

VISALIA ELECTRIC RAILROAD CO.

TIMETABLE No. 38

EFFECTIVE SUNDAY, DECEMBER 8, 1946

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

C. R. HARDING,
President.

E. L. METTLEN,
Manager.

N. D. ZIMMERMAN,
Dispatcher.

Louch 3/85

VISALIA ELECTRIC RAILROAD CO.

EASTWARD		Timetable No. 38 December 8, 1946	WESTWARD	
Capacity of siding in car lengths and location of Telephone Stations.	Distance from Exeter		Distance from Elderwood	Miles
	Miles			
Yard Limits BP	0.0	TO EXETER	21.3	
	1.0	AT&FRY CROSSING (Stop)	20.3	
P 26	1.8	ROCKY HILL	19.5	
	2.8	COCOAMITA	18.5	
	4.0	MERRYMAN (Spurs)	17.3	
	5.1	YOKOHL	16.2	
P 15 Corrals	5.5	EAST YOKOHL	15.8	
	8.0	LINDCOVE	13.3	
	10.0	GOODALE	11.3	
Yard Limits P	10.9	TO LEMON COVE	10.4	
	11.3	CITRO JCT.	10.0	
P 36	13.8	NARANJO	7.5	
Yard Limits P	16.0	TO WOODLAKE	5.3	
	16.8	WOODLAKE JCT.	4.5	
	17.8	SEQUOIA	3.5	
	19.1	ROSE ST. STATION	2.2	
P 37 Corrals	21.3	ELDERWOOD	0.0	

EASTWARD		Timetable No. 38 December 8, 1946	WESTWARD	
Capacity of siding in car lengths and location of Telephone Stations.	Distance from Woodlake Jct.		Distance from Redbanks	Miles
	Miles			
	0.0	WOODLAKE JCT.	2.1	
	1.1	AT&FRY CROSSING (Stop)	1.0	
31	1.2	EAST REDBANKS	0.9	
P 36	2.1	REDBANKS	0.0	

VISALIA ELECTRIC RAILROAD CO.

EASTWARD		Timetable No. 38 December 8, 1946	WESTWARD	
Capacity of siding in car lengths and location of Telephone Stations.	Distance from Rocky Hill		Distance from El Mirador	Miles
	Miles			
P 26	0.00	ROCKY HILL	12.15	
	0.88	PHALANX	11.27	
	2.65	GREY ROCKS	9.50	
	4.21	LIBERTY	7.94	
	6.63	HAWKINS	5.52	
P 6	7.88	FAYETTE	4.27	
P 20	12.15	EL MIRADOR	0.00	

EASTWARD		Timetable No. 38 December 8, 1946	WESTWARD	
Capacity of siding in car lengths and location of Telephone Stations.	Distance from Citro Jct.		Distance from Terminus	Miles
	Miles			
	0.00	CITRO JCT.	1.41	
10 Corrals	0.23	CITRO	1.18	
	1.41	TERMINUS (2 Spurs)	0.00	

SPECIAL INSTRUCTIONS

Effective Rules and Regulations of the Transportation Department of Southern Pacific Company will govern train operations on the Visalia Electric Railroad Company's lines.

RULE 2. Watch inspectors:

S. A. Pope, Manager Time Service, 65 Market St., San Francisco
W. B. Adams Exeter

RULE 2 (A). Watches subject to inspection must be presented monthly, between the first and fifteenth, instead of semi-monthly, to a designated inspector.

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

RULE 93. Yard limits are defined by yard limit signs at Exeter, Lemon Cove and Woodlake.

RULE 98. Railroad crossings at grade, not interlocked:

AT&SFRy, 1 mile east of Exeter. (STOP)

AT&SFRy, 1.1 mile east of Woodlake Jct., on Redbanks line. (STOP)

At both of these crossings trains must be brought to a full stop at a distance of not less than 25 feet or more than 50 feet from the nearest rail in AT&SFRy's tracks, and shall not proceed to pass over crossing until it has been ascertained that it is safe to do so, and there is no train in close proximity approaching the crossing. Rule 14 (b) must be observed before proceeding.

RULE 104. The normal position of switches at junctions is as follows:

Rocky Hill.....for Exeter-Lemon Cove main track.

Woodlake Jct....for Elderwood main track.

Citro Jct.for Woodlake main track.

DERAILS IN MAIN TRACK:

Exeter...main track between old transfer track and SPCo main track

Exeter...new transfer track.

SPECIAL INSTRUCTIONS

GENERAL REGULATIONS

RULE 824. At any point when train crew or engine crew leave the train for any reason, sufficient hand brakes must be set to hold the train.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail, or cars not be securely coupled together."

AIR BRAKE RULES

RULE 2. After changing ends on engine VE-401 motor-man will make running test of air.

MISCELLANEOUS

1. Bulletin board located at company car-barn, Exeter.
2. Trains must approach Rocky Hill with caution.
3. Extreme care must be used in re-railing engines VE-501 and VE-502 to prevent damage to gear cases. Notify Manager by telephone before attempting to re-rail either of these engines.

IMPAIRED CLEARANCE

Doors of car-barn at Exeter present impaired side clearance. Car-barn doors will not clear man on side of engine, or head of man looking out of cab window.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Freight trains must at no time exceed 25 MPH.

Engines shoving cars ahead must not exceed 15 MPH.

All trains must not exceed speed given below at points designated:

Inside city limits, Exeter.....	10 MPH
Highway grade crossing, Rocky Hill.....	8 MPH
Around Merryman curve.....	5 MPH
Around Yokohl curve.....	15 MPH
Within Lemon Cove yard limits.....	10 MPH
Citro Jct. to Terminus.....	15 MPH
Around curve, Woodlake Jct.....	15 MPH
All curves between Rocky Hill and El Mirador..	15 MPH
On Calcite spur.....	10 MPH
Around curve to Growers Service Co.....	10 MPH
On tangent, Growers Service Co. spur.....	15 MPH

SPUR TRACKS AND SIDINGS NOT SHOWN IN TIMETABLE

Name	Car capacity	Distance from Exeter in miles
New transfer track, Exeter.....	18	0.0
Old transfer track, Exeter.....	12	0.0
Material yard spur.....	3	2.3
Dofflemyer spur, Merryman.....	3	3.8
Pogue spur (Terminus Branch).....	4	11.7
Sequoia Citrus Assn spur (Terminus Branch).	3	12.0
Canyon Ranch spur (Terminus Branch).....	3	12.2
Marks Bros. spur (Terminus Branch).....	6	12.5
Shell Oil Co. spur, Woodlake.....	1	15.9
Kanne spur.....	5	16.9
Baker spur.....	2	17.3
Fayette spur (depressed track).....	7	9.6
Calcite spur.....	15	11.9