26 0:37 7 11:56 1:33 446.6 446.6 446.6 230 Peak OT NB 75 N201633 20 Central V/y Ltd LAU SFT 1:38 30 20:21 - - 19:51 3:14 446.6 446.6 171 Reg NB M1 N040852 4 All-Stop ANA <td< td=""><td></td><td>Reg</td><td>SB</td><td></td><td></td><td></td><td></td><td>15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>		Reg	SB					15																
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127 Peak OT NB 74 N31607 18 Central Vy, Ltd L4 1607 SFT 19:27 3:20 30 19:57 0:33 3 19:27 20:00 446.6 446.6 446.6 446.6 126 Reg NB 75 N170840 17 S.Fernando Vly, Ltd LAU 8:40 SFT 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6 446.	127 Peak OT NB 74 NB 11607 18 Central Vy. Ltd LAU 6607 SFT 19:27 0:33 3 19:27 0:00 446.6 446.6 446.6 126 Reg NB 75 N170840 17 S.Fernando Vy. Ltd LAU 8:40 SFT 11:56 3:16 30 12:26	64	Reg	SB	74			S161208	16	Central Vly. Ltd	SFT	12:08	LAU	15:27	3:19					15:27	16:07		446.6	446.6	0
165 Reg NB 75 N170840 17 S.Fernando VIV. Ltd LAU 8:40 SET 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6 446.6 446.6 446.6 20 Peak Ort NB 75 N201633 20 Central VVV. Ltd LAU 15:43 SET 11:56 3:16 40 16:29 0.44 4 15:43 16:66 446.6	165 Reg NB 75 N170840 17 S.Fernando Viy, Ltd SAU 8:40 S.FT 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6 446.6 446.6 66 Reg S.B 75 N201633 20 Central Viy, Ltd LAU 16:33 S.FT 15:61 3:18 30 0:21 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 19:51 11:8 10:10 13:54 40:0 10:10 12:54 40:2 30 11:57 0:351 11:8 8:01 8:43 3:43 3:43 3:43 3:43 3:43 3:43 30 11:57 0:351 11:8 8:01 12:34 40:2 30 12:24 17:52 <t< td=""><td>227</td><td>Peak O/T</td><td>NB</td><td>74</td><td></td><td></td><td>N181607</td><td>18</td><td>Central Vly. Ltd</td><td>LAU</td><td>16:07</td><td>SFT</td><td>19:27</td><td>3:20</td><td>30</td><td>19:57</td><td>0:33</td><td>3</td><td>19:27</td><td>20:00</td><td></td><td>446.6</td><td>446.6</td><td>446.6</td></t<>	227	Peak O/T	NB	74			N181607	18	Central Vly. Ltd	LAU	16:07	SFT	19:27	3:20	30	19:57	0:33	3	19:27	20:00		446.6	446.6	446.6
165 Reg NB 75 N170840 17 S.Fernando VIV.Ltd LAU 8:40 SFT 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6 446.6 446.6 66 Reg SB 75 N20163 20 Central VV.Ltd LAU 15:49 3:16 30 12:26 0:37 7 11:56 12:33 446.6 446.6 446.6 10 Nght SB M1 Stofo13 20 Central VV.Ltd LAU 16:33 SFT 12:54 3:14 4 15:49 354.3 357.0 355.0 11:15 12:34 470.9 476.9 476.9 476.9 476.9 476.9 476.9 <th< td=""><td>165 Reg NB 75 N170840 17 S.Fernando Viy. Ltd LAU 8:40 S.FT 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6</td></th<> <td>126</td> <td>Reg</td> <td>SB</td> <td>74</td> <td>Х3</td> <td>400</td> <td>S012000</td> <td>1</td> <td>Bay Area Ltd</td> <td>SFT</td> <td>20:00</td> <td>ANA</td> <td>23:25</td> <td>3:25</td> <td>40</td> <td>0:05</td> <td></td> <td></td> <td>23:25</td> <td></td> <td></td> <td>476.9</td> <td>953.8</td> <td>476.9</td>	165 Reg NB 75 N170840 17 S.Fernando Viy. Ltd LAU 8:40 S.FT 11:56 3:16 30 12:26 0:37 7 11:56 12:33 446.6	126	Reg	SB	74	Х3	400	S012000	1	Bay Area Ltd	SFT	20:00	ANA	23:25	3:25	40	0:05			23:25			476.9	953.8	476.9
