

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.....Colton
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

2

EFFECTIVE SUNDAY, APRIL 29, 1956

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.

A. S. McCANN,
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. Leverson	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. Graesser	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	District Physician and Surgeon	Yuma	Dr. Robert A. Stratton	Asst. Dist. Physician and Surgeon
San Pedro	Dr. J. L. Bloch	Emergency Physician and Surgeon	Glendale	Dr. E. A. Westphal	District Physician and Surgeon
Downey	Dr. E. H. Welome	District Physician and Surgeon	Glendale	Dr. E. A. Taylor	Asst. Dist. Physician and Surgeon
Whittier	Dr. J. W. Camp, Jr.	Emergency Physician and Surgeon	Canoga Park and Reseda	Dr. M. S. Sumner	Emergency Physician and Surgeon
Norwalk	Dr. Curtis R. Paxman	District 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
Brea	Dr. J. W. King	District Physician and Surgeon	Saticoy	Dr. A. W. Cruden	Emergency Physician and Surgeon
Santa Ana	Dr. Eugene B. Sive	District Physician and Surgeon	Moorpark	Dr. John O. Jones	Emergency Physician and Surgeon
Santa Ana	Dr. L. J. Cella	Asst. Dist. Physician and Surgeon	Oxnard	Dr. K. V. King	Emergency Surgeon
Pasadena	Dr. B. O'Sullivan	District Physician and Surgeon	Ventura	Dr. H. R. Henderson	District Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon	Ojal	Dr. C. G. Drace	Emergency Physician and Surgeon
Alhambra	Dr. T. C. Nicola	Emergency Physician and Surgeon	Carpinteria	Dr. G. Horace Coshow	District Physician and Surgeon
Alhambra	Dr. E. W. Gilbert	District Physician and Surgeon	Santa Barbara	Dr. Kent R. Wilson	District Physician and Surgeon
San Gabriel	Dr. G. Glenn Dollinger	Emergency Physician and Surgeon	Santa Barbara	Dr. G. T. Flynn	Asst. Dist. Physician and Surgeon
El Monte	Dr. A. S. Sonnenberg	Emergency Physician and Surgeon	Santa Barbara	Dr. W. R. Johnston	Oculist and Aurist
Puente	Dr. W. W. Schultz	District Physician and Surgeon	Santa Barbara	Dr. W. H. Johnston	Oculist
Puente	Dr. E. A. Potts	Asst. Dist. Physician and Surgeon	Santa Barbara	Dr. W. B. Gibb	Oculist
Covina	Dr. G. H. Ernsberger	Emergency Physician and Surgeon			
Covina	Dr. W. P. Thearle	Emergency Surgeon			
Pomona	Dr. W. Hauck	Asst. Dist. Physician and Surgeon			
Pomona	Dr. Russell Fisher	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			
Colton	Dr. C. F. Whitmer	District Physician and Surgeon			
Colton	Dr. W. C. Engel	District Physician and Surgeon			
San Bernardino	Dr. W. L. Ogden	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.
Los Angeles	Druyun & Scher, Merit Watch Co., 616 S. Main St.
	Geo. D. Davidson Co., 445 S. Spring St.
	Chas. J. Weir, 3161 Glendale Blvd.
	Jos. J. Tholt, 598 West Ave. 28
	Down's Jeweler, 4832 Whittier Blvd.
Ocean Park	Carl Kimmell, 7512 Sunset Blvd.
	Paul W. Brown, 2618 Pasadena Ave.
	Clayton W. Riggs, 4944 Huntington Dr. So.
	B. Rubenfeld
	F. G. Marshall
	Podmore's
	J. J. Seltzer, Parr's
	102 East Broadway
	M. J. Fitzjohn
	R. H. Ewert
	Bond's Jewelers
	H. V. Weirum
C. M. Wright & Son	
Perham's	
Leo Miller	
J. Herbert Hall Co.	
Geo. W. Collis Co.	
H. E. Wellman	
J. E. Buchanan	
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	Philips Bros., 190 Main St.
Yuma	1076 Fourth Ave.
Van Nuys	C. H. Berggren
Ventura	G. J. Adamson
Brawley	Al Johnson
El Centro	J. L. Bledsoe
Fillmore	Duad E. Goble
San Bernardino	Hobart W. Hanf
Riverside	F. S. Fisher

