

SOUTHERN PACIFIC COMPANY.

WESTERN DIVISION.

TIME TABLE No. 17.

TO TAKE EFFECT SUNDAY, JUNE 15, 1890, AT 1:30 O'CLOCK, A. M.

For the government and information of employes only, and is not intended for the information of the public. The Company reserves the right to vary the same as circumstances may require.

FROM SAN FRANCISCO.

71	59	57	55	53	51	47	43	41	39	37	35	33	31	29	27	25	23	21	19	17	Distance from San Francisco
San Jose Passenger.	S. P. Freight.	Through Freight.	Way Freight.	Sacramento Passenger.	Sacramento Passenger.	Niles Passenger.	San Jose Passenger.	San Jose Passenger.	San Jose Passenger.	San Jose Freight.	Tracy Way Freight.	Livermore Passenger.	San Jose Passenger.	Livermore Passenger.	Niles Passenger.	Stockton & Sacramento Express.	S. P. Way Freight.	S. P. Through Freight.	S. F. Atlantic Express.	Los Angeles Express.	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Except Sunday.	Daily.	Daily.	Daily, Except Sunday.	Daily, Except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
						P. M. LV 6.00	A. M. LV 7.30					P. M. LV 4.30	P. M. LV 3.00	M. LV 12.00	A. M. LV 10.30	A. M. LV 8.30					0.00
						6.26	7.56					4.56	3.25	12.26	10.56	8.57					4.50
						6.33	Foot note 8.05			11.04	5.38	5.04	3.32	12.34	11.04	Foot note 9.05					5.89
						6.41	8.13			11.30	5.51	5.12	3.38	12.42	11.13	9.12					7.10
						6.47	* 8.18			11.59	6.05	* 5.18	* 3.42	* 12.47	* 11.18	9.17					9.30
						Stop (regularly)	Stop (regularly)			P. M.		Stop (regularly)	Stop (regularly)	Stop (regularly)	Stop (regularly)	Stop (regularly)					11.54
						6.56	8.27			12.24	6.48	5.30	3.52	12.56	11.27	9.26					12.25
						7.01	8.33			12.39	7.10	5.35	3.57	1.02	11.32	9.32					15.73
						7.07	8.39			1.08	7.38	5.41	4.02	1.08	11.38	9.38					18.43
						7.22	8.52			1.45	8.26	5.52	4.13	1.23	11.53	9.50					21.08
						7.28	9.00			2.10	8.44	5.58	4.19	1.30	12.00	10.00					27.42
						(P. M. AR)															30.20
	P. M. LV 3.18							9.00	P. M. LV 6.00	A. M. LV 10.05	2.15		4.19								30.20
	3.25							9.10	6.09	10.18	2.30		4.25								33.75
	3.32							9.21	6.18	10.30	2.47		4.32								37.39
	3.41							9.31	6.29	10.50	3.05		4.41								41.72
	Foot note 3.55							9.45	6.45	11.15	3.45		4.55								47.74
	P. M. AR						A. M. AR	P. M. AR	P. M. AR	A. M. AR	P. M. AR		P. M. AR								
											8.44	5.58		1.30		10.00					30.20
											9.25	6.14		1.46		10.17					36.60
											Foot note 10.10	6.25		2.00		Foot note 10.30					41.80
											11.50	6.40		2.15		10.45					47.88
											P. M. 12.30	P. M. AR		P. M. AR		11.10					55.97
											1.02					11.34					63.93
											1.35					11.52					69.59
											1.45					11.59					71.73
75	73															P. M. LV 12.07	P. M. LV 7.45	A. M. LV 10.16	P. M. LV 7.37	P. M. LV 12.29	74.82
Stockton Passenger.	Stockton Passenger.																				82.82
Daily.	Daily, Except Sunday.	5.00																			
		A. M. AR																			
P. M. LV 8.00	P. M. LV 3.00		P. M. LV 11.55	A. M. LV 7.35	P. M. LV 4.45	A. M. LV 6.40															82.82
8.20	3.20		8.50	5.05	7.00																91.70
P. M. AR	P. M. AR		1.08	9.55	5.17	* 7.12															97.59
			1.40	10.40	5.29	7.26															104.29
			1.55	10.59	5.34	7.32															107.21
			2.12	11.21	* 5.40	* 7.39															110.50
			2.22	11.45	5.45	7.45															112.60

RULES AND REGULATIONS FOR EMPLOYEES.