230 Peak Ort NB 75 N201633 20 Central VIy. Ltd LAU 16:33 SFT 19:51 3:18 30 20:21 19:51 446.6 446.6 446.6 1 Mght SB M1 S140519 14 LA-Merced MCD 5:19 ANA 8:01 2:42 40 8:41 0:51 11 8:01 5:52 3:54.3 364.9 302 2:24 -21:54 - 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9 476.9	230 Peak Ort NB 75 N201633 20 Central VIy. Ltd LAU 16:33 SFT 19:51 3:18 30 20:21 19:51 446.6 446.6 446.6 446.6 1 Ngmt SB M1 S140519 14 LA-Merced MAD 5:19 11 8:01 12:54 13:14 476.9 476	165	Reg	NB	75			N170840	17	S.Fernando Vly. Ltd	LAU	8:40	SFT	11:56		30	12:26	0:37	7	11:56	12:33		446.6	446.6	446.6
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73 Reg S8 M1 S041314 4 All-Stop SFT 13:14 ANA 17:17 4:03 40 17:57 0:35 (6) 17:17 17:52 476.9 476.9 476.9 476.9 01190 Reg NB M1 N041752 4 All-Stop ANA 17:57 0:35 (6) 17:17 17:52 476.9 476.9 476.9 476.9 4 Peak OT S8 M2 400 S140619 14 LA-Merced MCD 6:19 ANA 9:07 2:48 400 9:47 0:45 5 9:07 9:52 354.3 708.6 354.3 179 Reg NB M2 N040952 4 All-Stop ST 13:54 4:02 30 2:2:5 15:14 18:17 18:52 476.9	73 Reg SB M1 S041314 4 All-Stop SFT 13:14 ANA 17:17 4:03 40 17:57 0:36 (5) 17:17 17:52 476.9 476.9 476.9 01190 Reg NB M1 N041752 4 All-Stop ANA 17:52 SFT 21:54 4:02 30 22:24 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 21:54 476.9	1	Night	SB	M1			S140519	14	LA-Merced	MCD	5:19	ANA	8:01	2:42	40	8:41	0:51	11	8:01	8:52		354.3	354.3	354.3
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4 Peak Off SB M2 400 S140619 14 LA-Merced MCD 6:19 ANA 9:07 2:48 40 9:47 0:45 5 9:07 9:52 354.3 708.6 354.3 179 Reg NB M2 N040952 4 All-Stop ANA 9:52 SFT 13:54 4:02 30 14:24 0:20 (10) 13:54 14:14 * 476.9 </td <td>4 Peak Off SB M2 400 S140619 14 LA-Merced MCD 6:19 ANA 9:07 2:48 40 9:47 0:45 5 9:07 9:52 354.3 708.6 354.3 179 Reg NB M2 N040952 4 All-Stop ST 13:54 4:02 30 14:24 0:20 (10) 13:54 14:14 * 476.9</td> <td>73</td> <td>Reg</td> <td>SB</td> <td>M1</td> <td></td> <td></td> <td>S041314</td> <td>4</td> <td>All-Stop</td> <td>SFT</td> <td>13:14</td> <td>ANA</td> <td>17:17</td> <td>4:03</td> <td>40</td> <td>17:57</td> <td>0:35</td> <td>(5)</td> <td>17:17</td> <td>17:52</td> <td></td> <td>476.9</td> <td>476.9</td> <td>476.9</td>	4 Peak Off SB M2 400 S140619 14 LA-Merced MCD 6:19 ANA 9:07 2:48 40 9:47 0:45 5 9:07 9:52 354.3 708.6 354.3 179 Reg NB M2 N040952 4 All-Stop ST 13:54 4:02 30 14:24 0:20 (10) 13:54 14:14 * 476.9	73	Reg	SB	M1			S041314	4	All-Stop	SFT	13:14	ANA	17:17	4:03	40	17:57	0:35	(5)	17:17	17:52		476.9	476.9	476.9
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ID	OvertkScheme	Dir	Set	Set2	Consist	Train No.	Pattern	Train Type	Orig	OrigTime	Dest	DestTime	RunTime	MinLay	Avail	Layover	Excess	DestArr	DestDep	Т	TrnMi	SetMi	Wkend Yd
205	Reg	NB	M6			N171340	17	S.Fernando Vly. Ltd	LAU	13:40	SFT	16:56	3:16	30	17:26	0:37	7	16:56	17:33		446.6	446.6	446.6
109	Peak O/T	SB	M6			S211733	21	S.Fernando Vly. Ltd	SFT	17:33	LAU	20:51	3:18	40	21:31			20:51		1	446.6	446.6	446.6
														*Additic	onal 200m	trainsets ava	ailable for th	iese equip	ment turns	┛			
Totals																	2,037				106211	140405	83760
																						<u>Weekday</u>	Weekend
																					Days/yr	250	115

