

**TIME IS IMPORTANT**  
**Take TIME To Be SAFE**

**TRAINMASTERS**

P. W. DORNFELD.....Colton  
R. V. WILLS .....Indio  
W. F. CURRIER.....Niland  
R. R. BADGLEY.....Yuma

**ASSISTANT TRAINMASTERS**

J. R. POWELL.....Colton  
H. J. KERINS.....Puente  
.....Puente  
W. J. BOUSQUET.....El Centro  
J. D. LAWSON.....El Centro

**ROAD FOREMAN OF ENGINES**

R. C. HAYDEN.....Los Angeles

**ASSISTANT ROAD FOREMAN OF ENGINES**

W. B. BLEVINS.....Indio

**CHIEF TRAIN DISPATCHER**

H. GALYAN.....Beaumont

**T. A. PURCELL**

Assistant Superintendent, Los Angeles

# SOUTHERN PACIFIC COMPANY



## YUMA DIVISION TIMETABLE

# 4

**EFFECTIVE SUNDAY, APRIL 28, 1957**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY, WHO MUST ALSO  
CARRY COPY OF CURRENT ISSUE  
OF SPECIAL INSTRUCTIONS**

**W. D. LAMPRECHT,**  
*General Manager.*

**E. D. MOODY,**  
**J. A. McKINNON,**  
*Assistant General Managers.*

**C. H. GRANT,**  
*General Superintendent of Transportation.*

**J. M. HATCHER,**  
*Superintendent of Transportation.*

**W. E. EASTMAN**  
*Superintendent.*



## HOSPITAL DEPARTMENT SURGEONS

| LOCATION                | NAME                   | TITLE                             | LOCATION               | NAME                   | TITLE                                    |
|-------------------------|------------------------|-----------------------------------|------------------------|------------------------|--|
| San Francisco           | Dr. W. W. Washburn     | Chief Surgeon                     | Riverside              | Dr. Thomas A. Card     | District Physician and Surgeon           |
| Los Angeles             | Dr. M. T. Steele       | Assistant to Chief Surgeon        | Redlands               | Dr. H. A. Hill         | District Physician and Surgeon           |
| Los Angeles             | Dr. R. G. Stern        | Division Surgeon                  | Banning                | Dr. A. L. Bramkamp     | District Physician and Surgeon           |
| Inglewood and Hyde Park | Dr. E. D. Charland     | District Physician and Surgeon    | Beaumont               | Dr. Donald L. Cox      | Associate District Physician and Surgeon |
| Inglewood               | Dr. D. E. Levenson     | Emergency Physician and Surgeon   | Palm Springs           | Dr. C. H. Woodmansee   | District Physician and Surgeon           |
| Huntington Park         | Dr. H. F. Oakes        | District Physician and Surgeon    | Indio                  | Dr. S. D. Berke        | Oculist and Aurist                       |
| Eagle Rock              | Dr. A. E. Hollenbeck   | District Physician and Surgeon    | Indio                  | Dr. R. R. Dannebaum    | District Physician and Surgeon           |
| Eagle Rock              | Dr. W. J. Ekroth       | District Physician and Surgeon    | Indio                  | Dr. Grant W. Lee       | Asst. Dist. Physician and Surgeon        |
| Montebello              | Dr. D. L. Wood         | Emergency Physician and Surgeon   | Calipatria             | Dr. N. K. Caldwell     | District Physician and Surgeon           |
| Montrose (Glendale)     | Dr. H. A. Anderson     | District Physician and Surgeon    | Brawley                | Dr. A. H. Foster       | District Physician and Surgeon           |
| Hollywood               | Dr. C. M. Dolan        | Emergency Physician and Surgeon   | Brawley                | Dr. C. M. Cutshaw      | District Physician and Surgeon           |
| North Hollywood         | Dr. A. C. Stirling     | Emergency Physician and Surgeon   | Brawley                | Dr. G. C. Holleran     | District Physician and Surgeon           |
| Burbank                 | Dr. Karl Stadlinger    | District Physician and Surgeon    | Brawley                | Dr. T. B. Price        | Asst. Dist. Physician and Surgeon        |
| Canoga Park             | Dr. M. S. Sumner       | Emergency Surgeon                 | El Centro              | Dr. B. E. Schoensee    | District Physician and Surgeon           |
| San Fernando            | Dr. Walter G. Case     | District Physician and Surgeon    | El Centro              | Dr. John E. Haworth    | District Physician and Surgeon           |
| Newhall                 | Dr. E. C. Innis        | District Physician and Surgeon    | Holtville              | Dr. H. B. Graeser      | District Physician and Surgeon           |
| Santa Monica            | Dr. L. E. Croft        | Emergency Surgeon                 | Calexico               | Dr. M. P. Ajalat       | District Physician and Surgeon           |
| Compton                 | Dr. C. M. Leggett      | Emergency Physician and Surgeon   | Mexicali               | Dr. Mario Flores       | District Physician and Surgeon           |
| Long Beach              | Dr. E. Russell Cullen  | District Physician and Surgeon    | Mexicali               | Dr. G. H. Salazar      | Asst. Dist. Physician and Surgeon        |
| Long Beach              | Dr. M. C. Todd         | District Physician and Surgeon    | Yuma                   | Dr. C. S. Powell       | District Physician and Surgeon           |
| Wilmington              | Dr. W. W. Horst        | District Physician and Surgeon    | Yuma                   | Dr. Wm. H. Lyle        | Asst. Dist. Physician and Surgeon        |
| Wilmington              | Dr. A. H. Nerad        | Asst. Dist. Physician and Surgeon | Yuma                   | Dr. J. F. Stanley      | Asst. Dist. Physician and Surgeon        |
| Wilmington              | Dr. G. H. Quillen      | Asst. Dist. Physician and Surgeon | Yuma                   | Dr. Robert A. Stratton | Asst. Dist. Physician and Surgeon        |
| San Pedro               | Dr. J. L. Bloch        | District Physician and Surgeon    | Glendale               | Dr. E. A. Westphal     | District Physician and Surgeon           |
| Downey                  | Dr. E. H. Welcome      | Emergency Physician and Surgeon   | Glendale               | Dr. E. A. Taylor       | Asst. Dist. Physician and Surgeon        |
| Whittier                | Dr. De Laud J. Burns   | Emergency Surgeon                 | Canoga Park and Reseda | Dr. M. S. Sumner       | Emergency Physician and Surgeon          |
| Norwalk                 | Dr. Curtis R. Paxman   | Emergency Physician and Surgeon   | Van Nuys               | Dr. Russell B. James   | Asst. Dist. Physician and Surgeon        |
| Anaheim                 | Dr. B. D. Roberts      | District Physician and Surgeon    | Fillmore               | Dr. H. B. Osborn       | District Physician and Surgeon           |
| Santa Ana               | Dr. Eugene B. Sive     | District Physician and Surgeon    | Saticoy                | Dr. A. W. Cruden       | Emergency Physician and Surgeon          |
| Santa Ana               | Dr. L. J. Cella        | Asst. Dist. Physician and Surgeon | Moorpark               | Dr. John O. Jones      | Emergency Physician and Surgeon          |
| Pasadena                | Dr. Thomas A. Wynne    | District Physician and Surgeon    | Oxnard                 | Dr. K. V. King         | Emergency Surgeon                        |
| Pasadena                | Dr. Z. T. Malaby       | District Physician and Surgeon    | Ventura                | Dr. H. R. Henderson    | District Physician and Surgeon           |
| Alhambra                | Dr. T. C. Nicola       | Emergency Physician and Surgeon   | Ojai                   | Dr. C. G. Draec        | Emergency Physician and Surgeon          |
| Alhambra                | Dr. E. W. Gilbert      | District Physician and Surgeon    | Carpinteria            | Dr. G. Horace Coshow   | District Physician and Surgeon           |
| San Gabriel             | Dr. G. Glenn Dollinger | Emergency Physician and Surgeon   | Santa Barbara          | Dr. Kent R. Wilson     | District Physician and Surgeon           |
| El Monte                | Dr. A. S. Sonnenberg   | District Physician and Surgeon    | Santa Barbara          | Dr. G. T. Flynn        | Asst. Dist. Physician and Surgeon        |
| Puente                  | Dr. W. W. Schultz      | District Physician and Surgeon    | Santa Barbara          | Dr. W. R. Johnston     | Oculist and Aurist                       |
| Puente                  | Dr. E. A. Potts        | Asst. Dist. Physician and Surgeon | Santa Barbara          | Dr. W. H. Johnston     | Oculist                                  |
| Covina                  | Dr. G. H. Ernsberger   | Emergency Physician and Surgeon   | Santa Barbara          | Dr. W. B. Gibb         | Oculist                                  |
| Pomona                  | Dr. W. P. Thearle      | Emergency Surgeon                 |                        |                        |  |
| Pomona                  | Dr. W. Hauck           | Asst. Dist. Physician and Surgeon |                        |                        |  |
| Pomona                  | Dr. D. B. St. Clair    | District Physician and Surgeon    |                        |                        |  |
| Pomona                  | Dr. G. W. Roberts      | Oculist and Aurist                |                        |                        |  |
| Ontario                 | Dr. C. E. Sanborn, Jr. | Emergency Physician and Surgeon   |                        |                        |  |
| Ontario                 | Dr. K. E. Cole         | Emergency Physician and Surgeon   |                        |                        |  |
| Ontario                 | Dr. Clark Q. Green     | Emergency Surgeon                 |                        |                        |  |
| Colton                  | Dr. C. F. Whitmer      | District Physician and Surgeon    |                        |                        |  |
| Colton                  | Dr. W. C. Engel        | District Physician and Surgeon    |                        |                        |  |
| San Bernardino          | Dr. Alvin Z. Tucker    | District Physician and Surgeon    |                        |                        |  |
| San Bernardino          | Dr. Allen L. Haenszel  | District Physician and Surgeon    |                        |                        |  |
| San Bernardino          | Dr. C. M. Hadley       | Oculist and Aurist                |                        |                        |  |
| San Bernardino          | Dr. Frederick H. Hull  | Oculist and Aurist                |                        |                        |  |

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS

|                    |                                |
|--------------------|--------------------------------|
| GENERAL HOSPITAL   | SAN FRANCISCO                  |
| DIVISION HOSPITAL  | SANTA FE HOSPITAL, LOS ANGELES |
| EMERGENCY HOSPITAL | GENERAL SHOP YARD, LOS ANGELES |
| EMERGENCY HOSPITAL | TAYLOR YARDS, LOS ANGELES      |
| EMERGENCY HOSPITAL | COLTON                         |

