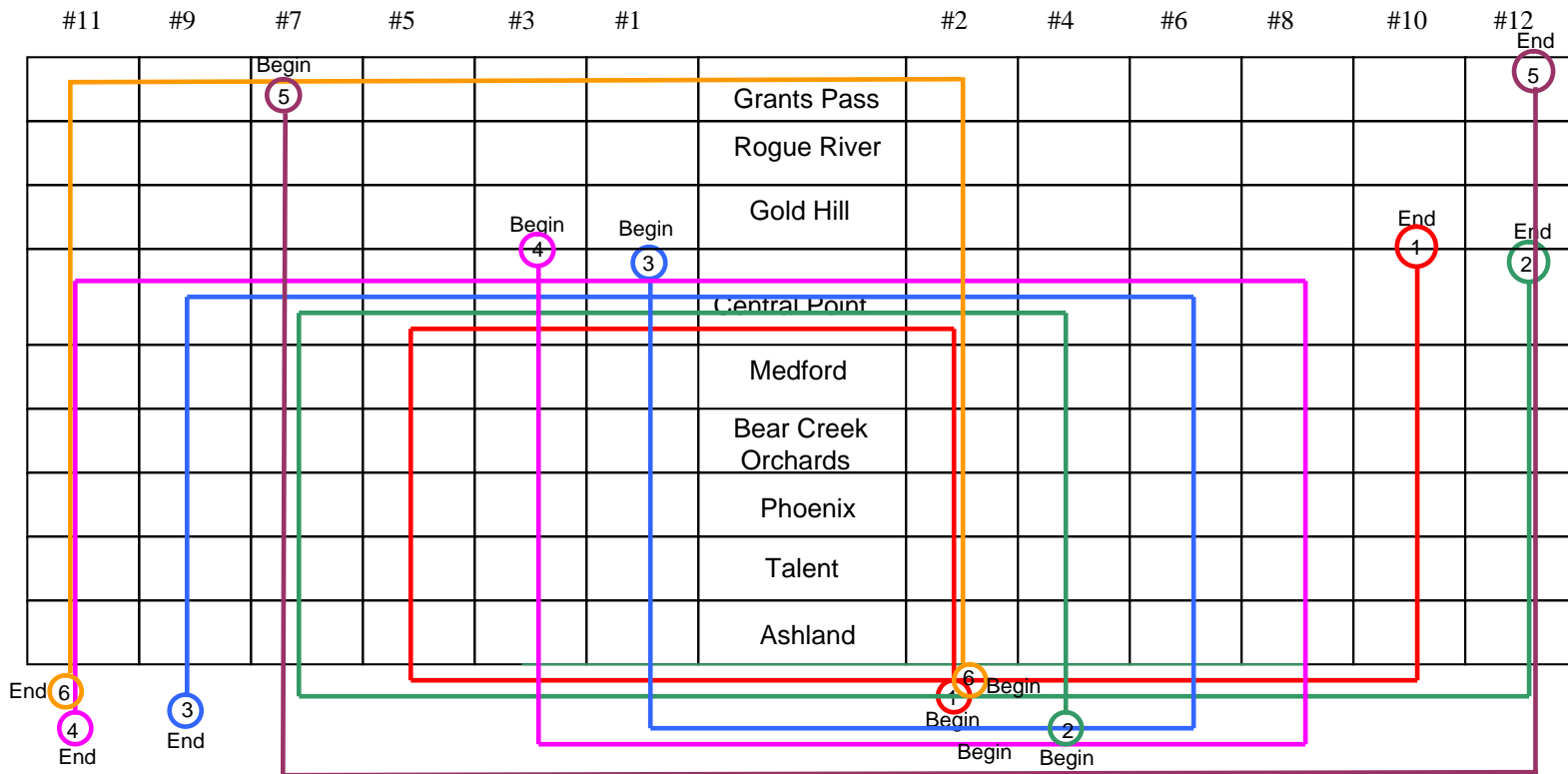


EQUIPMENT ROTATION

AM 30-minute interval - Full Service Ashland to Central Point, Limited Service Central Point to Grants Pass (Level 2)



