

**NTSB Docket Item  
DCA-05-MR-009  
Metrolink collision and derailment  
Glendale, California  
January 26, 2005**

**Metrolink Timetable No. 3 Excerpts**

**SOUTHERN CALIFORNIA  
REGIONAL RAIL AUTHORITY**

John Kerins  
Director, Operations

Michael McGinley  
Director, Engineering & Construction

William X. Lydon  
Director, Equipment



**TIMETABLE NO. 3**

Effective Thursday, July 1, 2004 at 12:01 AM Pacific Time

**Metrolink Safety Vision**

Safety is Metrolink's primary concern. We are accountable for the decisions and actions that affect the safety of our passengers and fellow workers. Through the continued use of the operating rules, we can be assured of an optimal level of safety for everyone.

↓ WESTWARD		STATIONS Radio Channel 2929		EASTWARD ↑	
Siding Feet	Track Diagram	VALLEY SUBDIVISION		Meth. of Op	Mile Post
		CP TAYLOR (Jct. River Sub.) 1.3			3.5
7343		CP FLETCHER (See Note 1) 1.0			4.8
		GLENDALE 0.6			5.8
		CP CURRIER 3.4		2MT CTC	6.4
		CP ALLEN 1.0			9.8
		BURBANK 0.3			10.8
8000		CP OLIVE (See Note 2) 0.2			11.1
		CP BURBANK JCT (Jct. Ventura Sub.) 1.5	T		11.3
		CP BRIGHTON 2.6			12.8
		SUN VALLEY 0.1			15.4
6100		CP PENROSE 1.5		CTC	15.5
		CP SHELDON 4.9			17.0
		SYLMAR/SAN FERNANDO 1.7			21.9
7500		CP ROXFORD 1.7			23.6
		CP BALBOA 2.7			25.3
		CP PORTAL 2.0			28.0
11100		NEWHALL 0.2			30.0
		CP HOOD 2.2			30.2
4930		CP SAUGUS 1.0			32.4
		CP CANYON 0.8			33.4

(Continued on next page.)

*Note 1: CP Fletcher in service on No. 2 Track only.*

*Note 2: CP Olive in service on No. 1 Track only.*

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑		
Siding Feet	Track Diagram	<b>VALLEY SUBDIVISION</b> (Continued)	Meth. of Op	Mile Post	
		<b>CP CANYON</b> 0.8		33.4	
		<b>SANTA CLARITA</b> 3.7		34.2	
		<b>VIA PRINCESSA</b> 0.7		37.9	
7392		<b>CP HONBY</b> 1.4		38.6	
		<b>CP HUMPHREYS</b> 3.1		40.0	
5070		<b>CP LANG</b> 1.15		43.1	
		<b>CP SOLEDAD</b> 8.1		44.25	
6760		<b>CP RAVENNA</b> 1.55	CTC	52.35	
		<b>CP KOCIAN</b> 6.9		53.9	
		<b>CP QUARTZ</b> 0.8		60.8	
6080		<b>VINCENT</b> 0.5		61.6	
		<b>CP CREST</b> 5.4		62.1	
		<b>CP HAROLD</b> (Jct. UP Connecting Track) 7.5		67.5	
		<b>CP BONITA</b> 1.3		75.0	
		<b>CP SIERRA</b> 0.3		76.3	
		<b>LANCASTER</b>		76.6	
(65.3)					
<b>UP Connecting Track</b>					
		<b>UP HAROLD</b> 0.2		CTC	67.5
		<b>PALMDALE JCT.</b> (Jct. UP Bakersfield Line)			414.4
(0.2)					

VALLEY SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS  
BETWEEN CP TAYLOR and LANCASTER**

MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
3.5 and 5.0			60#	40	60#	40
5.0 and 11.3			79	55	79	55
11.3 and 21.7	79	50				
21.7 and 23.8	60	50				
23.8 and 24.2	45#	40				
24.2 and 24.8	60	40				
24.8 and 25.6	45#	40				
25.6 and 26.6	35#	30				
26.6 and 28.0	30	25				
28.0 and 29.6	45#	40				
29.6 and 31.1	70	40				
31.1 and 31.6	45#	40				
31.6 and 32.8	70	40				
32.8 and 34.3	40#	35				
34.3 and 34.7	30#	25				
34.7 and 37.4	70#	45				
37.4 and 38.0	55#	45				
38.0 and 39.5	79	45				
39.5 and 40.7	75#	45				
40.7 and 43.0	55#	45				
43.0 and 44.3	40#	30				
44.3 and 45.7	35#	30				
45.7 and 47.1	45#	30				
47.1 and 48.3	35#	30				
48.3 and 50.5	30#	25				
50.5 and 50.9	35#	30				
50.9 and 52.0	45#	30				
52.0 and 52.3	40#	30				
52.3 and 52.5	35#	30				
52.5 and 52.7	30#	25				
<b>EWD Only</b>						
52.7 and 54.3	40#	25				
54.3 and 55.4	50#	35				
<b>WWD Only</b>						
52.7 and 54.0	40#	25				
54.0 and 55.4	50#	35				

(Continued on next page.)