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDIT- TIONED				AIR CONDITIONED				NON AIR CONDIT- TIONED				AIR CONDITIONED			
			Steel		Under-Frame		Steel		Under-Frame		Steel		Under-Frame		Steel		Under-Frame	
			ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS	ACI	AGEM	ACW	ACS
Conventional Equipment—Cont.																		
UP	Box—Express	41'	24															
SP	Baggage	60'	48															
SP	Baggage	61'	45															
SP	Baggage	66'	65															
SP	Baggage	70'	63															
SP	Baggage and Mail	60'	56															
SP	Baggage and Mail	66'	68															
SP	Baggage and Mail	69'	64															
SP	Baggage and Mail	70'	66															
SP	Baggage and Pgr.	60'	51															
SP	Baggage and Pgr.	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'																
SP	Club	77'																
SP	Chair	60'	53															
SP	Chair	72'	82															
SP	Chair	73'	78															
SP	Chair	74'	90															
SP	Coach	60'																
SP	Coach	70'																
SP	Coach	72'																
SP	Coach	74'																
SP	All Day Lunch	60'																
SP	Cafe—Lounge	72'																
SP	Diner	73'																
SP	Diner	77'																
SP	Diner	79'																
SP	Diner	80'																
SP	Lounge	75'																
SP	Lounge	80'																
SP	Observation—Lounge	75'																
SP	Observation—Smoking	69'																
SP	Observation—Smoking	72'																
SP	Observation—Smoking	74'																
SP	Official	Var.																
Pull	Standard Sleeper	"																
Pull	Lounge	"																
Pull	Troop Sleeper	"																
Pull	Troop Kitchen	"																
USA	Kitchen	"																
USA	Ward	"																
USA	Dressing	"																
USA	Mortuary	"																
USA	Hospital (89200-01)	"																
USA	Hospital (89340-52)	"																

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

POMONA SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Time Table No. 2 April 29, 1956	Distance from Alhambra
	6	40	2	370	4			
	Argonaut	Imperial	Sunset Limited	A. O. N.	Golden State			
	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily			
	PM 9.15	PM 7.40	PM 7.30		PM 1.30			
	9.19	7.44	7.34	PM 6.00	1.34			
	9.20 PM	7.45 PM	7.35 PM	6.01 PM	1.35 PM			

STATIONS

LOS ANGELES

MISSION TOWER

TAYLOR JCT.

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 9.38	PM 8.03	PM 7.50	PM 6.15	PM 1.50	487.7	ALHAMBRA	DT	0.0
136	P						494.6	6.9 EL MONTE		6.9
135	WP						497.3	2.7 BASSETT		9.6
71	KYP						500.7	3.4 PUENTE		13.0
114	P						503.5	2.8 MARNE		15.8
122	P						506.8	3.3 WALNUT		19.1
Yard Limits 295	BKP	s 10.18	s 8.46	s 8.26		s 2.23	514.3	7.5 POMONA		26.6
120	P						517.8	3.5 NAROD		30.1
107	P						520.2	2.4 ONTARIO		32.5
115	P						523.8	3.6 GUASTI		36.1
120	YP						529.7	5.9 SOUTH FONTANA		42.0
114	P						534.7	5.0 BLOOMINGTON		47.0
Colton yd. 154	P						537.2	2.5 WEST COLTON		49.5
	I						538.7	1.5 COLTON TOWER		51.0
	BKWDOTYP	s 10.50 PM	s 9.21 PM	s 8.53 PM	7.20 PM	s 2.48 PM	539.0	0.3 COLTON		51.3
		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily		(51.3)		
		6	40	2	370	4				

Trains operate by CTC between MP 485.55 and MP 538.52, but at stations where time is shown must not depart ahead of time.

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

POMONA SUBDIVISION

Mile Post Location	Timetable No. 2 April 29, 1956	Station Number	Distance from 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 5.50	s 7.40	s 3.30	s 4.15							
	STATIONS										
	LOS ANGELES										
	MISSION TOWER										
	TAYLOR JCT.										

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

487.7	ALHAMBRA 6.9	DT	3437	51.3	s AM 5.20	s AM 7.15	s PM 3.00	s PM 3.50					
494.6	EL MONTE 2.7		3444	44.4									
497.3	BASSETT 3.4		3446	41.7									
500.7	PUENTE 2.8		3450	38.3									
513.1	MARNE 3.3		3452	35.5									
503.5	WALNUT 7.5		3456	32.2									
506.8	POMONA 3.5		3463	24.7	s 4.35	s 6.40	s 2.00	s 3.15					
514.3	NAROD 2.4		3467	21.2									
517.8	ONTARIO 3.6		3469	18.8			f 1.45						
520.2	GUASTI 5.9		3473	15.2									
523.8	SOUTH FONTANA 5.0		3479	9.3									
529.7	BLOOMINGTON 2.5		3484	4.3									
534.7	WEST COLTON 1.5		3486	1.8									
537.2	COLTON TOWER 0.3		...	0.3									
538.7	TO COLTON		3488	0.0	3.50 AM	6.00 AM	1.20 PM	2.32 PM					
539.0	(51.3)				Leave Daily	Leave Daily	Leave Daily	Leave Daily					
					39	3	5	1					

Trains operate by CTC between MP 485.55 and MP 538.52, but at stations where time is shown must not depart ahead of time.