Green Signal.	SIGNALS. 1. A Green Flag by day, or a Green Light by night, displayed at a Station, denotes that a Train order is waiting, and the train must be brought to a stop. See Rule 69. Two Green Flags by day, or two Green Lights by night, displayed on the front of an Engine, denote that the train is a Special. These signals must be displayed by all Special Trains or Engines, but not by Yard Engines or Work Trains. 2. A Red Flag by day, a Red Light by night, or an explosion of a Torpedo on the track, is a signal of danger. A Red Flag placed outside the rails signifies that the track is out of order, and speed of train or engine must be reduced to six miles per hour. A Red Flag placed between the rails signifies that the track is impassable, and trains must come to a full stop. 3. Two Red Flags by day, or two Red Lights by night, displayed on the front of an Engine, indicates that another train is following, which has precisely the same rights as the Engine or Train bearing the signals. 4. Two White Flags by day, or two White Lights by night, displayed on the front of an Engine, indicates that another Train is following, but will keep at least ten minutes out of the way of all regular Passenger and Freight Trains; but all Irregular Trains, Work Trains and Track Parties must be kept entirely out of their way and give them a clear track. Engineers and Conductors of trains bearing signals will be particular and call the attention of meeting Trains, Station Agents, and all others concerned, and explain the meaning of it. 5. When signals (Red or White) carried for a train following, are taken down by the Conductor at a Station, he will notify the Agent, who will put out a Red Signal, and not let any Train pass toward the Flagged Train without first notifying the Conductor what is expected to arrive. 6. One Sound of the Whistle is the signal to apply the Brakes. Two Sounds of the Whistle is the signal to let go the Brakes. Three Sounds of the Whistle is the signal to back. Four Sounds of the Whistle is the signal to call in a Flagman. Five Sounds of the Whistle is a warning to men on top of Freight Cars that Train is approaching a tunnel or covered bridge. One long and two short sounds of the Whistle in quick succession is the signal when approaching road crossings. Two long, followed by two short, sounds of the whistle in quick succession is the signal to be given by trains when displaying signals for a following train, to call attention of trains of the same or inferior class to signals displayed. Several short sounds of the whistle is the signal of danger. 7. One stroke of the Cab Bell signifies stop. The Cab Bell must not be used to start trains. 8. A light swung over the head is a signal to go ahead; when swung across or at right angles with the track, is a signal to back up; and when moved up and down, is a signal to stop. If motion of lamp is quick, move quick (but with care); if slow, move slow . 9. Notice must be taken of all violent signals. Always stop and ascertain precisely the meaning of every signal given that may seem to indicate danger. 10. All Night Trains (and Freight and Work Trains running in day time), must, in all cases, carry a Red Signal on the rear car, and Engines running without trains on rear of tender.	Approaching and registering at Terminal and Junction Stations.	20. All trains will approach Terminal and Junction Stations with great care. Conductors of Trains (and Engineers of Engines running without Trains), will register at Junction and Terminal Stations (in a book kept for that purpose), the time of their arrival and departure (and, if irregular, the direction going). And before leaving Terminal Stations, or passing Junctions, will ascertain from Register or Yard Master (in case there is no Yard Master, then from Agent), if all trains having right of track have arrived and departed. Yard Masters (or Agents) will be held alike responsible, with Conductor, for a violation of this Rule.	Brakeman on Rear of Train.	37. A Brakeman must always be stationed upon the rear car, and not leave his position without permission from his Conductor, except to Flag following Trains; in such case the Conductor or another Brakeman must immediately take his place. The Rear Brakeman will examine brakes on rear car before leaving Terminal Stations, and if not found in running order, will report the same to Conductor. 38. When the Engineer (or Engineers) shuts off steam at Stations where the train is to stop, the Brakemen must apply their hand-brakes (if the Train is not equipped with air-brakes), and, using judgment, endeavor to stop at the Station without the necessity of the Engineers sounding their whistles; too much sounding of the whistle impairs its value as a signal of danger. 39. Brakemen must not slip the wheels, and it is the duty of the Conductor, and a very important one, to see to this matter. 40. When it is necessary to back a Train, a brakeman must be stationed on the rear car, where he can have a full view of the Track, and have a brake under his control; and the Engineers and Firemen must so station themselves that they can see any signal given to stop. Back up slow and have Train under full control. 