### WATCH INSPECTORS

|                 |  |
|-----------------|--|
| San Francisco   | C. D. Fabrin, Manager of Time Service, 65 Market St. |
|                 | Drayun & Seher, Merit Watch Co., 616 S. Main St.     |
|                 | Geo. D. Davidson Co., 445 S. Spring St.              |
|                 | Chas. J. Weir, 3161 Glendale Blvd.                   |
| Los Angeles     | Jos. J. Tholt, 598 West Ave. 28                      |
|                 | Down's Jeweler, 4832 Whittier Blvd.                  |
|                 | Carl Kimmell, 7512 Sunset Blvd.                      |
|                 | Paul W. Brown, 2618 Pasadena Ave.                    |
|                 | Clayton W. Riggs, 4944 Huntington Dr. So.            |
| Ocean Park      | B. Rubenfeld   |
| San Fernando    | F. G. Marshall                                       |
| Huntington Park | Podmore's  |
| Glendale        | J. J. Seltzer, Parr's<br>102 East Broadway           |
| Temple City     | M. J. Fitzjohn                                       |
| Santa Ana       | R. H. Ewert  |
| Oxnard          | Bond's Jewelers                                      |
| Santa Barbara   | H. V. Weirum   |
| Wilmington      | C. M. Wright & Son                                   |
| San Pedro       | Perham's   |
| Long Beach      | Leo Miller   |
| Pasadena        | J. Herbert Hall Co.                                  |
| Alhambra        | H. E. Wellman  |
| El Monte        | J. E. Buchanan                                       |
| Puente          | A. W. Heirsch, 110½ North First St.                  |
| Covina          | W. D. Boal   |
| Pomona          | Lloyd Morrison, 146 W. Holt Ave.                     |
| Pomona          | W. R. Parsonage, 196 W. Second St.                   |
| Colton          | C. G. Miller   |
| Redlands        | Howard S. Smith                                      |
| Banning         | B. B. Felts  |
| Indio           | C. W. Bishop   |
| Yuma            | Edw. H. Weiner, 114 Main St.                         |
| Yuma            | Phillips Bros., 1076 Fourth Ave.                     |
| Van Nuys        | C. H. Berggren                                       |
| Ventura         | G. J. Adamson  |
| Brawley         | Al Johnson   |
| El Centro       | J. L. Bledsoe  |
| Fillmore        | Duard E. Goble                                       |
| San Bernardino  | Brand Jewelers                                       |

## AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

| INITIALS                       | KIND OF CAR            | Inside Length | NON AIR CONDITONED |                   | AIR CONDITIONED |      |     |     |                    |      |     |     |
|--------------------------------|------------------------|---------------|--------------------|-------------------|-----------------|------|-----|-----|--------------------|------|-----|-----|
|                                |                        |               | Steel              | Steel Under-Frame | COOLING SEASON  |      |     |     | NON-COOLING SEASON |      |     |     |
|                                |                        |               |                    |                   | ACI             | ACEM | ACW | ACS | ACI                | ACEM | ACW | ACS |
| <b>Conventional Equipment:</b> |                        |               |                    |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Box—Express .....      | 41'           | 24                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage .....          | 60'           | 48                 | 40                |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage .....          | 61'           |                    | 45                |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage .....          | 66'           | 65                 | 54                |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage .....          | 70'           | 63                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Mail ..... | 60'           | 56                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Mail ..... | 66'           | 68                 | 60                |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Mail ..... | 69'           | 64                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Mail ..... | 70'           | 66                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Psgr.....  | 60'           | 51                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage and Psgr.....  | 61'           |                    | 58                |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage—Horse.....     | 70'           | 67                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Baggage—Horse.....     | 80'           | 75                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Postal.....            | 40'           | 42                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Postal.....            | 60'           | 59                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Postal—Storage.....    | 60'           | 54                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Postal—Storage.....    | 61'           | 61                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Club.....              | 75'           |                    |                   | 83              |      |     | 80  |                    |      |     |     |
| SP....                         | Club.....              | 77'           |                    |                   | 100             |      |     | 92  |                    |      |     |     |
| SP....                         | Chair.....             | 60'           | 53                 |                   | 70              |      |     | 67  |                    |      |     |     |
| SP....                         | Chair.....             | 72'           |                    |                   | 82              |      | 80  | 79  |                    | 80   |     |     |
| SP....                         | Chair.....             | 73'           |                    |                   | 78              |      |     | 75  |                    |      |     |     |
| SP....                         | Chair.....             | 74'           |                    |                   | 90              |      | 85  | 98  |                    | 85   | 90  |     |
| SP....                         | Coach.....             | 60'           | 50                 |                   | 67              |      |     | 64  |                    |      |     |     |
| SP....                         | Coach.....             | 70'           |                    |                   | 78              |      | 76  | 75  |                    | 76   |     |     |
| SP....                         | Coach.....             | 72'           | 60                 |                   | 81              |      | 79  | 78  |                    | 79   |     |     |
| SP....                         | Coach.....             | 74'           |                    |                   | 87              |      |     | 84  |                    |      |     |     |
| SP....                         | All Day Lunch.....     | 60'           | 51                 |                   | 63              |      |     | 60  |                    |      |     |     |
| SP....                         | Cafe—Lounge.....       | 72'           |                    |                   | 86              |      |     | 83  |                    |      |     |     |
| SP....                         | Diner.....             | 73'           | 79                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Diner.....             | 77'           |                    |                   | 92              | 100  | 85  | 89  | 92                 | 85   |     |     |
| SP....                         | Diner.....             | 79'           |                    |                   |                 |      | 88  |     |                    | 88   |     |     |
| SP....                         | Diner.....             | 80'           |                    |                   |                 | 105  |     |     | 97                 |      |     |     |
| SP....                         | Lounge.....            | 75'           |                    |                   | 85              |      | 80  | 82  |                    | 80   |     |     |
| SP....                         | Lounge.....            | 80'           |                    |                   | 95              |      | 93  | 92  |                    | 93   |     |     |
| SP....                         | Observation—Lounge.    | 75'           |                    |                   |                 |      | 94  |     |                    | 94   |     |     |
| SP....                         | Observation—Smoking    | 69'           |                    | 78                |                 |      |     |     |                    |      |     |     |
| SP....                         | Observation—Smoking    | 72'           |                    |                   | 83              |      |     | 80  |                    |      |     |     |
| SP....                         | Observation—Smoking    | 74'           | 78                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                         | Official.....          | Var.          | 79                 | 79                |                 |      | 96  |     |                    | 96   |     |     |
| Pull...                        | Standard Sleeper.....  | "             |                    |                   | 92              | 90   |     | 93  | 89                 | 90   | 93  |     |
| Pull...                        | Lounge.....            | "             |                    |                   | 90              | 88   |     | 89  | 87                 | 88   | 89  |     |
| Pull...                        | Troop Sleeper.....     | "             | 38                 |                   |                 |      |     |     |                    |      |     |     |
| Pull...                        | Troop Kitchen.....     | "             | 39                 |                   |                 |      |     |     |                    |      |     |     |
| USA..                          | Kitchen.....           | "             | 40                 |                   |                 |      |     |     |                    |      |     |     |
| USA..                          | Ward.....              | "             |                    |                   | 90              | 87   |     | 87  | 79                 |      |     |     |
| USA..                          | Dressing.....          | "             |                    |                   | 86              |      |     | 83  |                    |      |     |     |
| USA..                          | Mortuary.....          | "             | 79                 |                   |                 |      |     |     |                    |      |     |     |
| USA..                          | Hospital (89200-01)... | "             |                    |                   | 84              |      |     | 81  |                    |      |     |     |
| USA..                          | Hospital (89340-52)... | "             |                    |                   | 78              |      |     | 75  |                    |      |     |     |

