

TRONA RAILWAY COMPANY

Time Table No. 20

To Take Effect February 15, 1953, 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. 20 February 15, 1953	Distance From Trona	WESTWARD	
Read Down						Read Up	
Facilities (Rule 6A)	Second Class					Second Class	
	4 Freight	2 Freight				1 Freight	3 Freight
	Lv. Daily Exc. Mon.	Lv. Daily Exc. Sat.		STATIONS	Arr. Daily Exc. Sat.	Arr. Daily Exc. Sun.	
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			
Siding W.Y.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. 12:46 a.m.	3:36 p.m. 3:46 p.m.	13.1 "	SPANGLER	17.4 "	1:49 p.m.	9:49 p.m.
				7.7			
	1:05 a.m.	4:05 p.m.	20.8 "	PINNACLES	9.7 "	1:25 p.m.	9:25 p.m.
				5.5			
	1:18 a.m.	4:18 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.	1:28 a.m.	4:28 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., 23 min. 25.00	1 hr., 23 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.

GENERAL REGULATIONS

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 will stop at Spangler 10 minutes for turning down retainers and allowing heat to equalize through wheels. This does not apply to light engines or engines handling caboose only.

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 of dead locomotive before doubling train into Searles.

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 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.

Enginemen when working steam engine will take not over 500 gallons of water at Garden City on each return trip.

TRACK RESTRICTIONS

East switch of track "B" at West End Chemical Company cannot be used by Engine 2701. If required to spot or pull cars from track "B" using this locomotive, it will be necessary to use west switch.

Standard Oil spur Trona cannot be used by Engine 2701.

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 Central road crossing.

#4 track cannot be used east of No. 2 bulk loading station.

#10 track cannot be used east of Central road crossing.

#11 track cannot be used east of west end of potash loading platform due to impaired overhead clearance.

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

#16 track cannot be used.

#17 track cannot be used east of No. 16 track switch.

SAFETY FIRST

A. L. MORGAN
Mechanical Superintendent

C. W. O'NEAL
Master Mechanic

I. F. CEDERBURG
Trainmaster

E. H. FORD
Chief Dispatcher