



LOS ANGELES AREA TIMETABLE #5

Effective 0900 Monday, October 28, 2013

L. M. Fritz, Executive Vice President - Operations
R. S. Blackburn, Vice President - Transportation
K. H. Hunt, Vice President - HDC & Network Operations
D. A. Connell, Vice President - Northern Region
G. D. Workman, Vice President - Southern Region
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B. J. Kanuch, Chief Mechanical Officer
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This document supersedes:

Union Pacific Railroad Los Angeles Timetable 4 effective Jun 14, 2010

EXPLANATION OF CHARACTERS









Symbol Represents:

Symbol Represents:

ABS	AUTOMATIC BLOCK SIGNAL
ACS	AUTOMATED CAB SIGNAL
ATC	AUTOMATIC TRAIN CONTROL
ATS	AUTOMATIC TRAIN STOP
CTC	CENTRALIZED TRAFFIC CONTROL
RL	RESTRICTED LIMITS
TWC	TRACK WARRANT CONTROL
DT	DOUBLE TRACK
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD

C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

Track Diagram Color Codes

	CTC		ATC
	ABS		ACS
	TWC		ATS
	YL / RL / DARK		9.14 / 9.15

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034	99	UPRR TRAINING TT	PB-27099
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

Operating Practices

C. E. Copeland, General Director - Operating Practice
 S. L. Foresman, Sr. Director - Operating Practice and Rules
 G. A. Fowler, Director - Field Training Exercises (FTX)

Rules Manager	Phone Number	Timetable Area
Jack McGinley		Salt Lake City - Portland - Roseville - Los Angeles - Sunset
Rick Carver		Dallas/Ft Worth - Houston - San Antonio - Salina - North Little Rock
Jay Bahr		Chicago - Council Bluffs - Denver - Iowa - Kansas City - North Platte - St. Louis - Twin Cities