| INITIALS                             | KIND OF CAR            | Inside Length | NON AIR CONDITONED |                   | AIR CONDITIONED |      |     |     |                    |      |     |     |
|--------------------------------------|------------------------|---------------|--------------------|-------------------|-----------------|------|-----|-----|--------------------|------|-----|-----|
|                                      |                        |               | Steel              | Steel Under-Frame | COOLING SEASON  |      |     |     | NON-COOLING SEASON |      |     |     |
|                                      |                        |               |                    |                   | ACI             | ACEM | ACW | ACS | ACI                | ACEM | ACW | ACS |
| <b>Conventional Equipment—Con't.</b> |                        |               |                    |                   |                 |      |     |     |                    |      |     |     |
| UP....                               | Box—Express.....       | 41'           | 22                 |                   |                 |      |     |     |                    |      |     |     |
| UP....                               | Baggage.....           | 69'           | 62                 |                   |                 |      |     |     |                    |      |     |     |
| UP....                               | Baggage.....           | 81'           | 68                 |                   |                 |      |     |     |                    |      |     |     |
| UP....                               | Baggage—Dormitory..    | 81'           |                    |                   | 76              |      |     | 79  |                    | 73   | 79  |     |
| UP....                               | Chair.....             | 70'           |                    |                   |                 |      | 86  |     | 89                 | 78   | 86  |     |
| UP....                               | Chair.....             | 74'           |                    |                   |                 |      |     | 88  |                    | 83   | 80  |     |
| UP....                               | Club—Lounge.....       | 75'           |                    |                   |                 |      | 92  |     | 95                 | 87   |     |     |
| UP....                               | Diner.....             | 80'           |                    |                   |                 |      |     |     |                    | 86   | 78  |     |
| UP....                               | Lounge.....            | 70'           |                    |                   |                 |      |     |     |                    |      | 78  |     |
| CNW..                                | Baggage.....           | 66'           | 68                 |                   |                 |      |     |     |                    |      |     |     |
| CNW..                                | Coach.....             | 66'           |                    |                   |                 |      | 57  |     |                    |      | 57  |     |
| CNW..                                | Diner.....             | 66'           |                    |                   |                 |      | 88  |     |                    | 87   |     |     |
| CRIP.                                | Express.....           | 41'           | 25                 |                   |                 |      |     |     |                    |      |     |     |
| CRIP.                                | Baggage.....           | 60'           | 53                 |                   |                 |      |     |     |                    |      |     |     |
| CRIP.                                | Baggage.....           | 66'           | 65                 |                   |                 |      |     |     |                    |      |     |     |
| CRIP.                                | Baggage.....           | 70'           | 68                 |                   |                 |      |     | 78  |                    |      | 78  |     |
| CRIP.                                | Dormitory.....         | 70'           |                    |                   |                 |      |     |     |                    |      |     |     |
| CRIP.                                | Chair.....             | 70'           |                    |                   | 82              |      |     |     |                    | 79   |     |     |
| CRIP.                                | Coach.....             | 74'           |                    |                   | 82              |      |     |     |                    | 79   |     |     |
| CRIP.                                | Club.....              | 75'           |                    |                   | 95              |      |     |     |                    | 92   |     |     |
| CRIP.                                | Diner.....             | 80'           |                    |                   |                 |      |     | 95  |                    |      | 95  |     |
| <b>Light Weight Equipment:</b>       |                        |               |                    |                   |                 |      |     |     |                    |      |     |     |
| SP....                               | Baggage.....           | Var.          | 65                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                               | Baggage—Postal.....    | "             | 69                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                               | Baggage—30 ft. Postal  | "             | 69                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                               | Baggage—60 ft. Postal  | "             | 62                 |                   |                 |      |     |     |                    |      |     |     |
| SP....                               | Baggage—Dormitory..    | "             |                    |                   |                 |      | 71  | 64  |                    | 61   | 64  |     |
| SP....                               | Chair.....             | "             |                    |                   |                 |      | 71  | 63  | 64                 | 60   | 63  |     |
| SP....                               | Chair (Articulated)... | "             |                    |                   |                 |      |     | 99  | 95                 | 99   | 88  |     |
| SP....                               | Chair—Baggage.....     | "             |                    |                   |                 |      |     |     | 63                 |      | 55  |     |
| SP....                               | Diner.....             | "             |                    |                   |                 |      | 77  | 72  | 64                 | 66   | 72  |     |
| SP....                               | Diner (Triplex).....   | "             |                    |                   |                 |      |     | 159 | 174                | 159  | 150 |     |
| SP....                               | Tavern.....            | "             |                    |                   |                 |      |     | 62  | 65                 | 62   | 57  |     |
| SP....                               | Coffee Shop—Lounge.    | "             |                    |                   |                 |      | 77  | 72  |                    | 66   | 72  |     |
| SP....                               | Lounge.....            | "             |                    |                   |                 |      | 74  | 66  |                    | 61   | 66  |     |
| SP....                               | Parlor.....            | "             |                    |                   |                 |      |     |     | 65                 |      | 57  |     |
| SP....                               | Parlor—Observation..   | "             |                    |                   |                 |      |     | 58  | 62                 |      | 54  |     |
| SP....                               | Sleeping Cars.....     | "             |                    |                   |                 |      | 80  |     |                    | 70   |     |     |
| Pull...                              | Sleeping Cars.....     | "             |                    |                   |                 |      |     |     |                    |      |     |     |
| UP....                               | Bag—Dorm (C of SF)     | 82'           |                    |                   |                 |      | 65  | 68  | 62                 | 65   | 68  |     |
| UP....                               | Bag—Dorm (C of SF)     | 76'           |                    |                   |                 |      |     | 62  |                    |      | 62  |     |
| UP....                               | Chair.....             | 75'           |                    |                   |                 |      | 79  |     |                    | 71   |     |     |
| UP....                               | Club—Lounge.....       | 75'           |                    |                   |                 |      | 64  |     |                    | 56   |     |     |
| CRIP.                                | Baggage and Mail....   | 70'           | 52                 |                   |                 |      |     |     |                    |      |     |     |
| CRIP.                                | Dormitory.....         | 83'           |                    |                   |                 |      |     |     | 61                 |      | 61  |     |
| CRIP.                                | Chair.....             | 80'           |                    |                   |                 |      |     |     | 61                 |      | 61  |     |
| CRIP.                                | Diner.....             | 80'           |                    |                   |                 |      |     |     | 64                 |      | 64  |     |
| CRIP.                                | Diner.....             | 83'           |                    |                   |                 |      |     |     | 68                 |      | 68  |     |
| CRIP.                                | Coffee Shop—Lounge.    | 83'           |                    |                   |                 |      |     |     | 69                 |      | 69  |     |

**CODE:** ACI: Air Conditioned—Ice System      ACW: Air Conditioned—Waukesha System  
 ACEM: Air Conditioned—Electro-Mechanical System      ACS: Air Conditioned—Steam Ejector System

POMONA SUBDIVISION

EASTWARD

|                     |                    |             |             |                |                              |                    |                                    |                        |              |
|---------------------|--------------------|-------------|-------------|----------------|------------------------------|--------------------|------------------------------------|------------------------|--------------|
| Capacity of sidings | <b>FIRST GLASS</b> |             |             |                |                              | Mile Post Location | Time Table No. 4<br>April 28, 1957 | Distance from Alhambra |              |
|                     |                    | <b>6</b>    | <b>40</b>   | <b>2</b>       | <b>370</b>                   |                    |                                    |                        | <b>4</b>     |
|                     |                    | Argonaut    | Imperial    | Sunset Limited | A. O. N.                     |                    |                                    |                        | Golden State |
|                     |                    | Leave Daily | Leave Daily | Leave Daily    | Lv. Daily Ex. Fri. Sat. Sun. |                    |                                    |                        | Leave Daily  |
|                     |                    | PM 11.10    | PM 8.35     | PM 8.25        |                              |                    |                                    |                        | PM 1.00      |
|                     | 11.14              | 8.39        | 8.29        | PM 6.00        | 1.04                         |                    |                                    |                        |              |
|                     | 11.15 PM           | 8.40 PM     | 8.30 PM     | 6.01 PM        | 1.05 PM                      |                    |                                    |                        |              |
|                     |                    |             |             |                |                              |                    | <b>STATIONS</b>                    |                        |              |
|                     |                    |             |             |                |                              |                    | <b>LOS ANGELES</b>                 |                        |              |
|                     |                    |             |             |                |                              |                    | <b>MISSION TOWER</b>               |                        |              |
|                     |                    |             |             |                |                              |                    | <b>TAYLOR JCT.</b>                 |                        |              |

Time at Los Angeles, Mission Tower and Taylor Jct. for information only.  
See Los Angeles Division current timetable for train movements between Los Angeles and Alhambra.

| Yard Limits        | P        |  |  |  | PM 11.33     | PM 8.58      | PM 8.45      | PM 6.15                      | PM 1.20      | 487.7          |  |                             |
|--------------------|----------|--|--|--|--------------|--------------|--------------|------------------------------|--------------|----------------|--|-----------------------------|
| 136                | P        |  |  |  |              |              |              |                              |              | 494.6          |  | <b>ALHAMBRA</b>             |
| 135                | WP       |  |  |  |              |              |              |                              |              | 497.3          |  | 6.9<br><b>EL MONTE</b>      |
| 71                 | KYP      |  |  |  |              |              |              |                              |              | 500.7<br>513.1 |  | 2.7<br><b>BASSETT</b>       |
| 114                | P        |  |  |  |              |              |              |                              |              | 503.5          |  | 3.4<br><b>PUENTE</b>        |
| 122                | P        |  |  |  |              |              |              |                              |              | 506.8          |  | 2.8<br><b>MARNE</b>         |
| Yard Limits<br>295 | BKP      |  |  |  | AM 12.12     | s 9.41       | s 9.21       |                              | s 1.55       | 514.3          |  | 3.3<br><b>WALNUT</b>        |
| 120                | P        |  |  |  |              |              |              |                              |              | 517.8          |  | 7.5<br><b>POMONA</b>        |
| 107                | P        |  |  |  |              |              |              |                              |              | 520.2          |  | 3.5<br><b>NAROD</b>         |
| 115                | P        |  |  |  |              |              |              |                              |              | 523.8          |  | 2.4<br><b>ONTARIO</b>       |
| 120                | YP       |  |  |  |              |              |              |                              |              | 529.7          |  | 3.6<br><b>GUASTI</b>        |
| 114                | P        |  |  |  |              |              |              |                              |              | 534.7          |  | 5.9<br><b>SOUTH FONTANA</b> |
| Yard Limits<br>154 | P        |  |  |  |              |              |              |                              |              | 537.2          |  | 5.0<br><b>BLOOMINGTON</b>   |
|                    | I        |  |  |  |              |              |              |                              |              | 538.7          |  | 2.5<br><b>WEST COLTON</b>   |
|                    | BKWDOTYP |  |  |  | s 12.42 AM   | s 10.16 PM   | s 9.48 PM    | 7.20 PM                      | s 2.22 PM    | 539.0          |  | 1.5<br><b>COLTON TOWER</b>  |
|                    |          |  |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Daily Ex. Fri. Sat. Sun. | Arrive Daily |                |  | 0.3<br><b>COLTON</b>        |
|                    |          |  |  |  |              |              |              |                              |              |                |  | (51.3)                      |
|                    |          |  |  |  | <b>6</b>     | <b>40</b>    | <b>2</b>     | <b>370</b>                   | <b>4</b>     |                |  |                             |

Movements across PERY crossing MP 495.0 under control of SP train dispatcher. See Special Instructions.

# POMONA SUBDIVISION

| Mile Post<br>Location | Timetable No. 4<br><br>April 28, 1957 | Station<br>Number | Distance from<br>Colton | WESTWARD     |              |              |                |  |  |  |  |  |  |
|-----------------------|---------------------------------------|-------------------|-------------------------|--------------|--------------|--------------|----------------|--|--|--|--|--|--|
|                       |                                       |                   |                         | FIRST CLASS  |              |              |                |  |  |  |  |  |  |
|                       |                                       |                   |                         | 39           | 3            | 5            | 1              |  |  |  |  |  |  |
|                       |                                       |                   |                         | Imperial     | Golden State | Argonaut     | Sunset Limited |  |  |  |  |  |  |
|                       |                                       |                   |                         | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily   |  |  |  |  |  |  |
|                       |                                       |                   |                         | AM           | AM           | PM           | PM             |  |  |  |  |  |  |
|                       |                                       |                   |                         | s 5.30       | s 7.30       | s 3.00       | s 4.15         |  |  |  |  |  |  |
|                       |                                       |                   |                         |              |              |              |                |  |  |  |  |  |  |
|                       |                                       |                   |                         |              |              |              |                |  |  |  |  |  |  |

Time at Los Angeles for information only.  
See Los Angeles Division current timetable for train movements between Los Angeles and Alhambra.