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[B] – VARIATION, WITH 1.0-3.5% RECOVERY TIME ALLOWANCE

Appendix B presents the characteristics of a variation of the California High-Speed Train (HST) Phase 1 Service Plan, which assumes a lower and more aggressive allowance for schedule pad or recovery time, consistent with the intent of the HST system to operate at a very high level of precision. In this variation of the service plan, the express services operating between San Francisco and Los Angeles with one intermediate stop at San Jose would have a scheduled run time of 2 hours and 40 minutes, with a recovery time allowance of one percent. All other trains in this variation of the plan would have a recovery time allowance of three and one half percent.

In this versiosn of the service plan, the train stopping patterns, hours of service, and service frequencies were kept essentially the same as that of the base service plan described in Appendix A. Certain changes were made to the assumptions and general principles to allow for the marginally faster travel times estimated for the "express" trains:

- Recovery time incorporated in the end-to-end train running times was reduced from 7 percent to 1 percent for "express" trains and to 3.5 percent for all other train types
- The minimum headway between trains following each other past a given point was kept at 3 minutes except for sections north of San Jose and near each terminal location, which includes San Francisco-Transbay, Los Angeles Union Station, Anaheim, and Merced stations, because it was assumed that the rate in which trains would arrive and depart these locations could support a minimum headway of no less than 2 minutes.
- In addition to the standard 1 to 3.5 percent recovery time applied to all trains, additional recovery was added to certain trains to adjust the running time so as to avoid the overtakes and to maintain the minimum spacing between trains. This is described in more detail in the *New Service Sequence* section of this memorandum.
- To further reduce the estimated travel time, station dwell times at intermediate stops were reduced from two minutes to 90 seconds at San Jose and Los Angeles Union Station, and from 90 seconds to 75 seconds at all other intermediate stops.
- While the original baseline timetable presented clock face scheduling, the reduction of the amount of recovery time in this iteration resulted in departure times that do not allow for maintaining the clock face structure as long as the stopping patterns of each service type are kept the same as in the baseline timetable.

This variation of the Phase 1 service plan for the initial operating segment between Anaheim, Los Angeles and San Francisco was composed of the following train types and service patterns:

- 1. San Francisco-Los Angeles-Anaheim "Express" service (Pattern #1)
 - Clockface departure on the hour southbound from San Francisco between 5:00 AM and 9:00 PM
 - Clockface hourly departures northbound from Anaheim at 35 minutes past the hour, and departures from Los Angeles at the "top of the hour".
 - During the peak period, northbound departures at Los Angeles were changed to 59
 minutes past the hour to create time slots for local and limited-stop trains in order to
 minimize the overtakes.



- 2. San Francisco-Los Angeles-Anaheim "Express" service (Pattern #2)
 - Southbound trains depart San Francisco at 5:30 AM, 6:30 AM, 7:30 AM, 3:30 PM, 4:30 PM, and 5:30 PM.
 - Northbound trains depart Anaheim at 5:05 AM, 6:05 AM, 7:05 AM, 3:05 PM, 4:05 PM, and 6:05 PM so that the trains can depart Los Angeles at the "bottom" (:30) of the hour.
- 3. San Fernando Valley Off-peak Limited Limited stop service between San Francisco and Los Angeles stopping at stations in the San Fernando Valley and the Santa Clara/Silicon Valley area, while generally bypassing Central Valley stations (Pattern #17)
 - 30-minute headways in both direction for travel between 8:00 AM and 3:00 PM, and again between 6:00 PM and 9:00 PM.
 - Southbound departure from San Francisco at :03 and :33 of the hour; northbound departure from Los Angeles at :10 and :40 of the hour.
 - No overtakes occur en route
 - Two northbound trips, departing Los Angeles at 8:10 AM and 9:10 AM, provide service to the Milbrae station.
 - Northbound trains departing Los Angeles at :40 of the hour reduce speed between Palmdale and Bakersfield to increase travel time by 2 minutes in order to minimize the dwell time of local trains overtaken at Bakersfield.
 - Reduced service to 60-minute headways after 7:00 PM
- 4. San Fernando Valley Peak Limited Peak-only Limited stop service between San Francisco and Los Angeles stopping at stations in the San Fernando Valley and the Santa Clara/Silicon Valley area, while generally bypassing Central Valley stations (Patterns #19 and 21).
 - Two trains per hour per direction with combined 28 to 32 minute headways during the peak period.
 - Southbound departures from San Francisco at :03 of the hour (Pattern #19) and :33 of the hour (Pattern #21); Northbound departures from Los Angeles at :03 of the hour (Pattern #19) and :35 of the hour (Pattern #21)
 - No overtakes occur en route
- 5. Central Valley Off-peak Limited Limited stop service between San Francisco and Los Angeles stopping at all stations north of Bakersfield while skipping all San Fernando Valley stations (Pattern #16).
 - 30-minute headways in both directions for travel between 8:00 AM and 3:00 PM, and again between 6:00 PM and 9:00 PM.
 - Southbound departure from San Francisco at :08 and :38 of the hour; northbound departure from Los Angeles at :03 and :33 of the hours
 - No overtakes occur en route



