

TRONA RAILWAY COMPANY

Time Table No. 21

To Take Effect February 15, 1960, at 12:01 A.M.

Pacific Standard Time (120th Meridian)

**For the government and information of employees only, and not intended
for the use of the public.**

P. N. MYERS,
PRESIDENT,
LOS ANGELES, CAL.

J. S. LATHAM,
SUPERINTENDENT,
TRONA, CAL.

TRONA RAILWAY - Searles and Trona

EASTWARD			Mile Post Location	TIME TABLE NO. 21 February 15, 1960	Distance From Trona	WESTWARD	
Read Down						Read Up	
Second Class						Second Class	
Facilities (Rate 6A)	4 Freight	2 Freight				1 Freight	3 Freight
	Lv. Daily Exc. Mon.	Lv. Daily Exc. Sat.	Arr. Daily Exc. Sat.	Arr. Daily Exc. Sun.			
STATIONS							
Yard Y.P.	12:05 a.m.	3:05 p.m.	0.0 mi.	SEARLES	30.5 mi.	3:00 p.m.	11:00 p.m.
				1.0			
W.P.	12:07 a.m.	3:07 p.m.	1.0 "	GARDEN CITY	29.5 "	2:55 p.m.	10:55 p.m.
				12.1			
Siding W.	12:36 a.m.	3:36 p.m.	13.1 "	SPANGLER	17.4 "	1:49 p.m.	9:49 p.m.
				13.2			
P.	1:08 a.m.	4:08 p.m.	26.3 "	WEST END	4.2 "	1:10 p.m.	9:10 p.m.
				4.2			
Yard B.K.W.D. O.Y.P.	1:18 a.m.	4:18 p.m.	30.5 "	TO-R TRONA	0.0 "	1:00 p.m.	9:00 p.m.
	Arr. Daily Exc. Mon.	Arr. Daily Exc. Sat.				Lv. Daily Exc. Sat.	Lv. Daily Exc. Sun.
	1 hr., 13 min. 25.00	1 hr., 13 min. 25.00	Time Over District.....		2 hrs. 15.25	2 hrs. 15.25
			Average Speed per Hour.....			

Rules and Regulations of the Transportation Department, Southern Pacific Company, effective December 1, 1951 (including Air Brake Rules and Regulations contained therein), and supplements or reissues govern the operation of the Trona Railway.

SPECIAL INSTRUCTIONS

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

Rule 82-A. Trains originating may leave Searles without obtaining clearance.

Rule 221. Trona is open train order office only from 8:00 a.m. to 11:00 p.m. daily.

SPEED RESTRICTIONS

Trains will not exceed a speed of twenty-five (25) miles per hour between Searles and Trona.

Engines will not exceed a speed of fifteen (15) miles per hour while switching or making up train within yard limits.

GENERAL REGULATIONS

Retaining valves will be used on freight trains handled by diesel engines with dynamic brakes in operation as follows:

When trains have two locomotives equipped with dynamic brakes and tonnage exceeds 5200 tons, or when trains have one locomotive with dynamic brakes and tonnage exceeds 2600 tons, one retaining valve will be set for each 150 tons in train, Searles to Spangler.

Additional retaining valves must be used if requested by engineer.

When using dynamic brakes, a speed of 20 miles per hour must not be exceeded, Searles to Spangler.

If dynamic brakes are inoperative, retainers will be set on head end of eastward trains before leaving Garden City, one operating retainer valve being set to 10 lb. retaining positions for each 80 tons in train.

Eastbound trains using retainers will stop at Spangler for turning down retainers.

Crew of first train arriving at Searles will enter and leave their train on No. 1 track. Crew of second train arriving at Searles will enter and leave their train on No. 2 track.

As soon as rear end of train clears the east switch of the track it is entering at Searles, stop sign will be given by rear brakeman to engineer. Train must be brought to a complete stop before proceeding to west end of Searles yard.

Caboose No. TRY 101 must not be used in switching operations. The only exceptions to this rule will be setting fuel oil cars to oil spur and spotting the merchandise car with the caboose.

Minimum speed with a full tonnage westward train is 9.4 M.P.H. Should train speed fall below 9.4 M.P.H. with a full tonnage train and cause of speed reduction cannot be ascertained immediately, conductors must be informed and tonnage reduced before proceeding.

Conductors when reducing tonnage will make allowance of 178 tons for one dead locomotive or 89 tons for one half dead locomotive before doubling train into Searles.

GENERAL REGULATIONS (Cont'd)

When pulling loads from American Potash & Chemical Corporation new yard on lead track 17, the following will apply:

Up to and including 10 cars will be handled with engine brakes alone.

11 to 15 cars, automatic air brakes must be used on 2 cars.

16 to 20 cars, automatic brakes must be used on 4 cars.

21 to 25 cars, automatic brakes must be used on 6 cars.

26 to 35 cars, automatic brakes must be used on 12 cars.

TRACK RESTRICTIONS

AP&CC YARDS

#1 track cannot be used east of west end of Pyro building due to impaired overhead clearance.

#2 track cannot be used east of first road crossing.

#4 track cannot be used east of first road crossing.

#5 track cannot be used east of west end of Bag building.

#10 track cannot be used east of loading station.

#11 track cannot be used east of track limit sign at first road crossing.

#12 track cannot be used east of first road crossing.

#16 track cannot be used.

#17 track cannot be used 4 car lengths east of #16 track switch to east end of track.

#110 track in storage yard cannot be used.

SAFETY FIRST

A. L. MORGAN

Mechanical Superintendent

I. F. CEDERBURG

Assistant Superintendent