| Mile Post | Station Name         | Station Number | Distance from Colton | 39          | 3           | 5           | 1           |  |  |  |  |  |  |
|-----------|----------------------|----------------|----------------------|-------------|-------------|-------------|-------------|--|--|--|--|--|--|
| 487.7     | ALHAMBRA<br>6.9      | 3437           | 51.3                 | s AM 5.10   | s AM 7.10   | s PM 2.40   | s PM 3.55   |  |  |  |  |  |  |
| 494.6     | EL MONTE<br>2.7      | 4007           | 44.4                 |             |             |             |             |  |  |  |  |  |  |
| 497.3     | BASSETT<br>3.4       | 4009           | 41.7                 |             |             |             |             |  |  |  |  |  |  |
| 500.7     | PUEENTE<br>2.8       | 4013           | 38.3                 |             |             |             |             |  |  |  |  |  |  |
| 513.1     | MARNE<br>3.3         | 4015           | 35.5                 |             |             |             |             |  |  |  |  |  |  |
| 503.5     | WALNUT<br>7.5        | 4019           | 32.2                 |             |             |             |             |  |  |  |  |  |  |
| 506.8     | POMONA<br>3.5        | 4026           | 24.7                 | s 4.25      | s 6.30      | s 1.55      | s 3.15      |  |  |  |  |  |  |
| 514.3     | NAROD<br>2.4         | 4030           | 21.2                 |             |             |             |             |  |  |  |  |  |  |
| 517.8     | ONTARIO<br>3.6       | 4032           | 18.8                 |             |             | f 1.36      |             |  |  |  |  |  |  |
| 520.2     | GUASTI<br>5.9        | 4036           | 15.2                 |             |             |             |             |  |  |  |  |  |  |
| 523.8     | SOUTH FONTANA<br>5.0 | 4042           | 9.3                  |             |             |             |             |  |  |  |  |  |  |
| 529.7     | BLOOMINGTON<br>2.5   | 4047           | 4.3                  |             |             |             |             |  |  |  |  |  |  |
| 534.7     | WEST COLTON<br>1.5   | 4049           | 1.8                  |             |             |             |             |  |  |  |  |  |  |
| 537.2     | COLTON TOWER<br>0.3  | ...            | 0.3                  |             |             |             |             |  |  |  |  |  |  |
| 538.7     | TO COLTON            | 4051           | 0.0                  | 3.45 AM     | 5.50 AM     | 1.10 PM     | 2.35 PM     |  |  |  |  |  |  |
| 539.0     | (51.3)               |                |                      | Leave Daily | Leave Daily | Leave Daily | Leave Daily |  |  |  |  |  |  |
|           |                      |                |                      | 39          | 3           | 5           | 1           |  |  |  |  |  |  |

Movements across PERY crossing MP 495.0 under control of SP train dispatcher. See Special Instructions.

| ADDITIONAL STATIONS                        |           |                      |                |
|--|-----------|----------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME                 | Station Number |
| 13W ..                                     | 489.3     | Stoneman..... (Spur) | 4001           |
| 81 ..                                      | 490.6     | San Gabriel.....     | 4003           |
| .. ..                                      | 491.7     | Temple City.....     | 4004           |
| 12E ..                                     | 508.5     | Benton..... (Spur)   | 4023           |
| 27W ..                                     | 510.7     | Spadra..... (Spur)   | 4023           |
| .. ..                                      | 526.0     | Vina Vista.....      | 4038           |
| .. ..                                      | 527.5     | Kaiser.....          | 4039           |

BEAUMONT SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings  | FIRST CLASS    |                     |                              |                   |               | Mile Post Location | Timetable No. 4<br>April 28, 1957 | Distance from Colton |
|----------------------|----------------|---------------------|------------------------------|-------------------|---------------|--------------------|-----------------------------------|----------------------|
|                      | 40<br>Imperial | 2<br>Sunset Limited | 370<br>A. O. N.              | 4<br>Golden State | 6<br>Argonaut |                    |                                   |                      |
| Yard Limits BKWDOTYP | Leave Daily    | Leave Daily         | Lv. Daily Ex. Fri. Sat. Sun. | Leave Daily       | Leave Daily   |                    | STATIONS                          |                      |
|                      | PM 10.26       | PM 9.52             | PM 7.30                      | PM 2.26           | AM 12.50      | 539.0              | TO COLTON                         | 0.0                  |
| 264 P                |                |                     |                              |                   |               | 542.6              | 3.6 LOMA LINDA                    | 3.6                  |
| P                    |                |                     |                              |                   |               | 544.5              | 1.9 BRYN MAWR                     | 5.5                  |
| 118 P                |                |                     |                              |                   |               | 546.3              | 1.8 REDLANDS                      | 7.3                  |
| 124 P                |                |                     |                              |                   |               | 549.1              | 2.8 ORDWAY                        | 10.1                 |
| 390 P                |                |                     |                              |                   |               | 552.7              | 3.6 EL CASCO                      | 13.7                 |
| 367 P                |                |                     |                              |                   |               | 557.2              | 4.5 HINDA                         | 18.2                 |
| 316 KYP              | c 11.11        |                     |                              |                   | f 1.31        | 562.0              | 4.8 BEAUMONT                      | 23.0                 |
| 133 P                |                |                     |                              |                   |               | 565.5              | 3.5 PERSHING                      | 26.5                 |
| 120 P                | c PM 11.21     |                     |                              |                   | f 1.39        | 568.2              | 2.7 BANNING                       | 29.2                 |
| 333 WP               |                |                     |                              |                   |               | 574.1              | 5.9 CABAZON                       | 35.1                 |
| 345 P                |                |                     |                              |                   |               | 576.2              | 2.1 MONS                          | 37.2                 |
| 225 P                |                |                     |                              |                   |               | 578.6              | 2.4 FINGAL                        | 39.6                 |
| 128 WP               | s AM 12.01     | s 10.59             |                              | c 3.31            | s 2.11        | 582.6              | 4.0 WEST PALM SPRINGS             | 43.6                 |
| E344 W105 WYP        |                |                     |                              |                   |               | 588.1              | 5.5 GARNET                        | 49.1                 |
| 116 P                |                |                     |                              |                   |               | 591.6              | 3.5 SALVIA                        | 52.6                 |
| 118 P                |                |                     |                              |                   |               | 595.1              | 3.5 RIMLON                        | 56.1                 |
| 424 P                |                |                     |                              |                   |               | 599.0              | 3.9 THOUSAND PALMS                | 60.0                 |
| 122 P                |                |                     |                              |                   |               | 606.5              | 7.5 MYOMA                         | 67.5                 |
| Yd. Limits: BKWDOYP  | s 12.41 AM     | c 11.29 PM          | 9.25 PM                      | c 4.01 PM         | s 2.50 AM     | 610.9              | 4.4 INDIO                         | 71.9                 |
|                      |                |                     |                              |                   |               | 611.3              | 0.4 TO-R INDIO YARD               | 72.3                 |
|                      | Arrive Daily   | Arrive Daily        | Ar. Daily Ex. Fri. Sat. Sun. | Arrive Daily      | Arrive Daily  |                    | (72.3)                            |                      |
|                      | 40             | 2                   | 370                          | 4                 | 6             |                    |                                   |                      |

Automatic Block Signal System

Centralized Traffic Control

D. T.

| Capacity of sidings | EAST-WARD          | Timetable No. 4<br>April 28, 1957 | Station Number | WEST-WARD             |
|---------------------|--------------------|-----------------------------------|----------------|-----------------------|
|                     | Mile Post Location |                                   |                | Distance from Craiton |
|                     |                    | Redlands Branch                   |                |                       |
|                     |                    | STATIONS                          |                |                       |
| P                   | 544.5              | BRYN MAWR                         | 4056           | 6.9                   |
| Yard Limits W       | 547.8              | 3.3 REDLANDS, 2nd STREET          | 5103           | 3.6                   |
| Yard Limits         | 551.4              | 3.6 CRAFTON                       | 5107           | 0.0                   |

(6.9)

| ADDITIONAL STATIONS                        |           |                            |                |
|--|-----------|----------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME                       | Station Number |
| 6W ..                                      | 545.0     | Motor Jct . . . . . (Spur) | 5101           |
| 2W ..                                      | 549.9     | Warner . . . . . (Spur)    | 5105           |
| 7W ..                                      | 550.5     | Mentone . . . . . (Spur)   | 5106           |

# BEAUMONT SUBDIVISION

| Mile Post Location | Timetable No. 4<br>April 28, 1957 |      | Station Number | Distance from Indio Yard | WESTWARD     |              |              |                |  |  |  |  |  |  |  |
|--------------------|-----------------------------------|------|----------------|--------------------------|--------------|--------------|--------------|----------------|--|--|--|--|--|--|--|
|                    |                                   |      |                |                          | FIRST CLASS  |              |              |                |  |  |  |  |  |  |  |
|                    |                                   |      |                |                          | 39           | 3            | 5            | 1              |  |  |  |  |  |  |  |
|                    |                                   |      |                |                          | Imperial     | Golden State | Argonaut     | Sunset Limited |  |  |  |  |  |  |  |
|                    |                                   |      |                |                          | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily   |  |  |  |  |  |  |  |
| 539.0              | TO COLTON                         | 4051 | 72.3           | AM                       | AM           | PM           | PM           |                |  |  |  |  |  |  |  |
|                    | 3.6                               |      |                | s 3.35                   | s 5.45       | s 1.05       | s 2.31       |                |  |  |  |  |  |  |  |
| 542.6              | LOMA LINDA                        | 4055 | 68.7           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 1.9                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 544.5              | BRYN MAWR                         | 4056 | 66.8           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 1.8                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 546.3              | REDLANDS                          | 4058 | 65.0           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 2.8                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 549.1              | ORDWAY                            | 4061 | 62.2           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 3.6                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 552.7              | EL CASCO                          | 4065 | 58.6           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 4.5                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 557.2              | HINDA                             | 4069 | 54.1           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 4.8                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 562.0              | BEAUMONT                          | 4074 | 49.3           | c 2.55                   |              | f 12.25      | c 1.58       |                |  |  |  |  |  |  |  |
|                    | 3.5                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 565.5              | PERSHING                          | 4077 | 45.8           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 2.7                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 568.2              | BANNING                           | 4080 | 43.1           | c 2.40                   |              | f 12.10      |              |                |  |  |  |  |  |  |  |
|                    | 5.9                               |      |                |                          |              | PM           |              |                |  |  |  |  |  |  |  |
| 574.1              | CABAZON                           | 4086 | 37.2           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 2.1                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 576.2              | MONS                              | 4088 | 35.1           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 2.4                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 578.6              | FINGAL                            | 4091 | 32.7           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 4.0                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 582.6              | WEST PALM SPRINGS                 | 4095 | 28.7           | s 2.10                   | c 4.30       | s 11.40      | s 1.23       |                |  |  |  |  |  |  |  |
|                    | 5.5                               |      |                |                          |              | AM           |              |                |  |  |  |  |  |  |  |
| 588.1              | GARNET                            | 4100 | 23.2           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 3.5                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 591.6              | SALVIA                            | 4104 | 19.7           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 3.5                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 595.1              | RIMLON                            | 4107 | 16.2           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 3.9                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 599.0              | THOUSAND PALMS                    | 4111 | 12.3           |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 7.5                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 606.5              | MYOMA                             | 4118 | 4.8            |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | 4.4                               |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
| 610.9              | INDIO                             | 4123 | 0.4            | 1.20                     | 3.55         | 10.55        | 12.48        |                |  |  |  |  |  |  |  |
|                    | 0.4                               |      |                | AM                       | AM           | AM           | PM           |                |  |  |  |  |  |  |  |
| 611.3              | TO-R INDIO YARD                   | 4123 | 0.0            |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    | (72.3)                            |      |                |                          |              |              |              |                |  |  |  |  |  |  |  |
|                    |                                   |      |                |                          | Leave Daily  | Leave Daily  | Leave Daily  | Leave Daily    |  |  |  |  |  |  |  |
|                    |                                   |      |                |                          | 39           | 3            | 5            | 1              |  |  |  |  |  |  |  |

| ADDITIONAL STATIONS                        |           |               |                |
|--|-----------|---------------|----------------|
| Capacity and Direction of entry into spurs | Mile Post | NAME          | Station Number |
| .. ..                                      | 559.7     | Nicklin.....  | 4072           |
| .. ..                                      | 571.5     | Owl.....      | 4083           |
| .. ..                                      | 588.1     | Hugo.....     | 4097           |
| .. ..                                      | 601.5     | Dry Camp..... | 4113           |