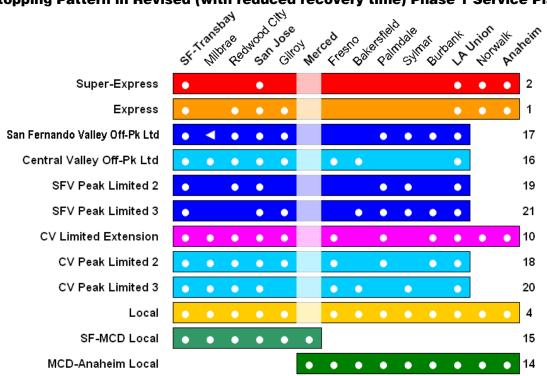
- Southbound trains departing San Francisco at :08 of the hour reduce speed between Bakersfield and Los Angeles to increase travel time by 5 to 10 minutes in order to avoid an overtake.
- Reduced service to 60-minute headways after 7:00 PM
- 6. Central Valley Peak Limited Limited stop service between San Francisco and Los Angeles stopping at all stations in the Central Valley and the north while making limited stops in the San Fernando Valley (Patterns #10, 18, and 20)
 - Two trains per hour per direction with 28 to 32 minute headways during peak period
 - Southbound departure from San Francisco at :08 of the hour (Pattern #10/18) and :39 of the hour (Pattern #20); Northbound departure from Los Angeles at :06 of the hour (Pattern #10) or :07 of the hour (Pattern #19) and :33 of the hour (Pattern #21)
 - Two roundtrips in each direction are extended to Anaheim
 - Southbound trains departing San Francisco at :08 of the hour are overtaken by Express trains (Pattern #2) at Fresno
 - Northbound trains departing Los Angeles at :06 or :07 of the hour are overtaken by Express trains (Pattern #2) at Fresno
 - Some southbound trains reduce speed between Bakersfield and Los Angeles in order to avoid an overtake.
- 7. Local service, making all stops between San Francisco and Anaheim (Pattern #4)
 - All day, hourly service with semi-clockface schedule.
 - Southbound departure from San Francisco at :14 of the hour during peak period, :15 of the hour during off-peak period; northbound departure from Anaheim at :46 of the hour during peak period, :40 of the hour during off-peak period (departure at Los Angeles at :10 and :06 of the hour, respectively)
 - During the peak period, southbound trains are overtaken twice by Express trains (Pattern #2) at Gilroy and by San Fernando Valley Limited trains at Fresno; while northbound trains are overtaken once by Express trains (Pattern #2) at Bakersfield
 - During off-peak period, both southbound and northbound trains are overtaken once by San Fernando Valley Limited trains at Bakersfield
 - All trains during mid-day period are overtaken once by San Fernando Valley Limited trains at Bakersfield
- 8. Merced-Los Angeles Local (Pattern #14)
 - All day, hourly service with semi-clockface schedule
 - Southbound departure from Merced at :05 of the hour throughout the day; northbound departure from Anaheim at :17 of the hour during peak period, :12 of the hour during off-peak period (departure at Los Angeles at :41 and :36 of the hour, respectively)



- During peak period, southbound trains have overtakes by Express (Pattern #1) and San Fernando Valley Limited trains at Fresno and Express trains (Pattern #2) at Bakersfield while northbound trains are overtaken once by Express trains (Pattern #1) at Bakersfield
- During off-peak periods, all trains have overtakes: (by San Fernando Valley Limited and Express trains (Pattern #1); northbound at Bakersfield and southbound at Fresno)
- Southbound trains arrive at Los Angeles Union Station before the following Central Valley Limited trains
- 9. San Francisco-Merced local service (Pattern #15)
 - All-day, hourly service with semi-clockface schedule
 - Southbound departure from San Francisco at :47 of the hour throughout the day; northbound departure from Merced at :34 of the hour during peak period and :37 of the hour during off-peak period
 - No overtakes occur en route

Stations served by each stopping pattern are illustrated in the chart provided below:





Note: Trains make a stop at station with white circle; <: Special stop (northbound only).



This schedule variation provides a total of 260 revenue trips, the same number of trips assumed in the base plan. Since both service plans follow the same planning principles, the breakdown of the levels of service in each time period of the day is identical between them. This is illustrated in the revised timetable and time-distance chart presented in the Appendices B1 and B2.