Note #: Refer to page AS-9 for Equipment and Wind Restrictions.

VALLEY SUBDIVISION

**MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)**

**BETWEEN CP TAYLOR and LANCASTER**

MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
55.4 and 55.9	48#	35				
55.9 and 57.4	60#	45				
57.4 and 60.0	55#	45				
60.0 and 61.2	75#	45				
61.2 and 64.7	50#	35				
64.7 and 66.3	79#	50				
66.3 and 67.4	55#	50				
67.4 and 76.2	79	60				
76.2 and 76.6	40	10				

Note #: Refer to page AS-9 for Equipment and Wind Restrictions.

**OTHER MAXIMUM SPEEDS**

Location	Passenger	Freight
<b>CP Currier, MP 6.4:</b> Through crossovers	45	40
<b>Controlled Siding CP Currier – CP Fletcher:</b>		
CP Currier, MP 6.4: Through turnout	25	25
MP 6.4 and MP 4.8	25	25
CP Fletcher, MP 4.8: Through crossover to UP "Glendale Slide Track"	25	25
<b>CP Allen, MP 9.8:</b> Through crossovers	60	40
<b>Controlled Siding CP Olive – CP Brighton:</b>		
CP Olive, MP 11.1: Through turnout	25	25
MP 11.1 and MP 12.8	40	25
CP Brighton, MP 12.8: Through turnout	25	25
<b>CP Burbank Jct., MP 11.3:</b>		
Through crossovers	45	40
Through turnout No. 1 MT to No. 1 MT on Ventura Subdivision (diverging route)	40	35
<b>Controlled Siding CP Penrose – CP Sheldon:</b>		
CP Penrose, MP 15.5: Through turnout	45	35
MP 15.5 and MP 17.0	60	45
<b>CP Sheldon, MP 17.0:</b>		
Through turnout btwn MT and Sdg	60	40
Through turnout btwn MT and Vulcan Spur	30	25

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OTHER MAXIMUM SPEEDS (Continued)		
Location	Passenger	Freight
<b>Controlled Siding CP Roxford – CP Balboa:</b>		
CP Roxford, MP 23.6: Through turnout	45	30
MP 23.6 and 23.9	45	30
MP 23.9 and 25.3	30	20
CP Balboa, MP 25.3: Through turnout	30	20
<b>Controlled Siding CP Portal – CP Hood:</b>		
CP Portal, MP 28.0: Through turnout	30	25
MP 28.0 and MP 30.2	40	35
CP Hood, MP 30.2: Through turnout	40	35
<b>Controlled Siding CP Saugus – CP Canyon:</b>		
CP Saugus, MP 32.4: Through turnout	30	20
MP 32.4 and MP 33.4	30	20
CP Canyon, MP 33.4: Through turnout	30	20
<b>Controlled Siding CP Honby – CP Humphreys:</b>		
CP Honby, MP 38.6: Through turnout	25	25
MP 38.6 and MP 40.0	25	25
CP Humphreys, MP 40.0: Through turnout	25	25
<b>Controlled Siding CP Lang – CP Soledad:</b>		
CP Lang, MP 43.1: Through turnout	20	20
MP 43.1 and MP 44.25	20	20
CP Soledad, MP 44.25: Through turnout	20	20
<b>Controlled Siding CP Ravenna – CP Kocian:</b>		
CP Ravenna, MP 52.35: Through turnout	20	20
MP 52.35 and 53.9	20	20
CP Kocian, MP 53.9: Through turnout	20	20
<b>Controlled Siding CP Quartz – CP Crest:</b>		
CP Quartz, MP 60.8: Through turnout	30	30
MP 60.8 and MP 62.1	30	30
CP Crest, MP 62.1: Through turnout	30	30
CP Harold, MP 67.5 and Palmdale Jct., MP 414.4: Through turnout and on UP connecting track	45	40
All other tracks, crossovers, and turnouts	10	10

**Other Maximum Speeds – Freight Train Operations**

Freight trains must not exceed speeds shown in table on next page on descending portion of grades between the following locations:

- MP 65.0 and 44.3
- MP 30.3 and 25.7

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Tons per Operative Brake (TPOB)	Tons per Axle of Operative Dynamic Brake			
	250 or Less	250+ to 300	300+ to 425	425+ to 500
Below 80	Freight train Speed	30	25	20
80 to 100	25	25	20	20
100.1 to 130	25	20	20	20
130.1 to 140	20	20	20	20

When computing maximum speed on descending grades shown above, only the road engine may be used in determining tons per axle of operative dynamic brake.

