

**DCA-08-MR-009**

**Head-on Collision of  
Metrolink Commuter Train No. 111  
and UP Freight Train No. LOF65-12**

**Chatsworth, CA**

**September 12, 2008**

**Excerpts from Metrolink Timetable  
No. 5 Ventura Subdivision**

**7 pages, including cover**

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	VENTURA SUBDIVISION	Meth. of Op	Mile Post
		<b>CP BURBANK JCT.</b> (Jct. Valley Sub.) 1.8		462.6
		<b>CP LOCKHEED</b> 0.2		460.8
		<b>BURBANK-BOB HOPE AIRPORT</b> 4.5		460.6
		<b>CP WOODMAN</b> 1.1	<b>2MT</b>	456.1
		<b>VAN NUYS</b> 1.3	<b>CTC</b>	455.0
		<b>CP ELLIKER</b> 0.6		453.7
		<b>CP RAYMER</b> 3.8		453.1
		<b>NORTHRIDGE</b> 2.5		449.3
		<b>CP BERNSON</b> 1.3		446.8
11300		<b>CHATSWORTH</b> 1.1		445.5
		<b>CP TOPANGA</b> 3.6		444.4
7625		<b>CP DAVIS</b> 1.6	<b>CTC</b>	440.8
		<b>CP SANTA SUSANA</b> 1.3		439.2
		<b>SIMI VALLEY</b> 5.0		437.9
8400		<b>CP STRATHEARN</b> 1.8		432.9
		<b>CP MADERA</b> 3.5		431.1
		<b>CP COLONIA</b> 0.5		427.6
4606		<b>MOORPARK</b> 0.7		427.1
		<b>CP LAS POSAS</b> (Jct. UP Santa Barbara Sub, MP 423.1)		426.4
(36.2)				

VENTURA SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

<b>Between CP Las Posas and CP Burbank Jct.</b>						
MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
426.4 and 429.4	70	60				
429.4 and 429.8	53#	48				
429.8 and 431.7	73#	60				
431.7 and 432.1	70#	60				
432.1 and 434.3	73#	60				
434.3 and 437.7	79	60				
437.7 and 438.0	60#	40				
438.0 and 440.0	70#	40				
440.0 and 440.9	60#	40				
440.9 and 441.2	50#	40				
441.2 and 442.6	50	40				
442.6 and 444.5	40	40				
444.5 and 453.1	70#	40				
453.1 and 456.0			70	40	79	40
456.0 and 456.1			70	40	70	40
456.1 and 462.4			79	40	70	40
462.4 and 462.6			35#	30	40#	35

**Note #:** Refer to page AS-11 for Equipment and Wind Restrictions.

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**OTHER MAXIMUM SPEEDS**

Location	Passenger	Freight
<b>Controlled Siding CP Las Posas – CP Colonia:</b>		
CP Las Posas, MP 426.4: Through turnout	45	40
MP 426.4 and MP 427.6	45	40
CP Colonia, MP 427.6: Through turnout	45	40
<b>Controlled Siding CP Madera – CP Strathearn:</b>		
CP Madera, MP 431.1: Through turnout	45	40
MP 431.1 and MP 432.9	60	40
CP Strathearn, MP 432.9: Through turnout	45	40
<b>Controlled Siding CP Santa Susana – CP Davis:</b>		
CP Santa Susana, MP 439.2: Through turnout	45	40
MP 439.2 and MP 440.8	45	40
CP Davis, MP 440.8: Through turnout	45	40
<b>Controlled Siding CP Topanga – CP Bernson:</b>		
CP Topanga, MP 444.4: Through turnout	45	40
MP 444.4 and MP 446.8	45	40
CP Bernson, MP 446.8: Through turnout	45	40
CP Raymer, MP 453.1: Through turnout	45	40
CP Elliker, MP 453.7: Through crossover	25	25
CP Woodman, MP 456.1: Through crossovers between No. 1 MT and No. 2 MT	45	40
Through crossover between Gemco Lead and No. 1 MT	10	10
CP Lockheed, MP 460.8: Through crossovers	45	40
All other tracks, crossovers and turnouts	10	10

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**SPECIAL INSTRUCTIONS**

**Rule 1.14 Other Railroads**

**Hours of Peak Commuter Passenger Service:** Weekdays from 5:00AM until 9:00AM and from 4:00PM until 9:00PM. Through freight trains moving in the predominate direction of Metrolink commuter service must have sufficient motive power to maintain designated freight train speeds over the subdivision to assure no delay to scheduled Metrolink trains. Only scheduled through freight trains moving in the predominate direction are allowed in the hours of the Peak Commuter Periods.