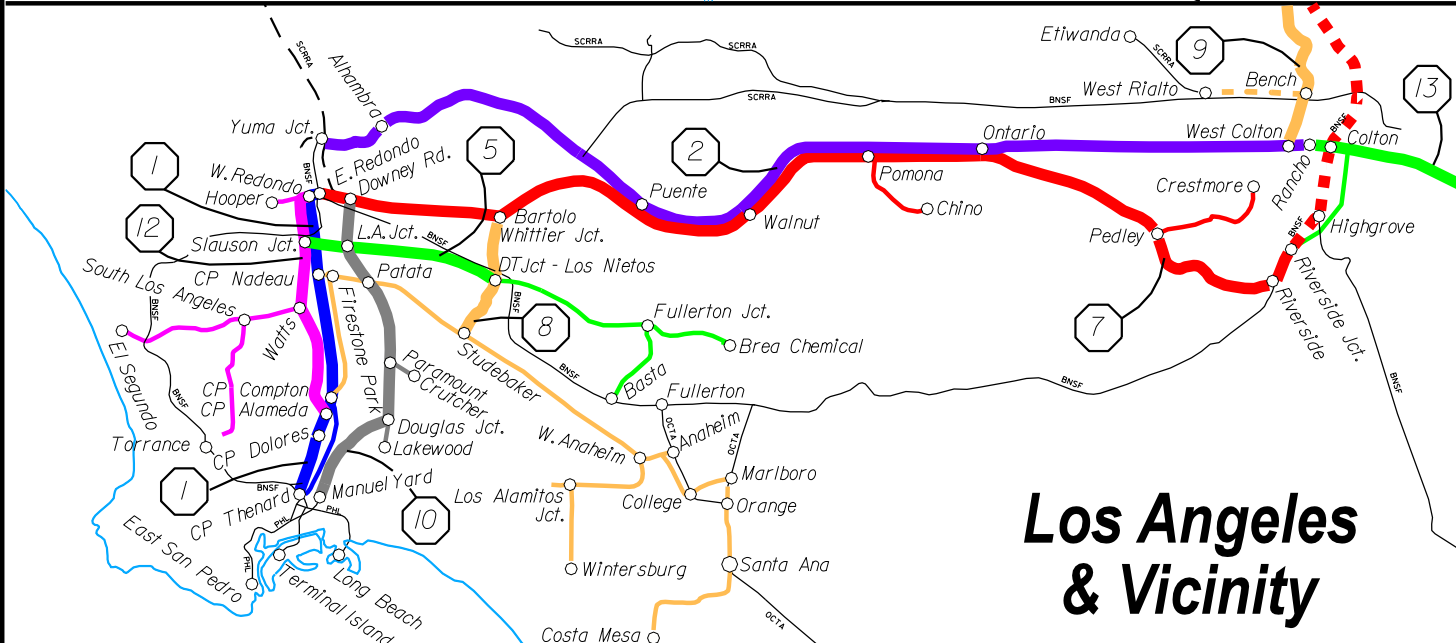
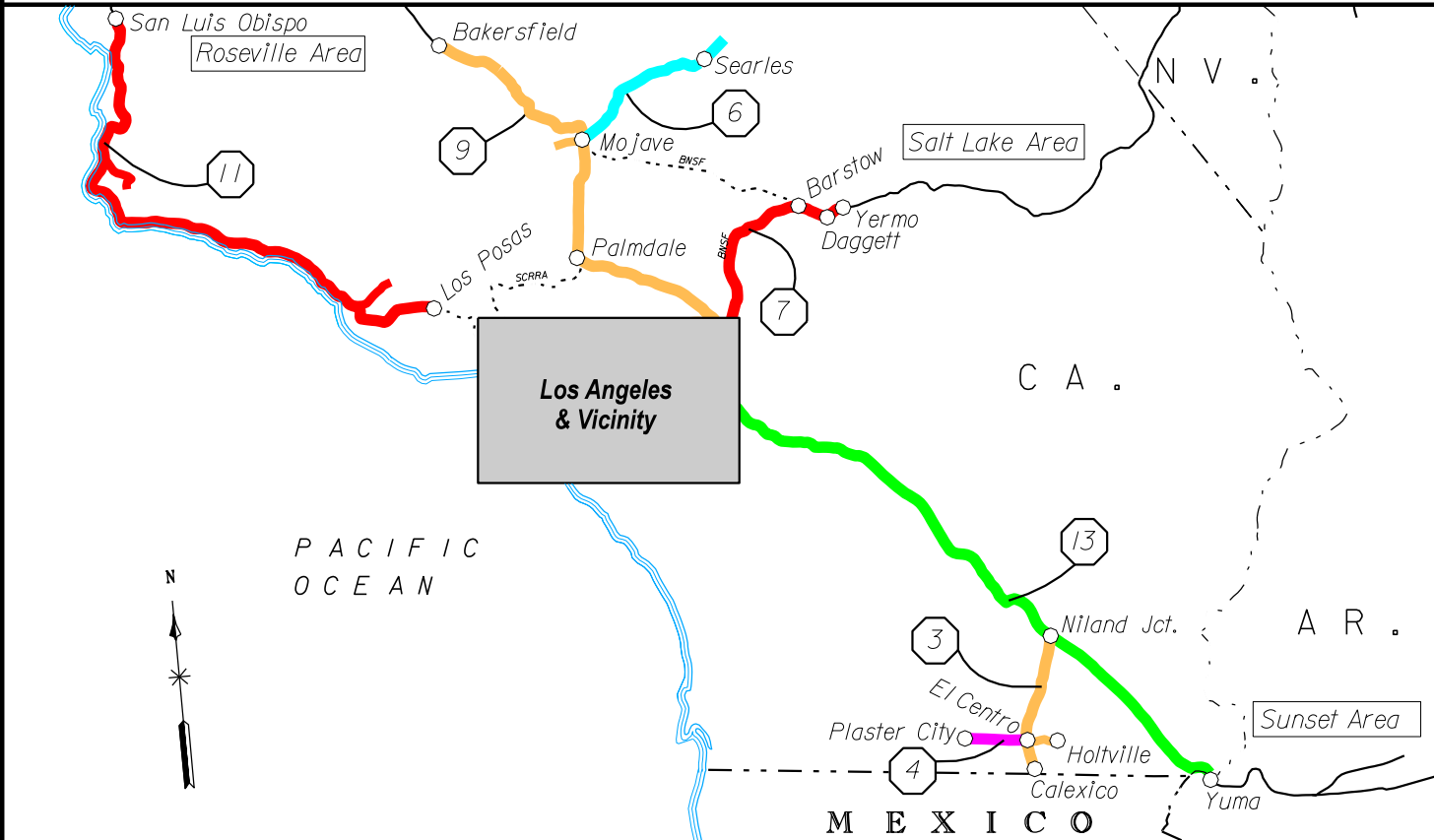