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)	3438
81 ..	490.6	San Gabriel.....	3440
12E ..	508.5	Benton.....(Spur)	..
27W ..	510.7	Spadra.....(Spur)	3460
.. ..	526.0	Vina Vista.....	4038
.. ..	527.5	Kaiser.....	3476

BEAUMONT SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	FIRST CLASS					Mile Post Location	Timetable No. 2 April 29, 1956	Distance from Colton
		6 Argonaut Leave Daily	40 Imperial Leave Daily	2 Sunset Limited Leave Daily	370 A. O. N. Lv. Daily Ex. Fri. Sat. Sun.	4 Golden State Leave Daily			
Colton yard BKWDOTYP		PM 11.00	PM 9.31	PM 8.57	PM 7.30	PM 2.52	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
110 WP							552.7	3.6 EL CASCO	13.7
120 P							557.2	4.5 HINDA	18.2
116 P							559.7	2.5 NICKLIN	20.7
248 WKYP		f 11.44	c 10.16				562.0	2.3 BEAUMONT	23.0
133 P							565.5	3.5 PERSHING	26.5
120 P		f PM 11.54	c 10.26				568.2	2.7 BANNING	29.2
P							571.5	3.3 OWL	32.5
333 WP							574.1	2.6 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 12.27	s 11.06	s 10.04		c 3.56	582.6	4.0 PALM SPRINGS	43.6
P							585.4	2.8 HUGO	46.4
E344 W105 WYP							588.1	2.7 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
P							601.5	2.5 DRY CAMP	62.5
122 P							606.5	5.0 MYOMA	67.5
Indio yd. BKWDOYP		s 1.05 AM	s 11.46 PM	s 10.34 PM	9.25 PM	c 4.26 PM	610.9	4.4 INDIO	71.9
							611.3	0.4 TO-R INDIO YARD	72.3
		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Fri. Sat. Sun.	Arrive Daily		(72.3)	
		6	40	2	370	4			

Automatic Block Signal System

Centralized Traffic Control

Capacity of sidings	EASTWARD		Station Number	WESTWARD
	Mile Post Location	Timetable No. 2 April 29, 1956		
		Redlands Branch		
		STATIONS		
P	544.5	BRYN MAWR	3493	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)

Trains operate by CTC between MP 540.05 and MP 609.80, but at stations where time is shown must not depart ahead of time.

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

BEAUMONT SUBDIVISION

Mile Post Location	Timetable No. 2 April 29, 1956	Station Number	Distance from Indio Yard	WESTWARD							
				FIRST CLASS							
				39 Imperial	3 Golden State	5 Argonaut	1 Sunset Limited				
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
539.0	TO COLTON 3.6	3488	72.3	AM s 3.35	AM s 5.55	PM s 1.15	PM s 2.28				
542.6	LOMA LINDA 1.9	3492	68.7								
544.5	BRYN MAWR 1.8	3493	66.8								
546.3	REDLANDS 2.8	3495	65.0								
549.1	ORDWAY 3.6	3498	62.2								
552.7	EL CASCO 4.5	3502	58.6								
557.2	HINDA 2.5	3506	54.1								
559.7	NICKLIN 2.3	3509	51.6								
562.0	BEAUMONT 3.5	3511	49.3	c 2.55		f 12.35	c 1.55				
565.5	PERSHING 2.7	3514	45.8								
568.2	BANNING 3.3	3517	43.1	c 2.40		f 12.20 PM					
571.5	OWL 2.6	3520	39.8								
574.1	CABAZON 2.1	3523	37.2								
576.2	MONS 2.4	3525	35.1								
578.6	FINGAL 4.0	3528	32.7								
582.6	PALM SPRINGS 2.8	3532	28.7	s 2.10	c 4.45	s 11.50 AM	s 1.19				
585.4	HUGO 2.7	3534	25.9								
588.1	GARNET 3.5	3537	23.2								
591.6	SALVIA 3.5	3541	19.7								
595.1	RIMLON 3.9	3544	16.2								
599.0	THOUSAND PALMS 2.5	3548	12.3								
601.5	DRY CAMP 5.0	3550	9.8								
606.5	MYOMA 4.4	3555	4.8								
610.9	INDIO 0.4	3560	0.4	1.15 AM	4.10 AM	11.05 AM	12.45 PM				
611.3	TO-R INDIO YARD	3560	0.0								
	(72.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				39	3	5	1				

Trains operate by CTC between MP 540.05 and MP 609.80, but at stations where time is shown must not depart ahead of time.