Requires 6 train sets ① ② ③ ④ ⑤ ⑥

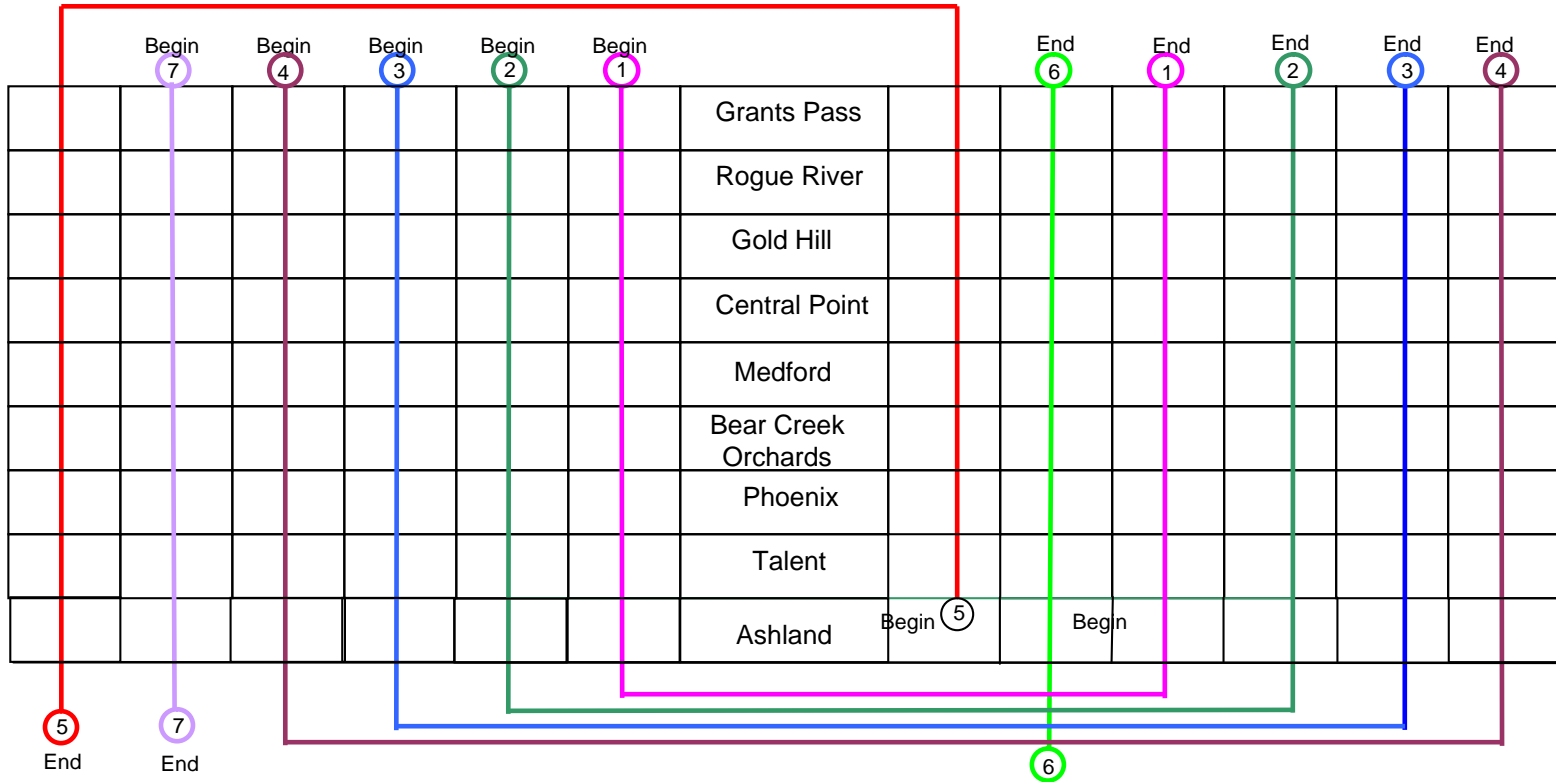
Note: Ashland to Grants Pass trains would be made up of two car trains between Ashland and Central Point. At Central Point one of the cars would continue on to Grants Pass while the other would double back to Ashland. The reverse would happen to Grants Pass trains that are destined for Ashland.