BUILDING AMERICA

LOS ANGELES AREA

TIMETABLE #5

Effective 0900 Monday, October 28, 2013



Los Angeles & Vicinity

- | | | |
|--------------------------------|---------------------------|-------------------------------|
| 1. ALAMEDA CORRIDOR.... (0985) | 6. LONE PINE.....(0942) | 11. SANTA BARBARA..... (0958) |
| 2. ALHAMBRA..... (0975) | 7. LOS ANGELES.....(0965) | 12. WILMINGTON..... (0980) |
| 3. CALEXICO..... (0945) | 8. LOS NIETOS..... (0990) | 13. YUMA..... (0943) |
| 4. EL CENTRO..... (0947) | 9. MOJAVE.....(0940) | |
| 5. LA HABRA..... (0987) | 10. SAN PEDRO.....(0972) | |

SANTA BARBARA SUBDIVISION (0958)

Radio Display: CP CO248 to CP CO251- 051-051 *58 CP CO251 to Las Posas- 096-096 *64								
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s Siding Feet		
248.5		CTC 2MT	CO248	NORTH SAN LUIS OBISPO (0.4)		CO242		
248.6 249.9			CO249 CO250	SAN LUIS OBISPO Trk. 2 (3.0)	X		6025	
251.6			CO251	SOUTH SAN LUIS OBISPO (9.1)		CO245		
260.3 260.9 261.6		TWC ABS		GROVER (6.1)		CO254 6000		
266.3 267.0 267.5				CALLENDER (6.2)		CO260 5850		
272.7 273.2 273.6				GUADALUPE (4.2)		CO266 3500		
276.7 277.4 277.6				WALDORF (5.8)		CO270 4035		
282.8 283.2 283.7				DEVON (6.7)		CO276 4267		
289.4 289.9 290.7				NARLON (4.0)		CO283 6218		
293.6 293.9 294.8				TANGAIR (5.5)		CO287 5511		
298.7 299.4 299.9				SURF (5.2)		CO292 5550		
303.4 304.6 304.8				HONDA (9.4)		CO297 6725		
313.1 314.0 314.2				SUDDEN (7.4)		CO307 5818		
320.7 321.4 322.0				CONCEPCION (14.3)		CO315 6128		
335.4 335.8 336.3				CO335 GAVIOTA (10.8)	! (M)	CO329 3747		
345.7 346.5 346.7				CAPITAN (11.7)		CO339 4964		
355.8 357.6				CTC 2MT	CO356 CO358	ELLWOOD (6.8)	!	CO349 9369
365.0					CO365	NORTH SANTA BARBARA (2.4)		CO358
367.4				CTC		SANTA BARBARA (1.2)		CO361
368.6					CO369	SOUTH SANTA BARBARA (16.7)		CO362
385.3 386.3					CO385 CO386	SEACLIFF (9.5)	!	CO378 4960
394.8 397.2 399.6				CTC	CO395 CO397	VENTURA (4.8)	!	CO388 10470
400.4					CO399	NORTH MONTALVO (0.8)	T	CO393
404.0 405.6	CO400 CO404 CO406	SOUTH MONTALVO (3.6) OXNARD (8.5)			T !	CO398 5701		
412.5 414.7 423.1		CTC	CO413 CO415	CAMARILLO (10.6)	!	CO411 9997		
			CO423	LAS POSAS		CO421		
CP Las Posas Southward via Metrolink (Ventura Sub.)								
(174.6)								