SALTON SUBDIVISION

EASTWARD

Capacity of sidings	EASTWARD										Mile Post Location	Timetable No. 2 April 29, 1956	Distance from Indio
	SECOND CLASS				FIRST CLASS								
	820 Freight Leave Daily	818 Freight Leave Daily	816 Freight Leave Daily	814 Freight Leave Daily	2 Sunset Limited Leave Daily	370 A. O. N. Lv. Daily Ex. Fri. Sat. Sun.	4 Golden State Leave Daily	6 Argonaut Leave Daily	40 Imperial Leave Daily				
Indio yard					PM 10.37	PM 9.35	PM 4.26	AM 1.15	AM 12.01	610.9	INDIO	0.0	
BKWOYYP										611.3	TO-R INDIO YARD	0.4	
E160	PM 11.35	PM 6.00	PM 12.50	AM 6.00	10.41	9.39	4.30	1.19	12.05	612.3	TO-R EAST INDIO	1.4	
82 P	11.39	6.04	12.54	6.04	10.44	9.42	4.32	1.22	12.08	614.4	TO COACHELLA	3.5	
128 P	11.43	6.08	12.58	6.08	10.47	9.46	4.35	1.25	12.11	618.0	THERMAL	7.1	
136 WP	11.50	6.15	1.05	6.15	10.52	9.53	4.40	1.31	12.17	624.1	TO MECCA	13.2	
134 P	PM 11.56	6.21	1.11	6.21	10.56	9.58		1.35	12.21	628.8	CALEB	17.9	
131 P	AM 12.01	6.26	1.16	6.26	11.00	10.03	4.47	1.39	12.25	633.3	MORTMAR	22.4	
98 P	12.06	6.31	1.21	6.31	11.04	10.08	4.51	1.43	12.29	637.8	SALTON	26.9	
62 P	12.11	6.36	1.26	6.36	11.08	10.13		1.47	12.33	642.1	DURMID	31.2	
99 P	12.17	6.42	1.32	6.42	11.12	10.18	4.58	1.51	12.37	646.8	TO BERTRAM	35.9	
96 P	12.22	6.47	1.37	6.47	11.16	10.23		1.55	12.41	651.1	POPE	40.2	
133 P	12.27	6.52	1.42	6.52	11.20	10.28	5.05	1.59	12.45	655.6	FRINK	44.7	
99 P	12.32	6.57	1.47	6.57	11.24	10.33	5.09	2.03	12.49	660.1	WISTER	49.2	
62 P	12.36	7.01	1.51	7.01	11.27	10.37		2.07	12.53	663.5	MUNDO	52.6	
N 144 Yard Limits S 135 BKWOYP	12.41	7.06	1.56	7.06	s 11.33	10.42	s 5.18	s 2.15	s 1.16	667.5	TO-R NILAND	56.6	
107 P	12.53	7.18	2.08	7.18	11.40	10.50	5.24	2.23	1.24	674.4	IRIS	63.5	
130 P	1.00	7.25	2.15	7.25	11.44	10.56	5.27	2.29	1.30	678.5	TORTUGA	67.6	
97 P	1.10	7.35	2.25	7.35	11.49	11.03	5.32	2.36	1.37	684.6	TO AMOS	73.7	
60 P	1.16	7.41	2.31	7.41	11.54	11.09	5.36	2.41	1.42	690.1	ACOLITA	79.2	
99 P	1.22	7.47	2.37	7.47	PM 11.59	11.15	5.40	2.48	1.47	695.6	MESQUITE	84.7	
125 P	1.25	7.50	2.40	7.50	AM 12.02	11.18	5.42	2.51	c f 1.50	698.1	TO GLAMIS	87.2	
96 P	1.31	7.56	2.46	7.56	12.06	11.23	5.46	2.55	1.55	703.0	RUTHVEN	92.1	
61 P	1.38	8.03	2.53	8.03	12.12	11.30	5.51	3.01	2.01	709.4	CLYDE	98.5	
127 P	1.42	8.07	2.57	8.07	12.15	11.33	5.53	3.04	2.04	712.3	CACTUS	101.4	
95 P	1.47	8.12	3.02	8.12	12.19	11.38	5.57	3.08	2.08	716.6	TO OGILBY	105.7	
129 P	1.54	8.19	3.09	8.19	12.24	11.45	6.02	3.14	2.14	722.7	KNOB	111.8	
	P	2.00	8.25	3.15	8.25	12.30	PM 11.51	6.07	3.19	726.1	TO ARAZ JCT.	115.2	
	P									727.0	ARAZ	116.1	
Yuma yard										731.9	COLORADO	121.0	
BKWDOTYP	2.15 AM	8.40 PM	3.30 PM	8.40 AM	s 12.50 AM	12.20 AM	s 6.30 PM	s 3.50 AM	s 2.45 AM	732.7	TO-R YUMA	121.8	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sat. Sun. Mon.	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)		
	820	818	816	814	2	370	4	6	40				

RULE 5. Time at East Indio applies at station sign and at Niland at North siding.

