

TIME TABLE
FOR THE
VISALIA ELECTRIC RAILROAD CO.

To Take Effect Sunday, April 14, 1935, 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.

The Company reserves the right to vary from this time table at pleasure.

C. R. HARDING,
Vice-President.

T. L. BILLINGSLEY,
General Superintendent.

VISALIA ELECTRIC RAILROAD CO.

Eastward		WIRTS—STRATHMORE						Distance from Wirts	Time Table No. 37		Distance from Strathmore	STRATHMORE—WIRTS						Westward	
Capacity of siding in car lengths and location of Telephone Stations.									April 14, 1935										
								Miles	STATIONS	Miles									
P	16							0.00	WIRTS	16.36									
	10							0.38	0.38 ROCKY HILL	15.98									
	8							0.88	0.50 PHALANX (Spur)	15.48									
	7							2.65	1.77 GREY ROCKS	13.71									
	6							4.21	1.56 LIBERTY	12.15									
	6							6.13	1.92 REYNOLDS	10.23									
	10							6.63	0.50 HAWKINS	9.73									
	2							7.10	0.47 MCKEE (Spur)	9.26									
P	6							7.88	0.78 FAYETTE (Spur)	8.48									
	2							8.72	0.84 TOCO (Spur)	7.64									
	18							9.75	1.03 ORLEM	6.61									
								10.01	0.26 GILLETTE JUNC.	6.35									
	5							11.65	1.64 TIFFIN (Spur)	4.71									
P	40							12.15	0.50 EL MIRADOR	4.21									
	3							13.15	1.00 PREWITT	3.21									
								14.85	1.70 A. T. & S. F. CROSSING (Stop)	1.51									
	20							15.85	1.00 ABILENE	0.51									
								16.36	0.51 STRATHMORE	0.00									

VISALIA ELECTRIC RAILROAD CO.

Eastward		CITRO JUNC.—TERMINUS						Distance from Citro Junc.	Time Table No. 37		Distance from Terminus	TERMINUS—CITRO JUNC.						Westward	
Capacity of siding in car lengths and location of Telephone Stations.									April 14, 1935										
								Miles	STATIONS	Miles									
	0							0.00	CITRO JUNC.	1.64									
	30 Corrals							0.23	0.23 CITRO	1.44									
	8							1.64	1.41 TERMINUS (2 Spurs)	0.00									

SPECIAL RULES



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

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. Following are designated watch inspectors:

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

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

RULE 83 (A). Trains originating or terminating at Exeter and Woodlake will register at those stations.

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

RULE 98. RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED.

- A. T. & S. F. Ry. about one mile east of Exeter.
- A. T. & S. F. Ry. about one mile west of Redbanks.

At both of these crossings, near Exeter and Redbanks, all trains must be brought to a full stop at a distance of not less than 25 feet or more than 50 feet from nearest rail in A. T. & S. F. Ry.'s tracks, and train shall not proceed to pass over the 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 also be observed before train proceeds.

Visalia Electric Railroad Co.'s trains must be brought to a full stop before proceeding across the two following crossings:

- A. T. & S. F. Ry. Gillette Spur.
- A. T. & S. F. Ry. 1½ miles west of Strathmore.

A. T. & S. F. Ry.'s trains are permitted to approach and proceed over these two crossings at speed of not more than 15 miles an hour except that in foggy weather all A. T. & S. F. Ry.'s trains must come to full stop not more than 100 feet distant from the nearest rail of intersecting track before proceeding over the crossings.

Trains of the Visalia Electric Railroad Co. must approach these crossings under complete control and be brought to a full stop at a distance of not less than 25 feet or more than 50 feet from nearest rail in A. T. & S. F. Ry.'s tracks, and train shall not proceed over the crossing without receiving signal from flagman who must precede train and ascertain that it is safe for train to proceed. Observe Rule 14 (B).

RULE 103 (A). Pertaining to switching movements over public crossings. This rule is not to be confused with pulling and shoving movements as covered by Rule 103. It pertains to movements when making drop and kicking or cutting off cars over public street or highway crossings, in which instances a member of the train crew must take a position at the crossing and protect same before movement is started.