**EXCEPTION:** When tons per axle of operative dynamic brake exceeds grade restriction table, and would require use of retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If the tons per axle of operative dynamic brake does not exceed 500 tons using this method, use of retainers is not required, but train must not exceed 20 MPH.

A train that:

- Exceeds the maximum tons per axle of operative dynamic brake
- Experiences dynamic brake failure, **or**
- Cannot be controlled at the maximum allowable speed with full use of dynamic brakes and an 18 Lb. brake pipe reduction:

**MUST BE STOPPED** and sufficient hand brakes applied to prevent movement. The train must not proceed until:

- Additional dynamic braking is obtained
- Tonnage is reduced

**Or**

- Retainers on all cars are placed in operative position.

**CP Harold and Vincent:** Freight trains operating on descending grade between MP 65.0 and Vincent, MP 61.6, if speed reaches 5 MPH over authorized speed, stop the train, using an emergency brake application, if necessary. In all cases, use at least a full service brake application and apply a sufficient number of hand brakes to prevent movement. Do not move the train until authorized by a UPRR Road Foreman of Engines or UPRR Manager of Operating Practices.



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**SPECIAL INSTRUCTIONS**

**Rule 1.14 Other Railroads**

UP trains operating on the Valley Subdivision will be governed by train make-up restrictions located in UPRR Special Instructions.

**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 Valley 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:**

Tunnel Spur . . . . .	26.4
Maintenance Spur (off Sdg.) . . . . .	28.9
Old ML Layover Yard . . . . .	32.3
Gillibrand Industries (off Sdg.) . . . . .	44.0
Maintenance Spur (off Sdg.) . . . . .	53.5
Maintenance Spur (off Sdg. & Main Track) . . . . .	61.7

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**

<b>MP Location</b>	<b>Description</b>
26.7 to 28.0 . . . . .	Tunnel No. 25 (6790 Feet)
45.0 to 45.1 . . . . .	Tunnel No. 19 (328 Feet)
45.4 to 45.5 . . . . .	Tunnel No. 18 (266 Feet)
46.6 . . . . .	Highway Overpass

**Rule 2.10 Emergency Calls**

Trains experiencing emergency application of brakes between CP Harold and Lancaster must also transmit warning on radio channel 1414 to advise trains on adjacent UP trackage.

**Rule 2.16 Assigned Radio Frequencies**

Radio channel 2929 will be used on Valley Sub.

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**Rule 6.26 Track Assignments**

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

**Rule 6.29.1 Trackside Detectors**

MP Location	Type	Track(s)
7.8	HB, HW & DE w/axle count	Both*
15.1	DE w/o axle count	Main
17.9	DE w/o axle count	Main
24.6	DE w/o axle count	Both**
31.0	HB & DE w/axle count	Main
41.5	DE w/o axle count	Main
50.2	HB & DE w/axle count	Main
59.5	DE w/o axle count	Main
65.9	HB, HW & DE w/o axle count	Main

\* At MP 7.8, when an eastward movement actuates either detector, speed must be reduced not exceeding 15 MPH and stop must be made as soon as rear of train has passed CP Currier, MP 6.4.

**Note:** The high/wide load detectors at MP 7.8 protect Tunnel 25 at MP 26.7 on Valley Sub. After inspection, freight car identified by readout must be set out of westward trains prior to reaching these tunnels unless otherwise instructed by train dispatcher.

\*\* Trackside detector at MP 24.6 operates on main track and controlled siding. When making radio report, detector will identify main track as "No. 1 Track" and controlled siding as "No. 2 Track".

**Rule 6.29.2 Train Inspections By Crew Members**

Walking inspection of stopped train is not required between CP Roxford and CP Balboa, unless stopped by emergency brake application or train has had severe slack action incidental to stopping. (See Rule 6.23.)

**Rule 6.30 Receiving or Discharging Passengers**

**Glendale and Burbank:** When a passenger train is receiving or discharging traffic on either main track, a train, engine, or piece of equipment **must not pass** it on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed.

**Rule 8.20 Derail Location and Position**

**Lancaster:** Except when protecting mechanical personnel working under Blue Signal Protection (GCOR 5.13), fixed derails must be lined and locked in a non-derailing position.

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

<b>WWD Signal No.</b>	<b>Protection Afforded</b>	<b>EWD Signal No.</b>
CP Hood	High Water Detector, MP 30.94	CP Saugus
CP Soledad	High Water Detector, MP 44.94	462
461	Slide detector fences, MP 47.3	482
551	High Water Detector, MP 56.22	572

**Rule 10.0 CTC Limits**

CTC is in effect:

- On main tracks and controlled sidings between east limits CP Taylor and end of track, Lancaster.
- On UP Connecting Track between CP Harold and Palmdale Jct.

CTC at Palmdale Jct is controlled by UPRR Train Dispatcher.

**Rule 15.1 Track Warrant Requirements**

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

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