SALTON SUBDIVISION

Mile Post Location	Timetable No. 2 April 29, 1956	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						
				AM	AM	c PM	AM						
				c 4.10	s 10.58	s 12.43	s 12.59						
STATIONS													
610.9		INDIO 0.4	3560	121.8									
611.3	TO-R	INDIO YARD 1.0	3560	121.4									
612.3	TO-R	EAST INDIO 2.1	3560	120.4	4.06	10.54	12.39	12.55					
614.4	TO	COACHELLA 3.6	3563	118.3	4.03	10.51	12.36	12.52					
618.0		THERMAL 6.1	3567	114.7	4.00	10.47	12.33	c 12.48					
624.1	TO	MECCA 4.7	3573	108.6	3.55	10.41	12.28	f 12.42					
628.8		CALEB 4.5	3578	103.9	3.51	10.36	12.24	12.38					
633.3		MORTMAR 4.5	3582	99.4	3.47	10.32	12.20	12.34					
637.8		SALTON 4.3	3587	94.9	3.43	10.28	12.16	12.29					
642.1		DURMID 4.7	3591	90.6	3.39	10.24		12.21					
646.8	TO	BERTRAM 4.3	3596	85.9	3.35	10.19	12.09	12.17					
651.1		POPE 4.5	3600	81.6	3.31	10.15	12.05	12.13					
655.6		FRINK 4.5	3605	77.1	3.27	10.11	12.01 PM	12.09					
660.1		WISTER 3.4	3609	72.6	3.23	10.07	11.57 AM	12.05					
663.5		MUNDO 4.0	3612	69.2	3.20	10.04	11.54 AM	12.01 AM					
667.5	TO-R	NILAND 6.9	3616	65.2	s 3.16	s 9.59	s 11.50	s 11.57 11.33					
674.4		IRIS 4.1	3623	58.3	3.07	9.49	11.42	11.24 PM					
678.5		TORTUGA 6.1	3627	54.2	3.03	9.45	11.38	11.20					
684.6	TO	AMOS 5.5	3634	48.1	2.58	9.39	11.33	11.14					
690.1		ACOLITA 5.5	3639	42.6	2.53	9.34	11.28	11.09					
695.6		MESQUITE 2.5	3645	37.1	2.48	9.29	11.23	11.04					
698.1	TO	GLAMIS 4.9	3647	34.6	2.46	9.26	11.21	f 11.01					
703.0		RUTHVEN 6.4	3652	29.7	2.42	9.21	11.17	10.56					
709.4		CLYDE 2.9	3658	23.3	2.37	9.15	11.12	10.50					
712.3		CACTUS 4.3	3661	20.4	2.34	9.12	11.09	10.47					
716.6	TO	OGILBY 6.1	3666	16.1	2.30	9.08	11.05	10.43					
722.7		KNOB 3.4	3672	10.0	2.25	9.01	11.00	10.36					
726.1	TO	ARAZ JCT. 0.9	3675	6.6	2.20	8.55	10.55	10.30					
727.0		ARAZ 4.9	3676	5.7									
731.9		COLORADO 0.8	3681	0.8									
732.7	TO-R	YUMA	3682	0.0	s 2.10 AM	s 8.45 AM	s 10.45 AM	s 10.20 PM					
		(121.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily					
					3	5	1	39					

RULE 5. Time at East Indio applies at station sign and at Niland at North siding.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
E	639.6	Ferrum (Spur)	3589

POMONA SUBDIVISION

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from Dyer			
Timetable No. 2 April 29, 1956					
Santa Ana Branch					
STATIONS					
Los Angeles yard KYP	489.1	TO-R	FIRESTONE PARK	4108	30.3
Yard Limits I	492.1		3.0 PATATA	4303	27.3
	495.0	TO	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
39	504.4		5.3 BUENA PARK	4315	15.0
Y.Limits. { WYP	509.0	R	4.6 WEST ANAHEIM	4320	10.4
	510.2		1.2 ANAHEIM	4321	9.2
Y.Limits. { P	511.9	R	1.7 SOUTH ANAHEIM	4323	7.5
	517.0	TO-R	5.1 SANTA ANA	4328	2.4
	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.

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from Tustin			
Timetable No. 2 April 29, 1956					
Tustin Branch					
STATIONS					
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.

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from Stanton			
Timetable No. 2 April 29, 1956					
Stanton Branch					
STATIONS					
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.

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from Puente			
Timetable No. 2 April 29, 1956					
Puente Branch					
STATIONS					
Y.Limits. { 102 PY	497.6		STUDEBAKER	4309	15.5
	500.7	TO-R	3.1 LOS NIETOS	4353	12.4
	504.9		4.2 BARTOLO	4357	8.2
	511.5		6.6 PUENTE JCT.	...	1.6
Yard Limits 71 BKYP	513.1	TO-R	1.6 PUENTE	3450	0.0
	500.7				
(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.

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from End of Track			
Timetable No. 2 April 29, 1956					
Chino Branch					
STATIONS					
Y.Limits. { BKWTP	514.3	TO	POMONA	3463	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.

Capacity of sidings	EAST-WARD		Station Number	WEST-WARD	
	Mile Post Location	Distance from Riverside			
Timetable No. 2 April 29, 1956					
Riverside Branch					
STATIONS					
Colton yard BKWOTYP	539.0	TO	COLTON	3488	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	
Santa Ana Branch				
7E ..	490.3	Ardmore..... (Spur)	4301	
18W ..	493.0	Vinvale..... (Spur)	4304	
16 ..	501.3	Carmentita.....	4312	
.. ..	512.9	West Anaheim Jct.....	4324	
.. ..	515.6	Main St.....	4327	
Tustin Branch				
.. ..	516.7	Villa Park.....	4605	
.. ..	519.4	El Modena.....	4608	
Riverside Branch				
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- WARD		Station Number	WEST- WARD	
	Mile Post Location			Distance from Calexico	
Timetable No. 2					
April 29, 1956					
STATIONS					
N 144 Yard Limits					
S 135 BKWOYP	667.5	TO-R	NILAND	3616	41.0
Yard Limits			8.2		
86 YP	675.7	TO-R	CALIPATRIA	3708	32.8
Yard Limits			10.5		
BKWP	686.2	TO-R	BRAWLEY	3719	22.3
Yard Limits			9.4		
127 P	695.6	TO	IMPERIAL	3728	12.9
BKWOYP	699.4	TO-R	EL CENTRO	3732	9.1
Yard Limits			3.8		
65 P	704.0		HEBER	3737	4.5
Yard Limits			4.6		
171 BKWOYP	708.5	TO-R	CALEXICO	3741	0.0
			4.5		
(41.0)					