PM service would have the same equipment rotation

EQUIPMENT ROTATION

AM 30-minute interval - Full Ashland to Grants Pass Service (Level 3)

Train # #11 #9 #7 #5 #3 #1 #2 #4 #6 #8 #10 #12



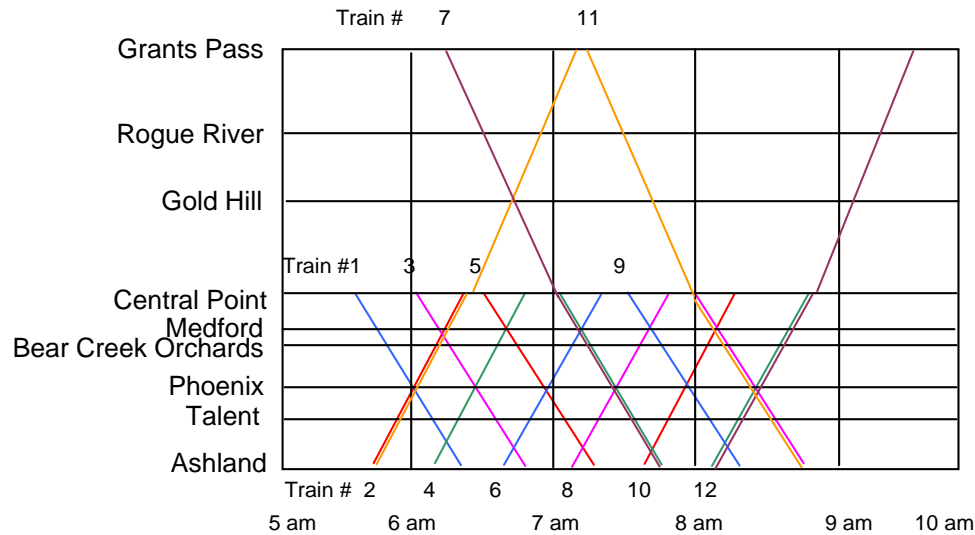
Requires 7 train sets ① ② ③ ④ ⑤ ⑥ ⑦

Note: The scenario above assumes that the equipment would be maintained in Grants Pass. Having the equipment base in Ashland would merely reverse the operating scenario shown above.

PM service would have the same equipment rotation

OPERATING STRING LINES

Full Ashland to Central Point Service, Limited Service Central Point to Grants Pass (Level 2)



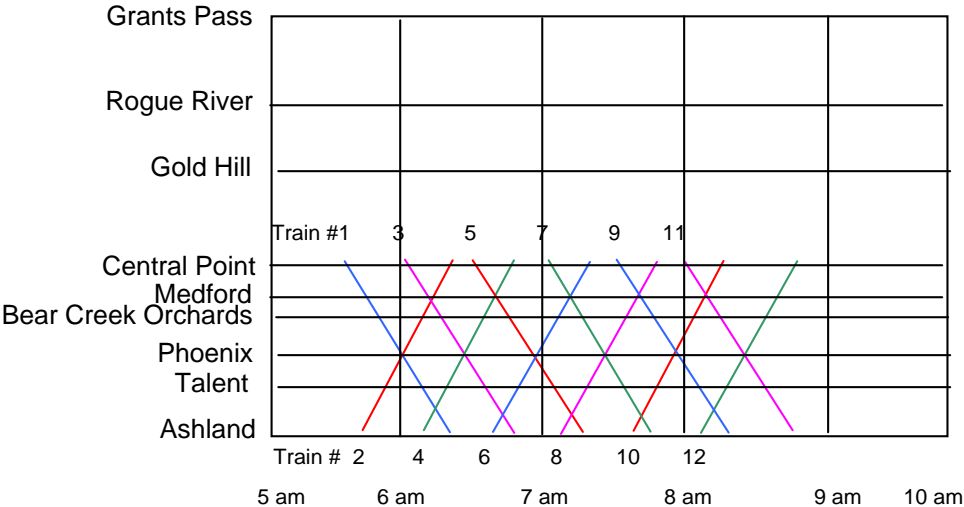
Requires construction of passing sidings at Gold Hill, Medford, Phoenix and between Ashland and Talent.