## SALTON SUBDIVISION

### EASTWARD

| Capacity of sidings |                    |  |  | FIRST CLASS    |                              |              |              |              | Mile Post Location |                | Distance from Indio |
|---------------------|--------------------|--|--|----------------|------------------------------|--------------|--------------|--------------|--------------------|----------------|---------------------|
|                     |                    |  |  | 2              | 370                          | 4            | 6            | 40           |                    |                |                     |
|                     |                    |  |  | Sunset Limited | A. O. N.                     | Golden State | Argonaut     | Imperial     |                    |                |                     |
|                     |                    |  |  | Leave Daily    | Lr. Daily Ex. Fri. Sat. Sun. | Leave Daily  | Leave Daily  | Leave Daily  |                    |                |                     |
| Yard Limits         | BKWDOYP            |  |  | PM 11.32       | PM 9.35                      | PM 4.01      | AM 2.57      | AM 12.54     | 610.9              | INDIO          | 0.0                 |
|                     |                    |  |  |                |                              |              |              |              | 611.3              |                | TO-R INDIO YARD     |
|                     |                    |  |  |                |                              |              |              |              | 612.3              | 1.0 EAST INDIO | 1.4                 |
|                     | 129 P              |  |  |                |                              |              |              |              | 614.4              | 2.1 COACHELLA  | 3.5                 |
|                     | E 171 P            |  |  |                |                              |              |              |              | 619.5              | 5.1 THERMAL    | 8.6                 |
|                     | 171 WP             |  |  |                |                              |              |              |              | 625.2              | 5.7 MECCA      | 14.3                |
|                     | 171 P              |  |  |                |                              |              |              |              | 633.3              | 8.1 MORTMAR    | 22.4                |
|                     | 171 P              |  |  |                |                              |              |              |              | 639.6              | 6.3 FERRUM     | 28.7                |
|                     | 171 P              |  |  |                |                              |              |              |              | 646.8              | 7.2 BERTRAM    | 35.9                |
|                     | 171 P              |  |  |                |                              |              |              |              | 655.6              | 8.8 FRINK      | 44.7                |
|                     | 171 P              |  |  |                |                              |              |              |              | 660.1              | 4.5 WISTER     | 49.2                |
| N 244 S 175         | Yard Limits BKWOYP |  |  | s AM 12.28     |                              | s 5.01       | s 3.57       | s 2.06       | 667.5              | 7.4 NILAND     | 56.6                |
|                     | 171 P              |  |  |                |                              |              |              |              | 674.4              | 6.9 IRIS       | 63.5                |
|                     | 171 P              |  |  |                |                              |              |              |              | 682.0              | 7.6 REGINA     | 71.1                |
|                     | 171 P              |  |  |                |                              |              |              |              | 690.1              | 8.1 ACOLITA    | 79.2                |
|                     | 171 P              |  |  |                |                              |              |              | c f 2.41     | 698.1              | 8.0 GLAMIS     | 87.2                |
|                     | 171 P              |  |  |                |                              |              |              |              | 706.0              | 7.9 CLYDE      | 95.1                |
|                     | 171 P              |  |  |                |                              |              |              |              | 712.3              | 6.3 CACTUS     | 101.4               |
|                     | 171 P              |  |  |                |                              |              |              |              | 720.7              | 8.4 DUNES      | 109.8               |
|                     | P                  |  |  |                |                              |              |              |              | 726.1              | 5.4 ARAZ JCT.  | 115.2               |
|                     | P                  |  |  |                |                              |              |              |              | 727.0              | 0.9 ARAZ       | 116.1               |
| Yd. Limits          | BKWDOTYP           |  |  | s 1 55 AM      | 12.20 AM                     | s 6 20 PM    | s 5 25 AM    | s 3 40 AM    | 731.9              | 4.9 COLORADO   | 121.0               |
|                     |                    |  |  | Arrive Daily   | Ar. Daily Ex. Sat. Sun. Mon. | Arrive Daily | Arrive Daily | Arrive Daily | 732.7              | TO-R YUMA      | 121.8               |
|                     |                    |  |  | 2              | 370                          | 4            | 6            | 40           |                    | (121.8)        |                     |

**Timetable No. 4**  
April 28, 1957

**STATIONS**

|                     |       |
|---------------------|-------|
| INDIO               | 0.0   |
| 0.4 TO-R INDIO YARD | 0.4   |
| 1.0 EAST INDIO      | 1.4   |
| 2.1 COACHELLA       | 3.5   |
| 5.1 THERMAL         | 8.6   |
| 5.7 MECCA           | 14.3  |
| 8.1 MORTMAR         | 22.4  |
| 6.3 FERRUM          | 28.7  |
| 7.2 BERTRAM         | 35.9  |
| 8.8 FRINK           | 44.7  |
| 4.5 WISTER          | 49.2  |
| 7.4 NILAND          | 56.6  |
| 6.9 IRIS            | 63.5  |
| 7.6 REGINA          | 71.1  |
| 8.1 ACOLITA         | 79.2  |
| 8.0 GLAMIS          | 87.2  |
| 7.9 CLYDE           | 95.1  |
| 6.3 CACTUS          | 101.4 |
| 8.4 DUNES           | 109.8 |
| 5.4 ARAZ JCT.       | 115.2 |
| 0.9 ARAZ            | 116.1 |
| 4.9 COLORADO        | 121.0 |
| 0.8 TO-R YUMA       | 121.8 |
| (121.8)             |       |

Automatic Block Signal System

Centralized Traffic Control

No. 2 Track



# SALTON SUBDIVISION

| Mile Post Location | Timetable No. 4<br>April 28, 1957 | Station Number | Distance from Yuma | WESTWARD     |               |                 |               |  |  |  |  |  |  |  |  |
|--------------------|-----------------------------------|----------------|--------------------|--------------|---------------|-----------------|---------------|--|--|--|--|--|--|--|--|
|                    |                                   |                |                    | FIRST CLASS  |               |                 |               |  |  |  |  |  |  |  |  |
|                    |                                   |                |                    | 3            | 5             | 1               | 39            |  |  |  |  |  |  |  |  |
|                    |                                   |                |                    | Golden State | Argonaut      | Sunset Limited  | Imperial      |  |  |  |  |  |  |  |  |
|                    |                                   |                |                    | Arrive Daily | Arrive Daily  | Arrive Daily    | Arrive Daily  |  |  |  |  |  |  |  |  |
| 610.9              | <b>INDIO</b><br>0.4               | 4123           | 121.8              | AM<br>c 3.55 | AM<br>s 10.45 | c PM<br>s 12.45 | AM<br>s 1.05  |  |  |  |  |  |  |  |  |
| 611.3              | TO-R <b>INDIO YARD</b><br>1.0     | 4123           | 121.4              |              |               |                 |               |  |  |  |  |  |  |  |  |
| 612.3              | <b>EAST INDIO</b><br>2.1          | 4123           | 120.4              |              |               |                 |               |  |  |  |  |  |  |  |  |
| 614.4              | <b>COACHELLA</b><br>5.1           | 4126           | 118.3              |              |               |                 |               |  |  |  |  |  |  |  |  |
| 619.5              | <b>THERMAL</b><br>5.7             | 4130           | 113.2              |              |               |                 | c 12.45       |  |  |  |  |  |  |  |  |
| 625.2              | <b>MECCA</b><br>8.1               | 4136           | 107.5              |              |               |                 | f 12.35<br>AM |  |  |  |  |  |  |  |  |
| 633.3              | <b>MORTMAR</b><br>6.3             | 4145           | 99.4               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 639.6              | <b>FERRUM</b><br>7.2              | 4152           | 93.1               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 646.8              | <b>BERTRAM</b><br>8.8             | 4159           | 85.9               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 655.6              | <b>FRINK</b><br>4.5               | 4168           | 77.1               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 660.1              | <b>WISTER</b><br>7.4              | 4172           | 72.6               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 667.5              | <b>NILAND</b><br>6.9              | 4179           | 65.2               | s 3.01       | s 9.44        | s 11.50<br>AM   | s 11.45<br>PM |  |  |  |  |  |  |  |  |
| 674.4              | <b>IRIS</b><br>7.6                | 4186           | 58.3               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 682.0              | <b>REGINA</b><br>8.1              | 4194           | 50.7               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 690.1              | <b>ACOLITA</b><br>8.0             | 4202           | 42.6               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 698.1              | <b>GLAMIS</b><br>7.9              | 4210           | 34.6               |              |               |                 | f 11.05       |  |  |  |  |  |  |  |  |
| 706.0              | <b>CLYDE</b><br>6.3               | 4221           | 26.7               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 712.3              | <b>CACTUS</b><br>8.4              | 4224           | 20.4               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 720.7              | <b>DUNES</b><br>5.4               | 4233           | 12.0               |              |               |                 |               |  |  |  |  |  |  |  |  |
| 726.1              | <b>ARAZ JCT.</b><br>0.9           | 4238           | 6.6                |              |               |                 |               |  |  |  |  |  |  |  |  |
| 727.0              | <b>ARAZ</b><br>4.9                | 4239           | 5.7                |              |               |                 |               |  |  |  |  |  |  |  |  |
| 731.9              | <b>COLORADO</b><br>0.8            | 4244           | 0.8                |              |               |                 |               |  |  |  |  |  |  |  |  |
| 732.7              | TO-R <b>YUMA</b><br>(121.8)       | 4245           | 0.0                | s 1.55<br>AM | s 8.30<br>AM  | s 10.45<br>AM   | s 10.25<br>PM |  |  |  |  |  |  |  |  |
|                    |                                   |                |                    | Leave Daily  | Leave Daily   | Leave Daily     | Leave Daily   |  |  |  |  |  |  |  |  |
|                    |                                   |                |                    | <b>3</b>     | <b>5</b>      | <b>1</b>        | <b>39</b>     |  |  |  |  |  |  |  |  |