Automatic Block Signal System

RULE 5. Time at Niland applies at south siding.
Calexico: 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	3705
37 ..	681.0	Rockwood	3714
65 ..	690.3	Grape	3723
33 ..	691.3	Carlton	3724
21E ..	701.5	Jewett	3734
		(Spur)	

Capacity of sidings	EAST- WARD		Station Number	WEST- WARD	
	Mile Post Location			Distance from Westmorland	
Timetable No. 2					
April 29, 1956					
Westmorland Branch					
STATIONS					
YP	675.7	TO	CALIPATRIA	3708	12.6
Yd. Limits.			12.6		
688.3			WESTMORLAND	5213	0.0
(12.6)					

Capacity of sidings	EAST- WARD		Station Number	WEST- WARD	
	Mile Post Location			Distance from El Centro	
Timetable No. 2					
April 29, 1956					
Sandia Branch					
STATIONS					
Yard Limits					
YP	675.7	TO	CALIPATRIA	3708	38.0
Yd. Limits.			27.8		
YP	703.5		HOLTVILLE	5328	10.2
BKWOYP	713.7	TO-R	EL CENTRO	3732	0.0
			10.2		
(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	(Spur)
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 (or beyond)	DISCHARGE FROM (or beyond)	
1	Beaumont.....	Flag.....	Daily.....	Alhambra.....	Phoenix.....	.....
1	Indio.....	Second stop when necessary.....	Daily.....	.....	.....	Entrain or detrain pullman passengers
2	Indio.....	Second stop when necessary.....	Daily.....	.....	.....	Entrain or detrain pullman passengers
3	Indio.....	Second stop when necessary.....	Daily.....	.....	.....	Entrain or detrain pullman passengers
3	Indio.....	Flag.....	Daily.....	Alhambra.....	Tucumcari.....	.....
3	Indio.....	Stop.....	Daily.....	.....	.....	Entrain mail clerk
3	Palm Springs.....	Flag.....	Daily.....	Alhambra.....	Phoenix.....	.....
3	Palm Springs.....	Stop.....	Daily exc. Sun. & Hol.....	.....	.....	Exchange first-class U. S. Mail.....
4	Palm Springs.....	Flag.....	Daily.....	Phoenix.....	Alhambra.....	.....
4	Palm Springs.....	Stop.....	Daily exc. Sun. & Hol.....	.....	.....	Exchange first-class U. S. Mail
4	Indio.....	Second stop when necessary.....	Daily.....	.....	.....	Entrain or detrain pullman passengers
4	Indio.....	Flag.....	Daily.....	Phoenix.....	Alhambra.....	.....
4	Indio.....	Stop.....	Daily exc. Sun. & 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 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. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "N" for North and "S" for South, are assigned for use by trains as shown in special instructions for the subdivision on which located.

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.

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. Puente is register station for trains originating and terminating via Puente Branch only.

Los Nietos is a register station for trains originating and terminating only.

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. Train-order office at Colton in yard office.

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.

Santa Ana is train-order office 6:00 AM to 11:59 PM daily, except Saturdays and Sundays, and on Saturdays and Sundays is train-order office 6:00 AM to 2:00 PM and 4:00 PM to 11:59 PM.

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.

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

Indio Yard No. 370 and extra trains except those consisting of passenger equipment.

RULE 95. Trains receiving clearance at Colton, Indio Yard or East Indio are thereby authorized as indicated to beginning of CTC.

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

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. Train-order office at Colton in yard office.

Indio Yard is a train-order office for westward extra trains except those consisting of passenger equipment only.

SPECIAL INSTRUCTIONS—SALTON SUBDIVISION

RULE 21-C. No. 360 and sections thereof authorized on I-CRy and moving between Araz Jct. and Yuma, may display the same indicators and signals, if any, register at Yuma accordingly although movement is authorized under the provisions of Rules D-97-A and D-251.

RULE 82-A. Trains to I-CRy must obtain separate I-CRy and Yuma Division clearances at Yuma.

RULE 83. Identification may be made by westward trains between Yuma and Araz Jct. to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

Westward trains via I-CRy may identify No. 360 between Yuma and Araz Jct., or check train register at Yuma against No. 360 and such identification will apply at Araz Jct., on I-CRy.

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

Indio Yard.....Light engines from Salton Subdivision.

East Indio.....All trains except light engines from Salton Subdivision.

Operator Indio Yard will report light engines arriving from Salton Subdivision to operator East Indio who will enter on register and verify by repeating registration.

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

Indio Yard.....Light engines from Salton Subdivision.

East Indio.....All trains except second-class and light engines arriving from Salton Subdivision.

Niland.....First- and second-class and those consisting of passenger equipment only.