As a result of reducing the recovery and station dwell times, it is estimated that Express trains (Pattern #2) can complete the travel between San Francisco and Los Angeles within 2 hours and 40 minutes. This reduction in the recovery and dwell times also improves the travel time of most of the projected 260 revenue trips in this service plan.

A hypothetical daily timetable for this service plan is presented in Appendix B1. This same schedule is presented in stringline (time-distance) diagram format in Appendix B2. Equipment cycles and the number of required trainsets will be the same in this scenario as in the base plan documented in Appendix A3, so a separate analysis of equipment cycles is not shown for the service plan variation.



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B1. Hypothetical Timetable



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8 NSF Norwalk	лA		11:32	20:21			18:00				18:44	70:81			10:03	18:23				19:44	70:01			20:03	19:23				20:44	20:02				20:23				51:32	
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3 BUR Burbank	лА																																						
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4 PMD Palmdale	nA																																						
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8 BFD Bakersfield	deD nA					01.101	16:30				91:21									18:12									91:61						-				
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5 FNO Fresno	ара ПА	_	12:22	_							16:25			16:44	36:55			-		17:25			11:44	99.21			↑		18:52			18.97	18:22			-		10:22	_
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7 GLY Gilroy	лА СоД	51.12		09.11	11.63	16.01	11.31	16.73	16.31	16.13		09.91	53.31	10.91	80:91		06.91		51.91		09.91	23.91	10.71	80:71		06.71		51.71		12.60	12.63	10.81	80:81		06.81		18.13		03.81
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318AT3MIT 1 32AH9 CALIFORNIA HIGH-SPEED RAIL