| ADDITIONAL STATIONS                        |           |                |                |
|--|-----------|----------------|----------------|
| Capacity and Direction of entry into spurs | Mile Post | NAME           | Station Number |
| .. ..                                      | 628.8     | Caleb .....    | 4141           |
| 98 ..                                      | 637.8     | Salton .....   | 4150           |
| 16 E ..                                    | 642.1     | Durmid .....   | 4154           |
| .. ..                                      | 651.1     | Pope .....     | 4163           |
| .. ..                                      | 663.5     | Mundo .....    | 4175           |
| 4 E ..                                     | 684.6     | Amos .....     | 4197           |
| .. ..                                      | 695.6     | Mesquite ..... | 4208           |
| .. ..                                      | 703.0     | Ruthven .....  | 4215           |
| .. E ..                                    | 716.6     | Ogilby .....   | 4229           |
| .. ..                                      | 722.7     | Knob .....     | 4235           |

POMONA SUBDIVISION

| EAST-WARD               |                    | Timetable No. 4<br>April 28, 1957 |                    | WEST-WARD |  |
|-------------------------|--------------------|-----------------------------------|--------------------|-----------|--|
| Capacity of sidings     | Mile Post Location | Station Number                    | Distance from Dyer |           |  |
| <b>Santa Ana Branch</b> |                    |                                   |                    |           |  |
| <b>STATIONS</b>         |                    |                                   |                    |           |  |
| Yard Limits KYP         | 489.1              | TO-R FIRESTONE PARK               | 3858               | 30.3      |  |
| Yard Limits I           | 492.1              | 3.0 PATATA                        | 4303               | 27.3      |  |
|                         | 495.0              | 2.9 DOWNEY                        | 4306               | 24.4      |  |
| Yard Limits Y           | 497.6              | 2.6 STUDEBAKER                    | 4309               | 21.8      |  |
|                         | 499.1              | 1.5 NORWALK                       | 4310               | 20.3      |  |
| 72                      | 504.4              | 5.3 BUENA PARK                    | 4315               | 15.0      |  |
| Yd. Lmts. { WYP         | 509.0              | 4.6 R WEST ANAHEIM                | 4320               | 10.4      |  |
|                         | 510.2              | 1.2 ANAHEIM                       | 4321               | 9.2       |  |
| P                       | 511.9              | 1.7 R SOUTH ANAHEIM               | 4323               | 7.5       |  |
|                         | 517.0              | 5.1 TO-R SANTA ANA                | 4328               | 2.4       |  |
| Yd. Lmts. { BKOYP       | 519.4              | 2.4 DYER                          | 4330               | 0.0       |  |
|                         | (30.3)             |                                   |                    |           |  |

Track between MP 497.60 and MP 519.40 used jointly by SP and PERY.

| EAST-WARD            |                    | Timetable No. 4<br>April 28, 1957 |                      | WEST-WARD |  |
|----------------------|--------------------|-----------------------------------|----------------------|-----------|--|
| Capacity of sidings  | Mile Post Location | Station Number                    | Distance from Tustin |           |  |
| <b>Tustin Branch</b> |                    |                                   |                      |           |  |
| <b>STATIONS</b>      |                    |                                   |                      |           |  |
| IP                   | 511.9              | R SOUTH ANAHEIM                   | 4323                 | 10.5      |  |
| I                    | 514.5              | 2.6 MARLBORO                      | 4603                 | 7.9       |  |
|                      | 522.4              | 7.9 TUSTIN                        | 4611                 | 0.0       |  |
| (10.5)               |                    |                                   |                      |           |  |

South Anaheim and Marlboro: Interlocking limits extend between interlocking home signals either side of crossings of AT&SFry at MP 512.4 and MP 514.5.

Track between MP 511.90 and MP 514.50 used jointly by SP and PERY.

| EAST-WARD             |                    | Timetable No. 4<br>April 28, 1957 |                       | WEST-WARD |  |
|-----------------------|--------------------|-----------------------------------|-----------------------|-----------|--|
| Capacity of sidings   | Mile Post Location | Station Number                    | Distance from Stanton |           |  |
| <b>Stanton Branch</b> |                    |                                   |                       |           |  |
| <b>STATIONS</b>       |                    |                                   |                       |           |  |
| Yard Limits WYP       | 509.0              | R WEST ANAHEIM                    | 4320                  | 4.6       |  |
|                       | 513.6              | 4.6 STANTON                       | 4405                  | 0.0       |  |
| (4.6)                 |                    |                                   |                       |           |  |

Track between MP 509.00 and MP 513.60 used jointly by SP and PERY.

| EAST-WARD            |                    | Timetable No. 4<br>April 28, 1957 |                      | WEST-WARD |  |
|----------------------|--------------------|-----------------------------------|----------------------|-----------|--|
| Capacity of sidings  | Mile Post Location | Station Number                    | Distance from Puente |           |  |
| <b>Puente Branch</b> |                    |                                   |                      |           |  |
| <b>STATIONS</b>      |                    |                                   |                      |           |  |
| Yd. Lmts. { IPY      | 497.6              | STUDEBAKER                        | 4309                 | 15.5      |  |
|                      | I 500.7            | 3.1 TO-R LOS NIETOS               | 4353                 | 12.4      |  |
|                      | 504.9              | 4.2 BARTOLO                       | 4357                 | 8.2       |  |
|                      | 511.5              | 6.6 PUENTE JCT.                   | 4364                 | 1.6       |  |
| Yard Limits 71 BKYP  | 500.7              | 1.6 TO-R PUENTE                   | 4013                 | 0.0       |  |
| (15.47)              |                    |                                   |                      |           |  |

Track between MP 497.60 and MP 501.20 used jointly by SP and PERY.  
Track between MP 504.90 and MP 511.50 used jointly by UPRR and SP.

| EAST-WARD           |                    | Timetable No. 4<br>April 28, 1957 |                            | WEST-WARD |  |
|---------------------|--------------------|-----------------------------------|----------------------------|-----------|--|
| Capacity of sidings | Mile Post Location | Station Number                    | Distance from End of Track |           |  |
| <b>Chino Branch</b> |                    |                                   |                            |           |  |
| <b>STATIONS</b>     |                    |                                   |                            |           |  |
| Yd. Lmts. { BKWTP   | 514.3              | TO POMONA                         | 4026                       | 5.7       |  |
|                     | 520.0              | 5.7 CHINO                         | 4806                       | 0.0       |  |
| (5.7)               |                    |                                   |                            |           |  |

Movements across UPRR main track on Chino Branch Pomona, under control UPRR train dispatcher.

| EAST-WARD               |                    | Timetable No. 4<br>April 28, 1957 |                         | WEST-WARD |  |
|-------------------------|--------------------|-----------------------------------|-------------------------|-----------|--|
| Capacity of sidings     | Mile Post Location | Station Number                    | Distance from Riverside |           |  |
| <b>Riverside Branch</b> |                    |                                   |                         |           |  |
| <b>STATIONS</b>         |                    |                                   |                         |           |  |
| Yard Limits BKWOTYP     | 539.0              | TO COLTON                         | 4051                    | 7.2       |  |
|                         | 545.4              | 6.4 RIVERSIDE JCT.                | 5006                    | 0.8       |  |
| Yard Limits P           | 546.2              | 0.8 RIVERSIDE                     | 5007                    | 0.0       |  |
| (7.2)                   |                    |                                   |                         |           |  |

Track between MP 540.08 and MP 545.91 jointly used by SP and PERY. Movements governed by Special Signals.

| ADDITIONAL STATIONS                        |           |                         |                |
|--|-----------|-------------------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME                    | Station Number |
| <b>Santa Ana Branch</b>                    |           |                         |                |
| 7E ..                                      | 490.3     | Ardmore..... (Spur)     | 4301           |
| 18W ..                                     | 493.0     | Vinvale..... (Spur)     | 4304           |
| 16 ..                                      | 501.3     | Carmenta.....           | 4312           |
| .. ..                                      | 512.9     | West Anaheim Jct.....   | 4324           |
| .. ..                                      | 515.6     | Main St.....            | 4327           |
| <b>Tustin Branch</b>                       |           |                         |                |
| .. ..                                      | 516.7     | Villa Park.....         | 4605           |
| .. ..                                      | 519.4     | El Modena.....          | 4608           |
| <b>Riverside Branch</b>                    |           |                         |                |
| 9W ..                                      | 541.2     | Grand Terrace... (Spur) | 5002           |
| 52 ..                                      | 542.3     | Highgrove.....          | 5003           |
| 16 ..                                      | 543.3     | Orange Center.....      | 5004           |
| .. ..                                      | 543.8     | Point of Rocks.....     | 5005           |
| 2E ..                                      | 544.2     | Iowa Ave..... (Spur)    | 5005           |
| .. ..                                      | 544.8     | Chicago Ave.....        | 5006           |

# CALEXICO SUBDIVISION

| Capacity of sidings                      | EAST-<br>WARD         |                       | Station<br>Number | WEST-<br>WARD              |                            |
|--|-----------------------|-----------------------|-------------------|----------------------------|----------------------------|
|  | Mile Post<br>Location | Mile Post<br>Location |                   | Distance from<br>Callexico | Distance from<br>Callexico |
| <b>Timetable No. 4</b><br>April 28, 1957 |                       |                       |                   |                            |                            |
| <b>STATIONS</b>                          |                       |                       |                   |                            |                            |
| N 244 Yard Limits<br>S 175 BKWOYP        | 667.5                 | TO                    | <b>NILAND</b>     | 4179                       | 41.0                       |
| Yard Limits<br>86 YP                     | 675.7                 | TO                    | <b>CALIPATRIA</b> | 4508                       | 32.8                       |
| Yard Limits<br>BKWP                      | 686.2                 | TO                    | <b>BRAWLEY</b>    | 4519                       | 22.3                       |
| Yard Limits                              | 127 P                 | TO                    | <b>IMPERIAL</b>   | 4528                       | 12.9                       |
|  | BKWOYP                | 699.4                 | TO                | <b>EL CENTRO</b>           | 4532                       |
| 65 P                                     | 704.0                 |                       | <b>HEBER</b>      | 4537                       | 4.5                        |
| Yard Limits<br>171 BKWOYP                | 708.5                 | TO                    | <b>CALEXICO</b>   | 4541                       | 0.0                        |
| (41.0)                                   |                       |                       |                   |                            |                            |