SI-01 MAIN TRACK AUTHORITY		
CTC between: MP 248.5 and MP 251.6; MP 355.8 and MP 423.1.		
TWC/ABS between: MP 251.6 and MP 355.8		
SI-02 MAXIMUM SPEED TABLE		
Maximum Speed		MPH
Between Mileposts 248.5 and 423.1		PSGR FRT
(Except as Below).....		79 60
248.5 and 249.8 Trks. 1 & 2.....		25 25
249.8 and 251.6 Trk. 1.....		60 40
249.8 and 251.6 Trk. 2.....		40 40
251.6 and 255.1.....		60 40
255.1 and 257.8.....		40 35
257.8 and 258.9.....		30 25
258.9 and 260.4.....		60 40
260.4 and 260.7.....		55 50
260.7 and 263.9.....		70 60
263.9 and 264.6.....		60 40
264.6 and 265.6.....		40 35
265.6 and 272.3.....		70 60
272.3 and 273.7.....		50 40
273.7 and 275.6.....		60 40
275.6 and 276.2.....		55 40
276.2 and 276.7.....		40 40
276.7 and 279.9.....		60 40
279.9 and 280.4.....		45 40
280.4 and 282.3.....		40 35
282.3 and 285.6.....		40 40
285.6 and 287.7.....		50 40
287.7 and 288.1.....		40 35
288.1 and 291.0.....		60 40
291.0 and 291.3.....		55 40
291.3 and 292.6.....		60 40
292.6 and 292.8.....		40 40
292.8 and 295.2.....		50 40
295.2 and 296.3.....		55 40
296.3 and 296.9.....		40 40
296.9 and 297.9.....		60 40
297.9 and 298.3.....		55 40
298.3 and 300.2.....		60 40
300.2 and 300.6.....		55 40
300.6 and 301.1.....		60 40
301.1 and 301.4.....		50 40
301.4 and 302.6.....		60 40
302.6 and 302.8.....		55 40
302.8 and 305.8.....		60 40
305.8 and 306.5.....		45 40
306.5 and 306.9.....		40 40
306.9 and 308.7.....		50 40
308.7 and 315.0.....		60 40
315.0 and 315.5.....		40 40
315.5 and 318.5.....		45 40
318.5 and 318.6.....		40 35
318.6 and 319.8.....		40 40
319.8 and 322.0.....		60 40
322.0 and 322.4.....		50 40
322.4 and 325.8.....		60 40
325.8 and 326.4.....		55 40
326.4 and 328.3.....		60 40
328.3 and 328.6.....		55 40
328.6 and 329.7.....		60 40
329.7 and 330.0.....		55 40

SANTA BARBARA SUBDIVISION (0958)

