

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
Citro Jct. to Terminus.....	15 MPH
Around curve, Woodlake Jct.....	15 MPH
All curves between Rocky Hill and El Mirador.....	15 MPH
Around curve to Redbanks Fruit Co.....	10 MPH
On tangent, Redbanks Fruit Co. spur.....	15 MPH
On Kaweah River bridge.....	15 MPH

MISCELLANEOUS

1. Exeter: Doors of carbarn present close side clearance and will not clear man on side of engine, or head of man looking out of cab window.

LOAD LIMIT (car and contents):

Exeter-Sequoia.....	199,000 pounds
Terminus Branch.....	199,000 pounds
Redbanks Branch.....	199,000 pounds

Unless authorized, heavier loads must not be handled.

**DO IT
 THE SAFE WAY
 —OR DON'T DO IT**

VISALIA ELECTRIC RAILROAD CO.

TIMETABLE No. 40

EFFECTIVE SUNDAY, OCTOBER 31, 1976

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
 OF EMPLOYEES ONLY

R. L. KING,
 President.

L. E. TIBBS,
 Trainmaster

R. C. BOHL,
 General Agent

2 VISALIA ELECTRIC RAILROAD CO.

EAST- WARD	TIMETABLE NO. 40 October 31, 1976				WEST- WARD
Mile Post Location			Station Number	Distance from End	
STATIONS AND FACILITIES					
0.0	R	EXETER	YPQ	27460	17.8
		1.6			
1.8		ROCKY HILL		27473	16.2
		2.3			
3.9		MERRYMAN		27477	13.9
		1.2			
5.1		YOKOHL		27479	12.7
		0.4			
5.5		EAST YOKOHL		27480	12.3
		2.1			
7.8		LINDCOVE		27482	10.2
		2.3			
9.9		GOODALE		27483	7.9
		0.9			
10.8		LEMON COVE		27485	7.0
		0.4			
11.2		CITRO JCT.		27486	6.6
		2.6			
13.8		NARANJO		27490	4.0
		2.2			
16.0		WOODLAKE		27492	1.8
		0.8			
16.8		WOODLAKE JCT.		27493	1.0
		1.0			
17.8		SEQUOIA		27497	0.0
TERMINUS BRANCH					
11.2		CITRO JCT.		27486	1.4
		0.2			
11.4		CITRO		27487	1.2
		1.2			
12.5		TERMINUS		27489	0.0
REDBANKS BRANCH					
16.8		WOODLAKE JCT.		27493	1.8
		1.2			
18.0		EAST REDBANKS		27495	0.8
		0.6			
18.6		REDBANKS		27496	0.0

3 SPECIAL INSTRUCTIONS

RULE A. The Rules and Regulations of the Southern Pacific Transportation Company govern operations on the Visalia Electric Railroad Company.

Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department, effective October 31, 1976.

RULE 98. Railroad crossings at grade, not inter-locked:

ATSF, crossing 1 mile east of Exeter. (STOP)

ATSF, crossing 1.1 mile east of Woodlake Jct., on Redbanks Branch. (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 ATSF'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 103. Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that train is ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

Cars or locomotives must not be left standing, nor switches left open, within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

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

Woodlake Jct. for Elderwood main track.
Citro Jct. for Woodlake main track.

DERAILS ON MAIN TRACK:

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

RULE S-240, MOVEMENT OF TRAINS BY STAFF SYSTEM

Applies as follows:

Territory	Register Location
VE Railroad:	
Exeter to all stations	Exeter