**RULE 5.** Time at Niland applies at station sign.  
Callexico: Siding is first track north of main track extending from MP 706.84 to MP 708.59.

| ADDITIONAL STATIONS                        |           |                |                |
|--|-----------|----------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME           | Station Number |
| 70 ..                                      | 672.0     | Estelle .....  | 4505           |
| 37 ..                                      | 681.0     | Rockwood ..... | 4514           |
| 65 ..                                      | 690.3     | Grape .....    | 4523           |
| 33 ..                                      | 691.3     | Carlton .....  | 4524           |
| 21E ..                                     | 701.5     | Jewett .....   | 4534           |
|  |           | (Spur)         |                |

| Capacity of sidings                      | EAST-<br>WARD         |                       | Station<br>Number | WEST-<br>WARD                |                            |
|--|-----------------------|-----------------------|-------------------|------------------------------|----------------------------|
|  | Mile Post<br>Location | Mile Post<br>Location |                   | Distance from<br>Westmorland | Distance from<br>El Centro |
| <b>Timetable No. 4</b><br>April 28, 1957 |                       |                       |                   |                              |                            |
| <b>Westmorland Branch</b>                |                       |                       |                   |                              |                            |
| <b>STATIONS</b>                          |                       |                       |                   |                              |                            |
| Yd. Lmits.                               | YP                    | 675.7                 | TO                | <b>CALIPATRIA</b>            | 4508                       |
|  |                       | 688.3                 |                   | <b>WESTMORLAND</b>           | 5213                       |
| (12.6)                                   |                       |                       |                   |                              |                            |

| Capacity of sidings                      | EAST-<br>WARD         |                       | Station<br>Number | WEST-<br>WARD              |                            |
|--|-----------------------|-----------------------|-------------------|----------------------------|----------------------------|
|  | Mile Post<br>Location | Mile Post<br>Location |                   | Distance from<br>El Centro | Distance from<br>El Centro |
| <b>Timetable No. 4</b><br>April 28, 1957 |                       |                       |                   |                            |                            |
| <b>Sandia Branch</b>                     |                       |                       |                   |                            |                            |
| <b>STATIONS</b>                          |                       |                       |                   |                            |                            |
| Yd. Lmits.                               | Yard Limits<br>YP     | 675.7                 | TO                | <b>CALIPATRIA</b>          | 4508                       |
|  |                       |                       |                   | <b>HOLTVILLE</b>           | 5328                       |
|  | BKWOYP                | 713.7                 | TO                | <b>EL CENTRO</b>           | 4532                       |
| (38.0)                                   |                       |                       |                   |                            |                            |

| ADDITIONAL STATIONS                        |           |                |                |
|--|-----------|----------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME           | Station Number |
| 14 ..                                      | 679.1     | Verdant .....  | 5203           |
| .. ..                                      | 680.6     | Shamrock ..... | 5205           |
| 21 ..                                      | 683.1     | Fondo .....    | 5207           |

| ADDITIONAL STATIONS                        |           |                |                |
|--|-----------|----------------|----------------|
| Capacity and Direction of entry into Spurs | Mile Post | NAME           | Station Number |
| 18 ..                                      | 681.8     | Turn .....     | 5306           |
| 32 ..                                      | 686.8     | Munyon .....   | 5311           |
| 25 ..                                      | 689.8     | Moss .....     | 5314           |
| 33 ..                                      | 691.7     | Orita .....    | 5316           |
| 21 ..                                      | 694.2     | Curlew .....   | 5319           |
| 30 ..                                      | 697.5     | Sandia .....   | 5322           |
| 9W ..                                      | 699.4     | Fuller .....   | 5324           |
| 54 ..                                      | 704.5     | Rico .....     | ..             |
| 44 ..                                      | 707.6     | Meloland ..... | ..             |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION             | KIND                               | FREQUENCY                     | FOR REVENUE PASSENGERS    |                               | FOR OTHER TRAFFIC                     |
|-------|---------------------|------------------------------------|-------------------------------|---------------------------|-------------------------------|---------------------------------------|
|       |                     |                                    |                               | RECEIVE TO<br>(or beyond) | DISCHARGE FROM<br>(or beyond) |                                       |
| 1     | Beaumont.....       | Flag.....                          | Daily.....                    | Alhambra.....             | Phoenix.....                  | .....                                 |
| 1     | Indio.....          | Second stop<br>when necessary..... | Daily.....                    | .....                     | .....                         | Entrain or detrain pullman passengers |
| 2     | Indio.....          | Second stop<br>when necessary..... | Daily.....                    | .....                     | .....                         | Entrain or detrain pullman passengers |
| 3     | Indio.....          | Second stop<br>when necessary..... | Daily.....                    | .....                     | .....                         | Entrain or detrain pullman passengers |
| 3     | Indio.....          | Flag.....                          | Daily.....                    | Alhambra.....             | Tucumcari.....                | .....                                 |
| 3     | Indio.....          | Stop.....                          | Daily.....                    | .....                     | .....                         | Entrain mail clerk                    |
| 3     | West Palm Springs.. | Flag.....                          | Daily.....                    | Alhambra.....             | Phoenix.....                  | .....                                 |
| 3     | West Palm Springs.. | Stop.....                          | Daily exc. Sun.<br>& Hol..... | .....                     | .....                         | Exchange first-class U. S. Mail.....  |
| 4     | West Palm Springs.. | Flag.....                          | Daily.....                    | Phoenix.....              | Alhambra.....                 | .....                                 |
| 4     | West Palm Springs.. | Stop.....                          | Daily exc. Sun.<br>& Hol..... | .....                     | .....                         | Exchange first-class U. S. Mail       |
| 4     | Indio.....          | Second stop<br>when necessary..... | Daily.....                    | .....                     | .....                         | Entrain or detrain pullman passengers |
| 4     | Indio.....          | Flag.....                          | Daily.....                    | Phoenix.....              | Alhambra.....                 | .....                                 |
| 4     | Indio.....          | Stop.....                          | Daily exc. Sun.<br>& Hol..... | .....                     | .....                         | Exchange first-class U. S. Mail       |
| 39    | Thermal.....        | Flag.....                          | Daily.....                    | .....                     | Wellton.....                  | .....                                 |
| 39    | Banning.....        | Flag.....                          | Daily.....                    | Alhambra.....             | Wellton.....                  | .....                                 |
| 39    | Beaumont.....       | Flag.....                          | Daily.....                    | Alhambra.....             | Wellton.....                  | .....                                 |
| 39    | Beaumont.....       | Stop.....                          | Daily.....                    | .....                     | .....                         | Exchange U. S. Mail                   |
| 40    | Beaumont.....       | Flag.....                          | Daily.....                    | East of Wellton..         | Alhambra.....                 | .....                                 |
| 40    | Banning.....        | Flag.....                          | Daily.....                    | East of Wellton..         | Alhambra.....                 | .....                                 |
| 40    | Glamis.....         | Stop.....                          | When requested<br>by TBM..... | .....                     | .....                         | Dispatch U. S. Mail                   |

**RULE 5.** Schedule times shown in small type indicate special instructions in the timetable govern movement.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 105.** Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.



## SPECIAL INSTRUCTIONS—POMONA SUBDIVISION

11

**RULE 82-A.** Trains to or from Yuma Division authorized on Yuma or Los Angeles Division are also authorized between Los Angeles Yard or Los Angeles and Alhambra and will display numbers and signals, if any, accordingly between Los Angeles Yard or Los Angeles and Alhambra.

Trains to Yuma Division originating at Los Angeles Yard or Los Angeles must obtain Yuma Division clearance and need not obtain Los Angeles Division clearance or a clearance at Alhambra.

Regular trains and sections thereof to or from Yuma Division need not obtain clearance at Alhambra.

Trains with SP clearance obtained at Colton or Puente are authorized to operate as an extra train within yards limits on Puente Branch.

Trains with SP clearance obtained at Los Nietos are authorized to operate as an extra train within yard limits on Puente Branch and as an extra train on Pomona Subdivision.

Trains via Puente Branch will obtain UPRR clearance and train orders, if any, at Colton, Puente or Los Nietos which will apply on UPRR between Puente Jct. and Bartolo.

Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

**RULE 83-A.** At the following stations only trains indicated will register:

Puente: Trains originating and terminating via Puente Branch.

Los Nietos: Trains originating and terminating.

Trains will register at West Anaheim and South Anaheim only when instructed to do so by train dispatcher.

**RULE 83-B.** At open train-order offices trains may register by ticket as follows:

Firestone Park . . . . . Westward trains.

**RULE 95.** Trains receiving clearance at Colton are thereby authorized as indicated on clearance to beginning of CTC, being governed by block signals whose indications will supersede the superiority of trains.

Trains are authorized from CTC limits to Colton, being governed by block signals whose indications will supersede the superiority of trains.

**RULE 201.** Train orders and clearances on Puente, Santa Ana, Tustin and Stanton Branches will be issued by the authority and over the initials of chief train dispatcher Los Angeles Division, except for westward trains at Puente.

**RULE 204.** Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

**RULE 221.** Puente is a train-order office for trains originating via Puente Branch only.

Firestone Park is train-order office for eastward trains only.

Light will not be displayed in train-order signals on Puente and Santa Ana Branches, except when train-order operator is on duty.

Anaheim is train-order office daily, except Sundays.

## SPECIAL INSTRUCTIONS—BEAUMONT SUBDIVISION

**RULE 82-A.** Eastward trains authorized on Pomona Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Colton.

Westward trains authorized on Beaumont Subdivision and operating through Colton with the same conductor and engineer are thereby authorized on Pomona Subdivision without obtaining a clearance at Colton.

Eastward first-class trains and trains consisting of passenger equipment only, authorized on Pomona and Beaumont Subdivisions and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Indio Yard.

**RULE 83-A.** At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

**RULE 95.** Trains receiving clearance at Colton are thereby authorized as indicated to beginning of CTC. Trains are authorized from CTC limits to Colton, being governed by block signals whose indications supersede the superiority of trains.