Between Mileposts	PSGR	FR T
248.5 and 423.1		
(Except as Below)	79	60
330.0 and 331.8.....	60	40
331.8 and 332.8.....	40	35
332.8 and 335.1.....	75	60
335.1 and 335.4.....	55	50
335.4 and 338.6.....	79	60
338.6 and 341.4.....	65	60
341.4 and 342.7.....	50	40
342.7 and 344.0.....	45	40
344.0 and 344.8.....	40	35
344.8 and 345.5.....	45	40
345.5 and 353.5.....	75	60
353.5 and 354.2.....	70	60
354.2 and 354.5.....	55	50
354.5 and 363.8.....	79	60
363.8 and 365.0.....	60	40
365.0 and 366.7 Trk. 2.....	60	40
366.7 and 367.1 Trk. 2.....	40	40
367.1 and 368.6 Trk. 2.....	45	40
365.0 and 368.6 Trk. 1.....	40	40
368.6 and 369.6.....	45	40
369.6 and 371.9.....	60	40
371.9 and 378.6.....	50	40
378.6 and 380.6.....	55	40
380.6 and 382.1.....	50	40
382.1 and 383.3.....	55	40
383.3 and 383.8.....	45	40
383.8 and 384.4.....	40	40
384.4 and 387.5.....	60	40
387.5 and 387.9.....	40	40
387.9 and 393.3.....	60	40
393.3 and 393.6.....	40	40
393.6 and 394.9.....	50	40
394.9 and 396.2.....	60	40
396.2 and 398.8.....	79	40
398.8 and 399.1.....	55	50
399.1 and 401.9.....	65	50
401.9 and 402.3.....	55	50
402.3 and 404.0.....	79	50
404.0 and 404.7.....	45	40
404.7 and 411.5.....	79	60
411.5 and 412.0.....	55	50
412.0 and 414.8.....	79	60
414.8 and 418.1.....	70	60
418.1 and 420.6.....	75	60
420.6 and 423.1.....	70	60

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings and Turnouts.....	10
Exceptions: Ellwood, Ventura, Camarillo	40
Seacliff: Psgr.....	40
Frt.....	35
Gaviota, Oxnard, Capitan.....	30
2. Dual Control Switch Turnouts	
CP CO251, CP CO365, CP CO369.....	40
CP CO250.....	30
CP CO248.....	25
3. Misc. Speed Restrictions (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS
 Two main tracks between:
 MP 248.5 and MP 251.5;
 MP 365.0 and MP 368.6.

SI-05 MILEPOST EQUATIONS
 MP 423.1 = MP 426.4 on Metro-Link Ventura Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 255.0	% 289.4	% 342.5
(#) 256.7	% 290.7	% 344.0
% 258.4	% 292.1	% 345.6
% 260.4	% 293.6	% 346.7
% 261.6	% 294.8	% 348.1
% 263.9	% 296.9	% 349.6
% 266.3	% 301.5	% 351.5
% 267.5	% 303.4	(#) 363.0
% 269.2	% 304.8	% 389.9
(#) 269.7	% 307.2	(#) 383.1
% 271.0	(#) 309.0	(#) 402.6
% 272.6	% 311.4	% 398.7
% 273.6	% 316.2	% 409.0
% 275.3	% 318.4	(#) 421.1
% 276.7	% 320.7	
% 277.6	% 324.0	
% 279.5	% 325.6	
% 281.1	(#) 327.6	
% 282.7	% 330.3	
% 283.7	% 333.7	
% 285.6	% 339.6	
(#) 286.8	(#) 341.3	

SI-08 RULES ITEMS

Rule 2.21: Crew members of Metrolink trains may use cellular phones in accordance with current Metrolink Timetable instructions.

Rule 6.32.2 Santa Barbara: Street crossing sound detector microphones are installed at the following locations:
 Trk. 1 just north of State St. MP 367.4
 Trk. 2 just south of Montecito St. MP 367.2
 Trains that stop short of either of the above crossings must sound whistle to activate the gates at the crossing.

Rule 6.32.2 Procedure 2: Applies when operating on sidings and other than main track at the following crossings:
 MP 283.1 (Associated Road)
 MP 283.6 (Righetti Road)

Rule 9.15: in effect on siding Gaviota. MW On-Track equipment must obtain a track permit to occupy this siding. A track permit will be issued to a train only when operating conditions require siding to be jointly occupied by a train and men or equipment.

SANTA BARBARA SUBDIVISION (0958)

SI-08 RULE ITEMS Continued...

Rule 32.20: "No Idle Zone"

San Luis Obispo: Unless otherwise instructed comply with the following: A "No Idle Zone" is in effect between MP 248.7 and MP 249.1. Signs reading "No Idle Zone" are displayed at the limits of this zone.

