

TRONA RAILWAY COMPANY

Time Table No. 22

To Take Effect May 1, 1967, 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.**

J. S. LATHAM
President & General Manager
Los Angeles, Calif.

W. S. CLARK
Assistant General Manager
Trona, California

I. F. CEDERBURG
Superintendent
Trona, Calif.

TRONA RAILWAY — Searles and Trona

EASTWARD			Mile Post Location	TIME TABLE NO. 22 May 1, 1967		Distance From Trona	WESTWARD	
Read Down				STATIONS			Read Up	
Second Class							Second Class	
Facilities (Rule 6A)	4 Freight	2 Freight					1 Freight	3 Freight
	Lv. Daily Exc. Sun.	Lv. Daily Exc. Sat.			Arr. Daily Exc. Sat.	Arr. Daily Exc. Sun.		
Yard Y. P.	9:20 p.m.	2:05 p.m.	0.0 mi.	SEARLES — 1.1 —	30.6 mi.	2:00 p.m.	8:15 p.m.	
W. P.	9:22 p.m.	2:07 p.m.	1.1 ''	GARDEN CITY — 12.1 —	29.5 ''	1:55 p.m.	8:10 p.m.	
Siding P.	9:51 p.m.	2:36 p.m.	13.2 ''	SPANGLER — 13.2 —	17.4 ''	12:49 p.m.	7:04 p.m.	
Yard P.	10:23 p.m.	3:08 p.m.	26.4 ''	WEST END — 4.2 —	4.2 ''	12:10 p.m.	6:25 p.m.	
Yard B. K. D. O. Y. P.	10:33 p.m.	3:18 p.m.	30.6 ''	TO-R TRONA	0.0 ''	12 noon	6:15 p.m.	
	Arr. Daily Exc. Sun.	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..... ..Average Speed per Hour..		2 hrs. 15.25	2 hrs. 15.25

Rules and Regulations of the Transportation Department, Southern Pacific Company, effective July 1, 1960 (including Air Brake Rules and Regulations contained therein), and supplements or reissues thereof, govern the operation of the Trona Railway Company.

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 an open train order office only from 8:00 A.M. to 10:00 P.M. daily.

TRONA AND SEARLES YARD LIMITS

Trona Yard Limits extend from a point one thousand (1000) feet west of west main line switch, West End, to end of track, Mile Post 30.6, Trona. Searles Yard Limits will be as designated by yard limit boards.

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 ten (10) miles per hour while switching or making up trains within yard limits. Restriction does not apply between west yard limit board, West End, and high yard lead, Trona, during road runs.

Trains entering or leaving Trona, on or from their road runs, will reduce speed to fifteen (15) miles per hour from the high yard lead switch east to the end of track.

Trains will not exceed five (5) miles per hour while moving over scale rails.

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 position for each 80 tons in train.

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

Crew on first train arriving at Searles will enter and leave their train on west end of No. 2 track. Crew on second train arriving at Searles will also enter and leave their train on west end of No. 2 track, provided cars from first train have been set to Southern Pacific main line and No. 2 track is clear. If track is not clear, engine units will stop east of road crossing and wait until the Southern Pacific arrives on No. 1 track, setting cars from first train to their main line, clear of crossover. Second train will then proceed into No. 2 track, and leave their train.

As soon as rear end of train clears the east switch of the track it is entering at Searles, stop sign or radio transmission 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 exception 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, using engine units No's 50, 51 with 52 or 53, is 9.4 miles per hour. Trains using unit No's 52 and 53 only will observe a minimum speed of 6.6 miles per hour. Should train speed fall below designated minimum speeds, while moving full tonnage, and cause of speed reduction cannot be ascertained immediately, conductor 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.

When weighing cars, not more than twenty-five (25) will be brought to scales at any one time. During weighing operations, hand brake will be set on east car.

Automatic crossing signals, at the Argus and Searles crossings, when found to be inoperative, will be protected by member of train crew using fussee and acting as flagman to insure safe passage of train over crossing.

When pulling loads from American Potash & Chemical Corp., yard on lead track No. 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 air brakes must be used on 4 cars.

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

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

TRACK RESTRICTIONS, AP&CC YARDS

- # 1 Track cannot be used.
- # 2 Track cannot be used east of Track No. 1 switch.
- # 4 Track cannot be used east of first road crossing.
- # 5 Track cannot be used east of west end of bag building.
- # 8 Track cannot be used east of first road crossing.
- # 9 Track cannot be used beyond the east end of Salt Cake Storage 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.
- #13 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.

AVOID DAMAGE — Switch Customers' Cars Carefully

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

Impact Force At Various Striking Speeds

	Car Coupled at	Units of Destructive Force
{	1 mph	1
	2 "	4
	3 "	9
	4 "	16
{	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

	40 Foot Car	50 Foot Car
Sec- onds	Miles Per Hour	Miles Per Hour
1....	28	....35
2....	14	....17.5
3....	9.3	....11.6
4....	7	.... 8.7
5....	5.6	.... 7
6....	4.7	.... 5.9
7....	4	.... 5
8....	3.5	.... 4.4
9....	3.1	.... 3.9
10....	2.8	.... 3.5
11....	2.5	.... 3.1
12....	2.3	.... 2.9
13....	2.15	.... 2.7
14....	2	.... 2.5

THINK
SAFETY

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling—it can be done.

ACT
SAFELY

C. W. NIEMEYER
Mechanical Superintendent

S. J. WALSH
Trainmaster

D. W. SHAFER
Assistant Trainmaster