Prior to entering or during movement on Ventura Sub, UPRR crews must immediately notify the train dispatcher of any anticipated delay that would prevent their train from maintaining designated timetable freight train speed.

**Metrolink Service Tracks:**

**MP Location:**

Moorpark Layover Yard*	427.0
<i>*Use for other than passenger train storage must be coordinated with Chief Dispatcher.</i>	
Setout Spur.	439.6
Setout Spur.	440.4
Old Burbank Branch Stub	446.1

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective cars.

**Rule 1.20 Location of Close Clearances**

MP Location	Description
441.2 to 442.6 . . . . .	Tunnel No. 26 (7369 Ft.)
442.9 to 443.1 . . . . .	Tunnel No. 27 (924 Ft.)
443.9 to 444.0 . . . . .	Tunnel No. 28 (537 Ft.)

**NOTE:** Employees are prohibited from riding on side of equipment in Tunnel No. 26.

**Rule 1.43 Stopped In Tunnels**

Lights have been installed in Tunnel No. 26. These lights may be operated by the Ventura Subdivision dispatcher or operated manually in the field.

To operate manually, use light switches installed at each portal and three (3) other locations approximately 1800 ft. apart on the north side within the tunnel, secured with Metrolink switch locks.

These lights may be on for railroad purposes (i.e. inspect train stopped in the tunnel, inspect track, when necessary to assist passengers evacuate a train, etc.).

If encountering lights on in the tunnel, crew must notify the train dispatcher.

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**Rule 2.16 Assigned Radio Frequencies**

Radio channel 2929 will be used on Ventura Sub.

**Rule 6.26 Track Assignments**

Two main tracks between CP Raymer and CP Burbank Jct. are designated from north to south as No.1 Track and No. 2 Track.

Track located north of No. 1 Track within the limits of CP Woodman, MP 456.1 is identified as Gemco Lead.

**Rule 6.29.1 Trackside Detectors**

MP Location	Type	Track(s)
434.3	DE w/o axle count	Main
437.4	HB & DE w/axle count	Main
444.5	DE w/o axle count	Main
451.3	HB & DE w/axle count	Main

**NOTE:** The high/wide load detectors at MP 7.8 on the Valley Sub. protect Tunnel 26, MP 442.6 on Ventura Sub. After inspection, freight car identified by readout must be set out of westward trains prior to reaching these tunnels unless otherwise instructed by the train dispatcher.

**Rule 6.30 Receiving or Discharging Passengers**

**Burbank-Bob Hope Airport, Chatsworth and Moorpark:** When a passenger train is receiving or discharging passengers on either track, another train or piece of equipment must stand clear of the platform until train in the station advises that station work has been completed and that it is safe to proceed.

**Rule 6.32.6 Blocking Public Crossings**

When stopped between CP Santa Susana, MP 439.2, and CP Davis, MP 440.8, trains must not block Katherine Rd., MP 439.7.

**Rule 8.20 Derail Location and Position**

**Moorpark:** Except when protecting equipment in layover facility, the two (2) split derrails must be lined and locked in the non-derailing position.

**Rule 9.11.1 Block Signals with "P" Plates**

WWD Signal No.	Protection Afforded	EWD Signal No.
4295	High Water Detector, Bridge, MP 429.26	CP Colonia

## VENTURA SUBDIVISION

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### **Rule 10.0 CTC Limits**

CTC is in effect on main tracks and controlled sidings between west limits CP Las Posas and CP Burbank Jct.

### **Rule 15.1 Track Bulletins**

Metrolink crews may use the track warrant received for scheduled trains for deadhead movement between CP Burbank Jct. and CP Woodman. If deadhead being handled is different from that addressed on track warrant, change of address is not required.