**RULE D-97-A.** Will apply between MP 609.74 Indio and MP 618.41 Thermal.

**RULE 204.** Trains of Pomona or Beaumont Subdivision operating through Colton with same conductor and engineer may be issued train orders on one subdivision that affect their movement on either, or both subdivisions.

First-class trains and trains consisting of passenger equipment only, of Pomona, Beaumont, or Salton Subdivisions, operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Pomona, Beaumont or Salton Subdivisions.

**RULE D-251.** Will apply as follows: Both tracks between MP 609.74, Indio, and MP 618.41, Thermal.

## SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

**RULE 21-C.** No. 360 and sections thereof authorized on I-CRy and moving between Araz Jct. and Yuma will display same indicators and signals, if any, and register at Yuma accordingly.

Trains authorized on Salton Subdivision or Wellton Subdivision of the Tucson Division will display indicators and signals, if any, between end of CTC, Yuma and East Yard.

**RULE 82-A.** Westward trains en route I-CRy and authorized on Salton Subdivision at Yuma are thereby authorized on I-CRy and will display indicators and signals, if any, accordingly, but must obtain both Yuma Division and I-CRy clearances at Yuma.

Eastward first-class trains and trains consisting of passenger equipment only, authorized on Pomona and Beaumont Subdivisions and operating through Indio Yard with same conductor and engineer are thereby authorized on Salton Subdivision without obtaining a clearance at Indio Yard.

Westward first-class trains and trains consisting of passenger equipment only, authorized on Salton Subdivision and operating through Indio Yard with same conductor and engineer are thereby authorized on Beaumont Subdivision without obtaining a clearance at Indio Yard.

Trains authorized on Calexico Subdivision and operating through Niland with the same conductor and engineer are thereby authorized on Salton Subdivision and may be issued train orders on Calexico Subdivision that affect their movement on either Calexico or Salton Subdivisions, and are not required to obtain clearance at Niland.

**RULE 83.** Trains via I-CRy may identify superior trains between Araz Jct. and Yuma or check train register at Yuma against superior trains and such identification will apply on I-CRy at Araz Jct.

**RULE 83-A.** At the following stations only trains indicated will register:

Indio Yard: Trains originating and terminating.

**RULE 105. Thermal:** Eastward siding extends between eastward absolute signal, MP 618.41, beginning of CTC and westward absolute signal at spring switch, MP 620.15,

Westward trains must not use this siding without obtaining permission from train dispatcher.

**RULE D-97-A.** Will apply between end of CTC, MP 732.45, Yuma and East Yard, and between MP 609.74, Indio and MP 618.41, Thermal.

**RULE 204.** Clearances and train orders received at Yuma by trains en route I-CRy will apply on I-CRy at Araz Jct.

First-class trains and trains consisting of passenger equipment only, of Pomona, Beaumont or Salton Subdivisions operating through Indio Yard with same conductor and engineer may be issued train orders on one subdivision that affect their movement on Pomona, Beaumont or Salton Subdivisions.

**RULE D-251.** Will apply as follows: On both tracks between MP 609.74, Indio and MP 618.41, Thermal.

On both main tracks between end of CTC, MP 732.45, Yuma and East Yard.

## SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

**RULE 82-A.** Trains authorized on Calexico Subdivision and operating through Niland with the same conductor and engineer are thereby authorized on Salton Subdivision and may be issued train orders on Calexico Subdivision that affect their movement on either Calexico or Salton Subdivisions, and are not required to obtain clearance at Niland.

**RULE 83-A.** Conductor of train, or engineer of light engine, may report arrival at Calexico to train-order operator.

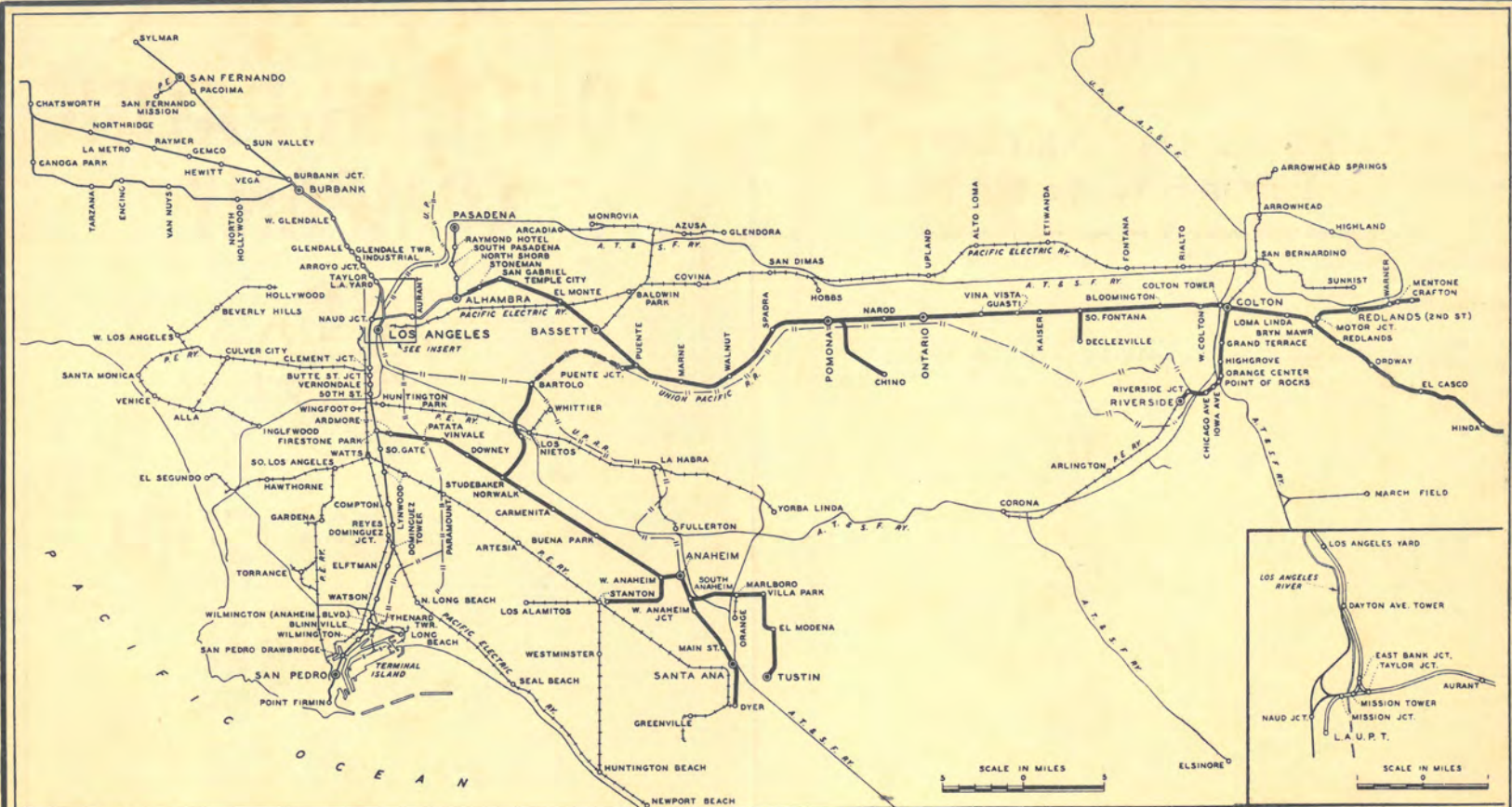
**RULE 97.** Extra trains must not run via Sandia Branch unless train order so specifies.

**RULE 201.** Train orders and clearances on Calexico Subdivision will be issued by the authority and over the initials of S. H. Crouse.

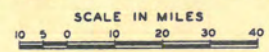
**SPEED TABLE**

| TIME<br>PER<br>MILE | MILES<br>PER<br>HOUR |
|---------------------|----------------------|
| 36" .....           | 100                  |
| 37" .....           | 97.3                 |
| 38" .....           | 94.7                 |
| 39" .....           | 92.3                 |
| 40" .....           | 90                   |
| 41" .....           | 87.8                 |
| 42" .....           | 85.7                 |
| 43" .....           | 83.7                 |
| 44" .....           | 81.8                 |
| 45" .....           | 80                   |
| 46" .....           | 78.3                 |
| 47" .....           | 76.6                 |
| 48" .....           | 75                   |
| 49" .....           | 73.5                 |
| 50" .....           | 72                   |
| 51" .....           | 70.6                 |
| 52" .....           | 69.2                 |
| 53" .....           | 67.9                 |
| 54" .....           | 66.7                 |
| 55" .....           | 65.5                 |
| 56" .....           | 64.3                 |
| 57" .....           | 63.2                 |
| 58" .....           | 62.1                 |
| 59" .....           | 61                   |
| 1'00" .....         | 60                   |
| 1'01" .....         | 59                   |
| 1'02" .....         | 58.1                 |
| 1'03" .....         | 57.1                 |
| 1'04" .....         | 56.2                 |
| 1'05" .....         | 55.4                 |
| 1'06" .....         | 54.5                 |
| 1'07" .....         | 53.7                 |
| 1'08" .....         | 52.9                 |
| 1'09" .....         | 52.2                 |
| 1'10" .....         | 51.4                 |
| 1'11" .....         | 50.7                 |
| 1'12" .....         | 50                   |
| 1'13" .....         | 49.3                 |
| 1'14" .....         | 48.6                 |
| 1'15" .....         | 48                   |
| 1'16" .....         | 47.4                 |
| 1'17" .....         | 46.8                 |
| 1'18" .....         | 46.2                 |
| 1'19" .....         | 45.6                 |
| 1'20" .....         | 45                   |
| 1'25" .....         | 42.4                 |
| 1'30" .....         | 40                   |
| 1'35" .....         | 37.9                 |
| 1'40" .....         | 36                   |
| 1'45" .....         | 34.3                 |
| 1'50" .....         | 32.7                 |
| 1'55" .....         | 31.3                 |
| 2'00" .....         | 30                   |
| 2'15" .....         | 26.7                 |
| 2'30" .....         | 24                   |
| 2'45" .....         | 21.8                 |
| 3'00" .....         | 20                   |
| 3'30" .....         | 17.1                 |
| 4'00" .....         | 15                   |
| 5'00" .....         | 12                   |
| 6'00" .....         | 10                   |
| 7'00" .....         | 8.6                  |
| 7'30" .....         | 8                    |
| 8'00" .....         | 7.5                  |
| 10'00" .....        | 6                    |





**SOUTHERN PACIFIC COMPANY**  
 PACIFIC LINES  
**YUMA DIVISION**



REVISED TO JAN. 1, 1957