Inbound trains - Prior to arrival in San Luis Obispo, all crews must contact Train Dispatcher to ascertain if outbound crew will be on duty upon arrival. If no outbound crew is on duty, comply with the following:

- 1) Shutdown and secure ALL locomotives in consist;
- 2) Tie a minimum of five hand brakes on head end of train;
- 3) Complete UPRR Train and Securement Checklist and include exact time locomotives shutdown;
- 4) Advise Train Dispatcher of the time locomotives were shutdown.

Outbound Trains - When assuming duty comply with the following:

- 1) Contact Train Dispatcher to ascertain location of your train;
- 2) If train has been shutdown and secured, ascertain exact time locomotives were shutdown;
- 3) Advise Train Dispatcher of required Air Brake Test needed;
- 4) Complete required Air Brake Test.

After Outbound crew has taken over a train, it must be moved, if practicable, outside the "No Idle Zone". If a delay of 30 minutes or greater is incurred, locomotives within the "No Idle Zone" must be shut down.

Shut Down Procedures Outside of "No Idle Zone": Any train left unattended outside the "No Idle Zone" between MP 248.5 and MP 251.5 must comply with the above procedures (1-4) for inbound trains.

The Engineer and Conductor are equally responsible for compliance with the above instructions.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
San Luis Obispo (AMTRK Sta.)	248.7	CO242
Pismo	259.4	CO253
Oceano	262.5	CO256
Bromela	269.0	CO262
South Vandenberg	305.8	CO299
Sacate	331.4	CO324
Goleta (AMTRK Sta.)	358.2	CO353
La Patera	358.3	CO352
Leesdale	408.7	CO402
Somis	416.4	CO414

SI-11 INDUSTRIAL LEADS

Montalvo Industrial Lead: (0960)

Extends 12.0 miles from MP 399.6 to MP 411.6. Maximum Gross Weight: 120 Tons.

Business Tracks	MP	Sta.#'s
Saticoy	404.0	CB504
Santa Paula	411.3	CB511

Lompoc Industrial Lead: (0966)

Extends 10.1 miles from MP 0.0 to MP 10.1. Maximum Gross Weight: 120 Tons.

Lead switch located at North Surf. Entire Lead is FRA excepted track. Six-axle locomotives are prohibited. Trains and engines comply with Rule 6.32.2 Procedure 2 at MP 9.9 "A" Street, due to rusty rail conditions.

Business Tracks	MP	Sta.#'s
Baroda	1.0	CB401
Post	5.0	CB404
Lompoc	10.0	CB409

White Hills Industrial Lead: (0959)

Extends 3.5 miles from MP 0.0 to MP 3.5. Maximum Gross Weight: 120 Tons.

Lead off Lompoc Industrial Lead. Entire Lead-FRA excepted track. Six-axle locomotives are prohibited.

Business Tracks	MP	Sta.#'s
White Hills		CB414

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

The following table must be used to determine maximum freight train speed between MP 248.5 and MP 355.8.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100	N/A	60 MPH
100 to 115	N/A	50 MPH
Over 115	N/A	45 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

Cars in excess of 19 feet 4 inches above top of rail are prohibited on the Santa Barbara subdivision. Restriction includes double stack container loads in excess of 19'-4". Also series TTQX multilevel cars (type M3X and M3Y), BNSF 306000-306153 and GVSR 89000-89058.

"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: All locomotives are prohibited on the following tracks:

- * Ventura County Trk.3 and 250 feet beyond the south switch Trk. 9.
- * South Vandenberg AFB (MP 305.9) on government spur south of Interchange Track.

Chief Engineer Bulletin 136.4.9 applies: A Train Approach Warning System (TAWs) has been installed, inspected and is certified for use at CP CO251, South San Luis Obispo.

Gemco: Off Metrolink Ventura Subdivision at CP Woodman, MP 456.1.

SANTA BARBARA SUBDIVISION (0958)