PM schedules have the same pattern. Instead, the times at the bottom of the graph would read (from left to right) 3pm to 9pm.

Note: Ashland to Grants Pass trains would be made up of two car trains between Ashland and Central Point. At Central Point one of the cars would continue on to Grants Pass while the other would double back to Ashland. The reverse would happen to Grants Pass trains that are destined for Ashland.

OPERATING STRING LINES

ASHLAND TO CENTRAL POINT SERVICE ONLY (Level 1)

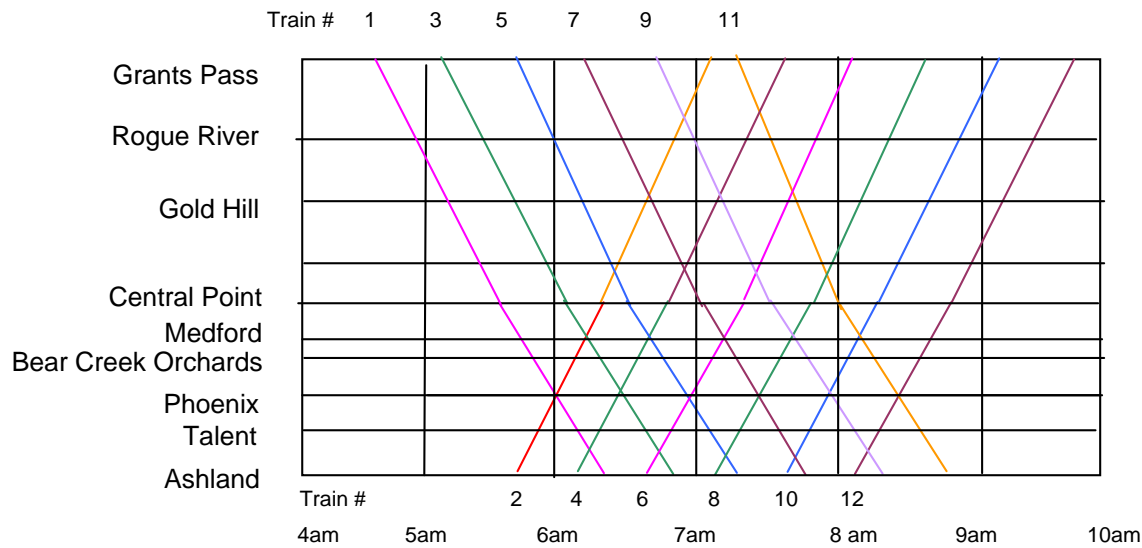


Requires construction of passing sidings at Medford, Phoenix and between Ashland and Talent..

PM schedules have the same pattern. Instead, the times at the bottom of the graph would read (from left to right) 3pm to 9pm.

OPERATING STRING LINES

FULL ASHLAND TO GRANTS PASS SERVICE (Level 3)



Requires construction of passing sidings between Grants Pass and Rogue River, Gold Hill, Tolo, Medford, Phoenix and between Ashland and Talent.

PM schedules have the same pattern. Instead, the times at the bottom of the graph would read (from left to right) 2pm to 10pm.

The operating scenario above assumes that the equipment would be maintained in Grants Pass. Having the equipment base in Ashland would merely reverse the operating scenario shown above.

EQUIPMENT ROTATION

AM One Hour Interval Service - Portland to Woodland Commuter Rail Service

Train # #11 #9 #7 #5 #3 #1 #2 #4 #6 #8 #10 #12