VARIATION SERVICE PLAN

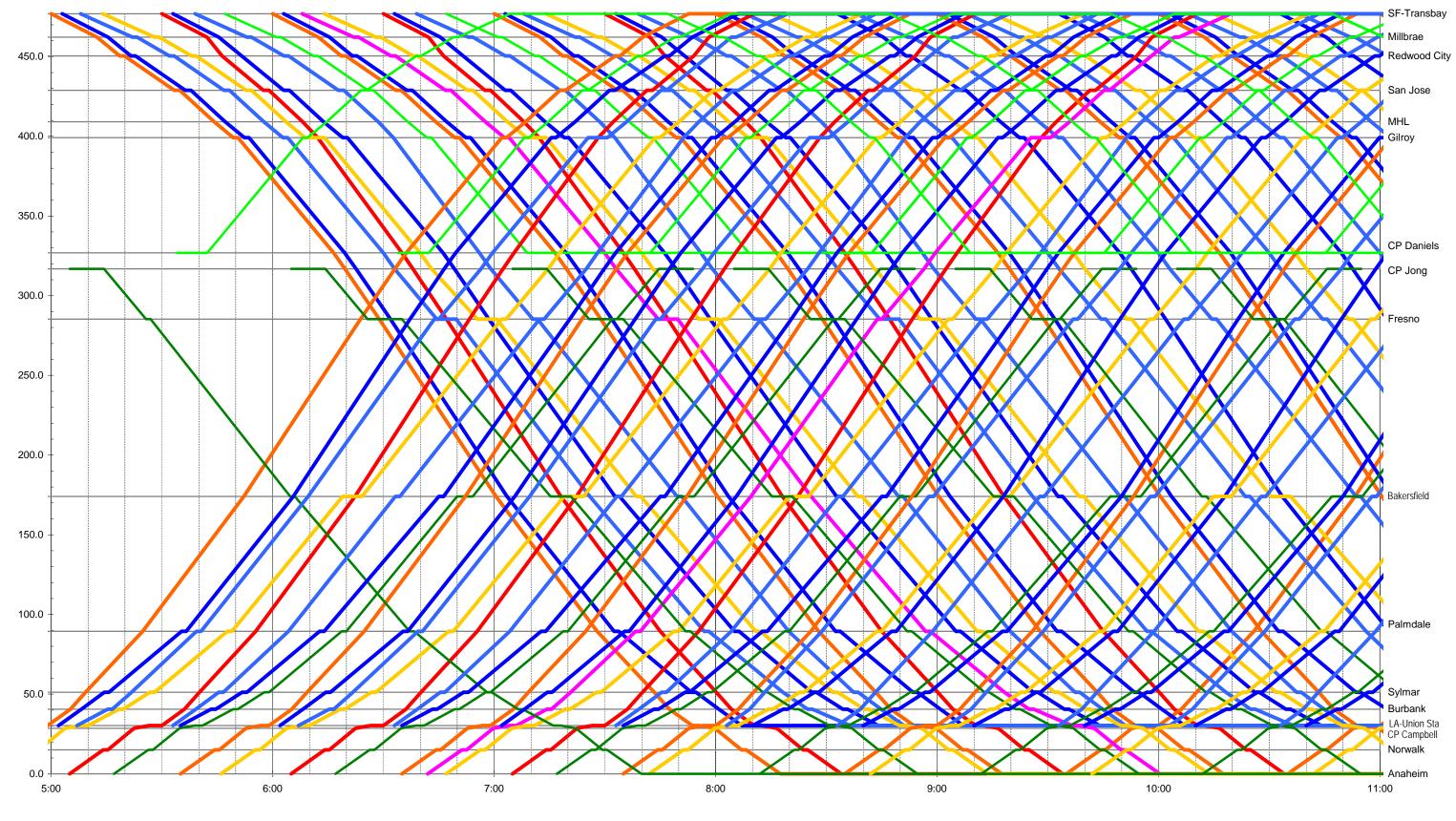
B2. Stringline Diagrams

- Morning Peak Period
- Mid-Day Period
- Afternoon Peak Period
- Evening and Late Night Period



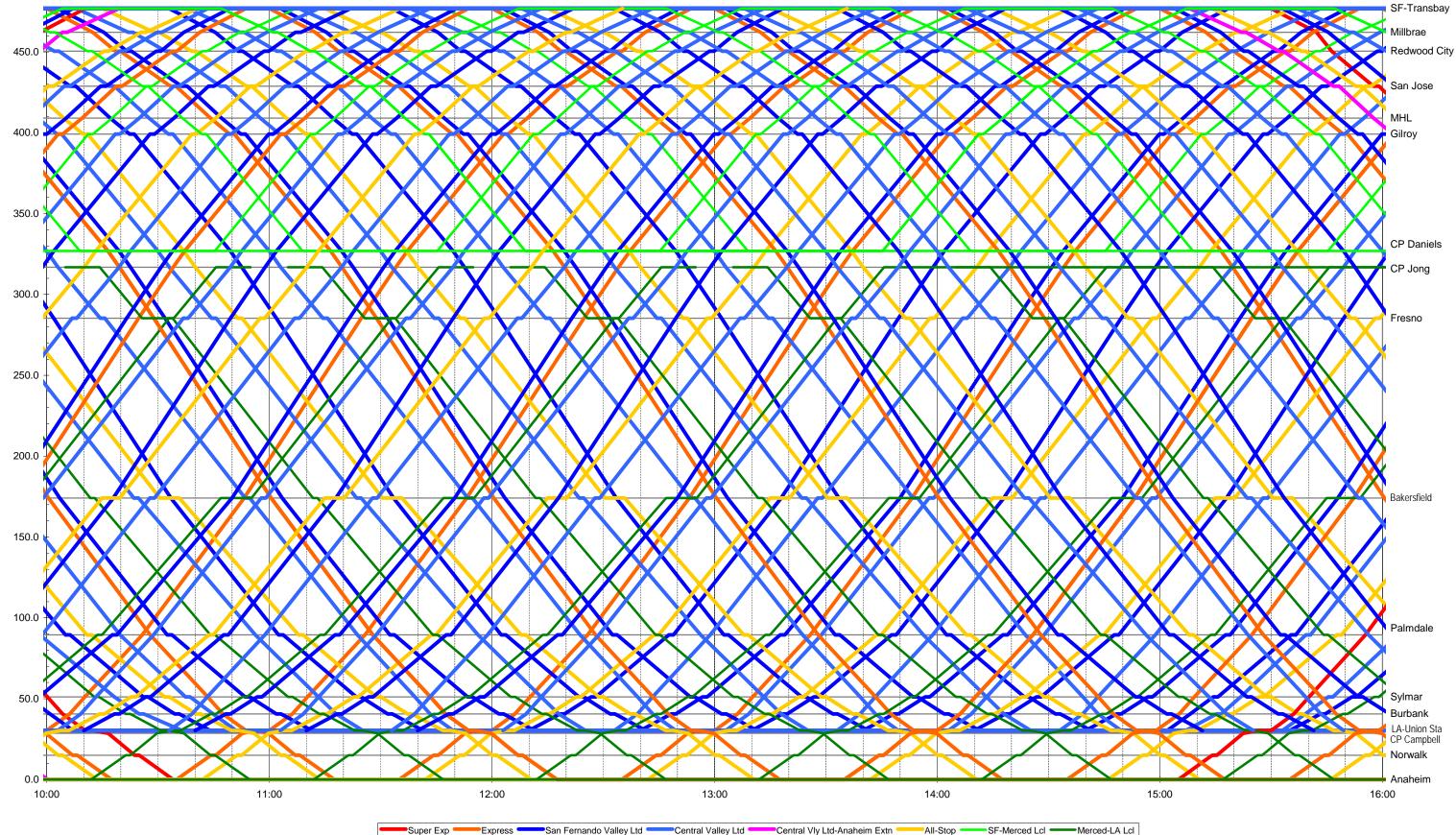
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Appendix B2 - HSR PHASE 1 SERVICE PLAN - VARIATION (Version 10B) - MORNING PEAK