RULE 95. Trains receiving clearance at East Indio or Indio Yard are thereby authorized as indicated to beginning of CTC.

Trains are authorized from CTC limits to East Indio or Indio Yard, being governed by block signals whose indications supersede the superiority of trains.

RULE D-97-A. Will apply as follows:

Both tracks between Araz Jct. and Yuma.

RULE 105. East Indio: Eastward siding extends between crossover switch MP 612.08 and crossover switch MP 614.10. Unless otherwise directed eastward trains, except first class, will use this siding to leave yard.

Eastward trains, except first class, restricted at East Indio by timetable or train order and leaving from yard track may move on siding to east switch, but must not enter main track at east switch of siding until authorized to do so by timetable, train order or by letter "M" displayed in letter-type indicator on Signal 6144.

Niland: North siding is first track north of main track assigned for use of Salton Subdivision trains unless otherwise directed.

South siding is first track south of main track assigned for use of trains to or from Calexico Subdivision. Trains from Calexico Subdivision must not enter siding without permission of Salton Subdivision train dispatcher.

RULE 221. Indio Yard is a train-order office for westward extra trains except those consisting of passenger equipment only.

East Indio is a train-order office only for eastward trains, westward first-class trains and extra trains consisting of passenger equipment.

Araz Jct. is train-order office for westward trains only. Operators will handle switches for westward trains via I-CRy.

RULE D-251. Will apply as follows:

Both tracks between Araz Jct. and Yuma.

Westward main track East Yard to Yuma.

SPECIAL INSTRUCTIONS—CALEXICO SUBDIVISION

RULE 83-A. Conductor of train, or engineer of light engine, may report arrival at Calexico to train-order operator, who will enter on train register and verify by repeating registration.