RULE 104 (A). DERAILERS IN MAIN TRACK.

Derailers are located in main line track at the following points:

- At Exeter, main track between old transfer track and Southern Pacific main track.
- At Exeter, new transfer track.

MISCELLANEOUS

- BULLETIN BOARD:** Located at company car barn, Exeter.
- Power must be off while passing circuit breakers.
- After changing ends on locomotives, motorman will make running test of air as required by Rule 11 of rules governing air brakes, etc.
- Conductors will report to Superintendent by telephone any failure to properly control train by air brakes.
- Where necessary to make repairs to locomotives on line, pantagraph must be dropped and securely locked before employes are permitted to start to make necessary repairs.
- Locomotives will not be left standing at any point unless pantagraph is lowered, except when a competent trainman is in charge to take care of the equipment in case of fire or other accident.
- Trains will approach Wirts with caution, expecting to find cars on main track.
- In case a pantagraph is broken and it is necessary to make use of hand trolley pole, the following precautions **MUST** be observed in order named:
 - See that no portion of the broken pantagraph is in contact with the trolley wire.
 - Arrange the parts of the pantagraph so that no part of it is in contact with the roof of the car or pipes leading to the pantagraph base.
 - Securely attach wire of hand trolley pole to some metal portion of pantagraph base or parts attached thereto.
 - Before bringing hand trolley in contact with trolley wire, the operator **MUST** take such a position on top of locomotive so that he will not come in contact with any portion of broken pantagraph or wire of hand trolley pole.
- Trainmen must at all times keep off top of electric locomotive when pantagraph is in contact with trolley wire.

IMPAIRED CLEARANCES

Impaired clearances exist at the following points:

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

2. Impaired side and overhead clearance exists at the Lemon Cove Association's packing house at Lemon Cove. Roof of this packing house will not clear man on side or edge of car roof.

3. Platform of the Naranjo Orchards Company's, Inc., packing house at Naranjo creates impaired side clearance.

JUNCTION SWITCHES

Citro Junction switch will be set and locked for Woodlake main track.

Woodlake Junction switch will be set and locked for Rose St. main track.

Wirts-Strathmore Junction switch will be set and locked for Exeter-Lemon Cove main track.

SPEED RESTRICTIONS

Freight trains will at no time exceed 25 miles per hour.

Cars or engines shoving cars ahead will not exceed 15 miles per hour.

All trains will not exceed speed given below at points indicated:

Around curve to Redbanks Orchard Co.....	10 miles per hour.
On straight track Redbanks Orchard Co. spur.....	15 miles per hour.
Around curve, Woodlake Junction.....	15 miles per hour.
On main track Citro Junction to Terminus.....	15 miles per hour.
Through Lemon Cove Yard.....	10 miles per hour.
Around Yokohl curve.....	15 miles per hour.
Around Merryman curve.....	10 miles per hour.
Inside of City limits, Exeter.....	10 miles per hour.
Highway grade crossing, Wirts.....	6-8 miles per hour.
Highway grade crossing Moffetts.....	10 miles per hour.

SPUR TRACKS AND SIDINGS NOT SHOWN ON TIME TABLE:

Name	Car Capacity	Distance from Exeter Miles
Prumer's Spur.....	2	.5
Dofflemeyer Spur (Merryman).....	3	3.8
Dungan Spur.....	5	4.3
Standard Oil Co. Spur.....	3	11.0
Union Oil Co. Spur.....	3	11.5
Pogue Spur (Terminus Branch).....	4	11.7
Sequoia Citrus Association Spur (Terminus Branch).....	3	12.0
Canyon Ranch Spur (Terminus Branch).....	3	12.2
Marks Bros. Spur (Terminus Branch).....	6	12.5
Sand Pit Spur.....	25	12.2
Beinhorn Spur.....	4	12.8
Shell Co. Spur (Woodlake).....	1	15.9
Kanne Spur.....	5	16.9
Kasparian Spur.....	3	3.1
Fayette Spur (Depressed track).....	7	9.6
Gillette Spur.....	5	12.3
Portex Spur.....	2	15.8

R. T. JACKSON,
Superintendent.

E. L. METTLEN,
Dispatcher.