Super Exp 💶 Express Ternando Valley Ltd Central Valley Ltd Central Vly Ltd-Anaheim Extn All-Stop SF-Merced Lcl Reced-L/

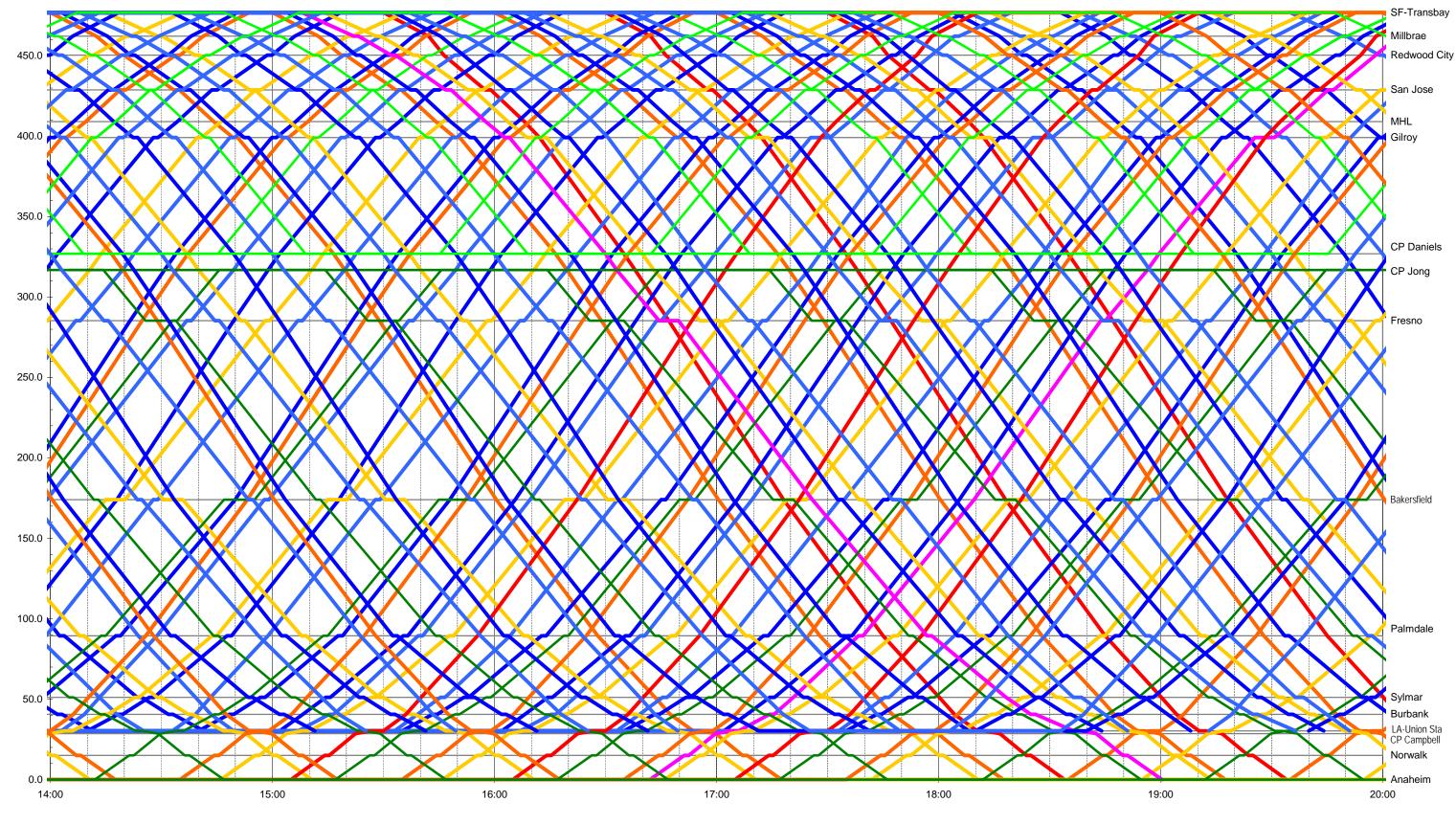
Appendix B2 - HSR PHASE 1 SERVICE PLAN - VARIATION (Version 10B) - MID-DAY