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

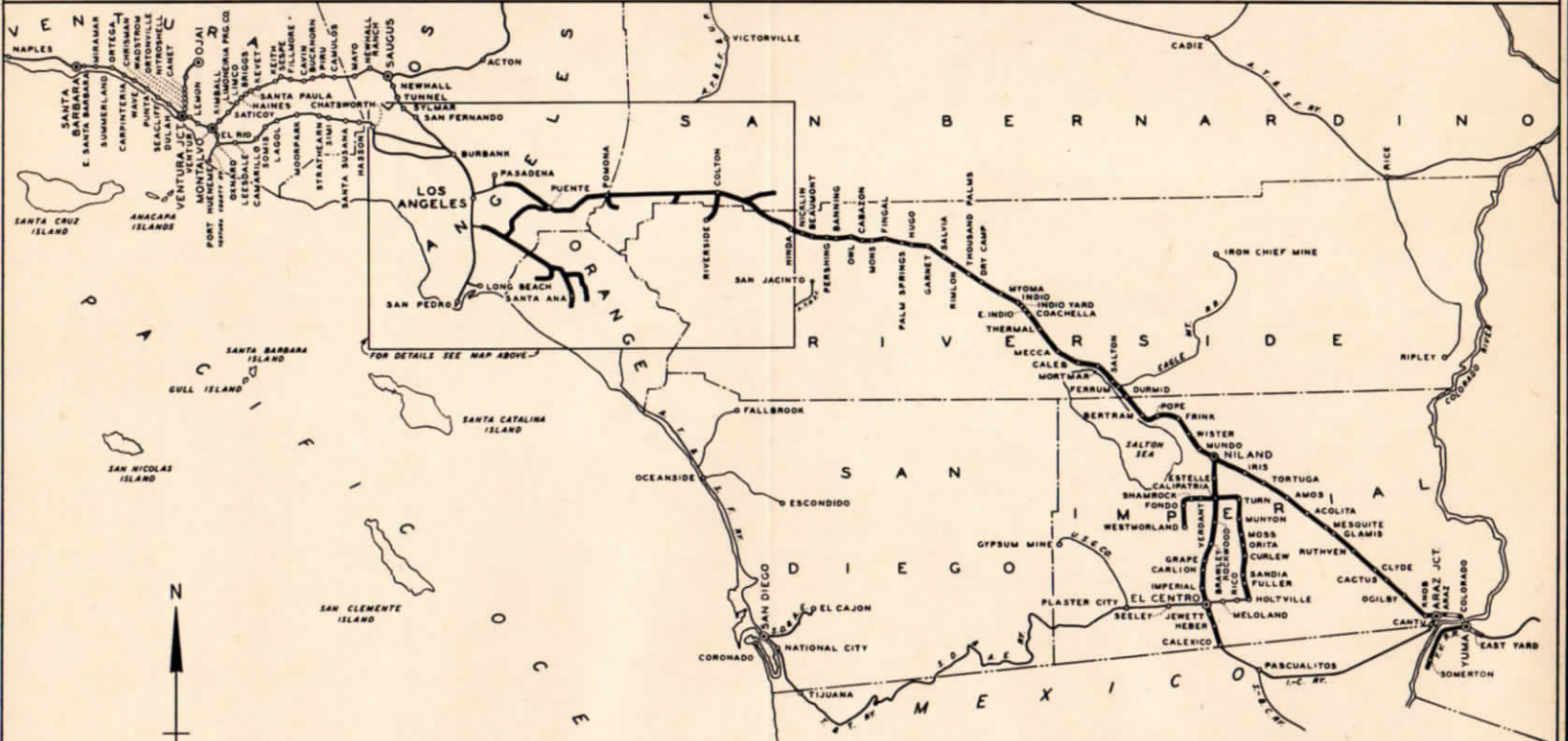
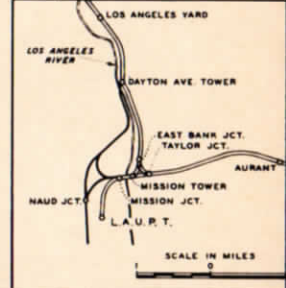
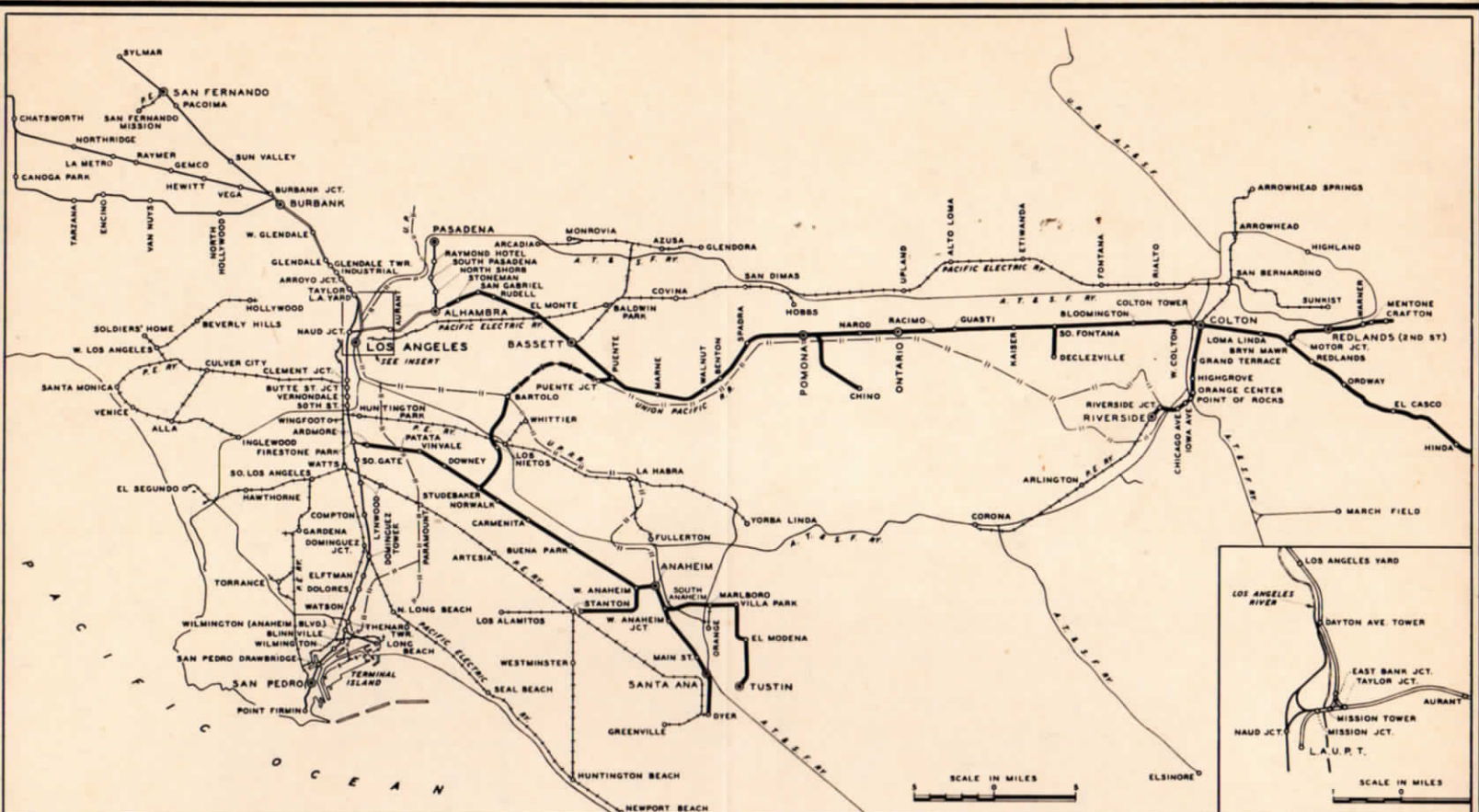
RULE 105. Niland: North siding is first track north of main track assigned for use of Salton Subdivision trains unless otherwise directed.

South siding is first track south of main track assigned for use of trains to or from Calexico Subdivision. Trains from Calexico Subdivision must not enter siding without permission of Salton Subdivision train dispatcher.

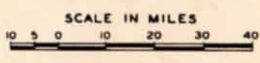
RULE 201. Train orders and clearances on Calexico Subdivision will be issued by the authority and over the initials of S. H. Crouse.

SPEED TABLE

TIME PER MILE	MILES PER 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



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