Super Exp

All-Stop SF-Merced Lcl Merced-LA Lcl

Appendix B2 - HSR PHASE 1 SERVICE PLAN - VARIATION (Version 10B) - AFTERNOON PEAK

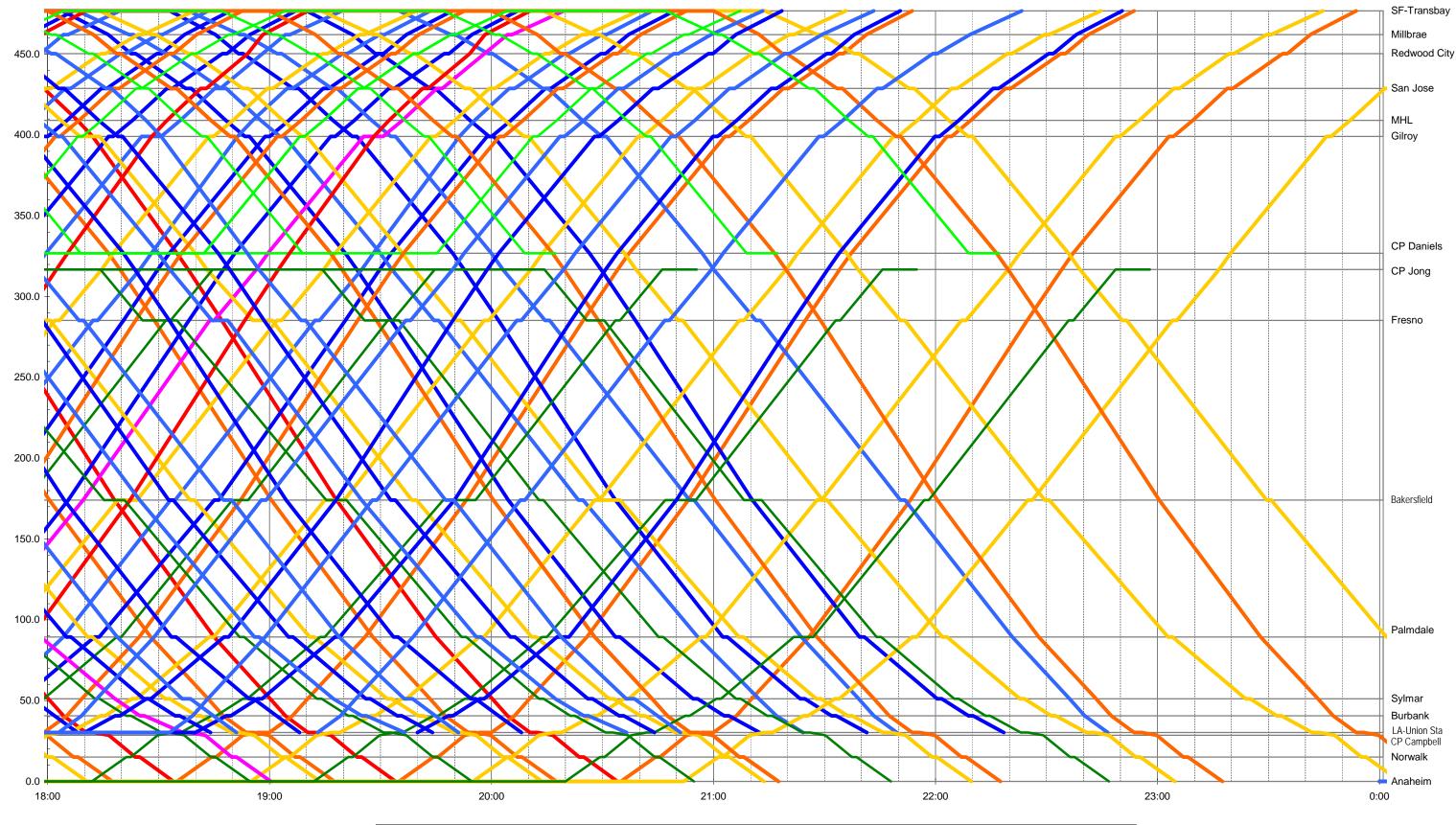


—Express _____San Fernando Valley Ltd _____Central Valley Ltd _____Central VIy Ltd-Anaheim Extn 🥌

Super Exp

```
All-Stop ------ SF-Merced Lcl -----------Merced-LA Lcl
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Appendix B2 - HSR PHASE 1 SERVICE PLAN - VARIATION (Version 10B) - LATE EVENING



All-Stop ——SF-Merced Lcl ——Merced-LA Lcl —Express _____San Fernando Valley Ltd _____Central Valley Ltd _____Central Vly Ltd-Anaheim Extn 🥌 Super Exp