41. Train men and other employees are required to exercise the utmost caution to avoid injury to themselves and fellow employees; and they are especially enjoined to use great care in coupling and uncoupling cars. Coupling cars by hand is strictly prohibited in all cases where a stick can be used to guide the link. Do not go between the cars to couple them unless the draw-bars are known to be in good order. In coupling the Miller hook on to other styles of draw-bars, first insert the link in the hook, using the pin chained to the Miller platform. 42. Engineers will not start with the Train until they are directed by the Conductor, and must invariably start with care , (first ringing Engine Bell), and see that they have the whole of the Train before getting beyond the limits of the station; and must run the trains as nearly on time as possible, arriving at the Stations neither too soon nor too late. Engineers and firemen are at all times under the direction of the Division or Assistant Superintendents after crossing the turn-table for service. 43. Engineers will in all cases before starting train from a Terminal Station, apply the air-brake to make sure that the pump and hose are in proper order; and when approaching Stations where Trains are to be met or passed, reduce speed at a sufficient distance from the Switch to give full control of their Train by hand-brakes, in case of failure of air-brakes. Approach all stations with care, as switches are liable to be misplaced. 44. Engineers or Firemen should look back frequently to see that all is right; and in case the train has broken apart, great care must be taken to keep the forward end out of the way of detached part; sounding whistle repeatedly to warn Train men, and if on a down grade, the forward part of the Train will keep moving, even to the next Station, if necessary. If detached portion of Train is out of sight, and it is necessary to back up, before doing so, if on a down grade, allow ample time to elapse before starting, and send a man back with a flag at least fifteen (15) minutes before moving; and if there is no brakeman on top of Train, after flag has been sent back, the Engineers will send a fireman out on train to keep watch and give necessary signals; then move with great care, stopping at all obscure places unless it is certain that rear part of Train is at a stand and will not move until reached. Every precaution must be used to prevent accidents. Take no chances. 45. Engineers must sound the whistle when one-half mile from a Station. When eighty (80) rods from all road crossings, (public or private) will give one long and two short blasts of the whistle; and will also ring the bell when eighty (80) rods from such crossing, and continue ringing until it is passed, as signals of danger. A neglect of these precautions, required by law, will be sufficient cause for dismissal. 46. Engineers will enter all tunnels with great caution, and Engineers of Freight Trains will give five short blasts of the whistle before entering Tunnels and covered bridges, to warn men on the Train to keep clear of danger. This precaution must not be neglected. 47. Dampers of ash pans must in all cases be closed while Engines are crossing bridges and passing wood yards. 48. Engineers must see that their Engines are provided with a pair of jack-screws, which must at all times be kept in good order, extra spring hangers, flags, lamps, and all tools necessary for use in case of casualties. 49. Engineers will not allow any person to ride on the Engine except Officers of the Track Department, Foremen of Track, Bridge and Building, and Telegraph Repairs, Conductors of Snow Plows, or Conductor of the Train, without an order from the Superintendent. 50. Engineers, running Special Trains or engines without Trains, will sound the whistle repeatedly in obscure places, to warn Section Men. Engineers of Night Trains, when behind time, will also take the same precaution after day-light; and when running in a fog or snow-storm, when behind time, will also warn Section Men in a like manner. 51. When a Freight Train is composed of two or more sections running on the same time, the rear Train will do the local work, and, if allowed to take passengers, is the only one on which they will be carried under any circumstances, except persons in charge of Live Stock. 52. Great care must be taken to prevent killing live stock. Bring the Train to a full stop if necessary. Should any be killed or struck, the engineers must report in writing, on blanks furnished for that purpose, to Division or Assistant Superintendent, giving number of Engine or Engines, number of Train, names of Conductor and Firemen, and all other information that may be useful. If stock is killed when it is apparent that it might have been avoided, the value of the stock so killed will be deducted from the Engineer's pay. 53. Engineers and Firemen are particularly directed not to throw any fuel from the Tender while in motion. If any is found to be unfit for use, it should be thrown off at Engine House Yard at end of run. Wood must not be piled on Tenders in such a manner or quantity as to be liable to fall off. 54. Station Agents are required to see that the doors of all cars on the Side Tracks are securely fastened, and that the brakes are set and the cars far enough from the Main Track as not to endanger passing Trains, and that the wheels of all cars on Side Tracks are properly blocked, and cars must never be allowed to stand on the Main Track. 55. Station Agents will be held responsible for the proper security and position of the Switches, and must in no case allow them to be turned from the Main Track, except when a Train is to leave or enter a Side Track. 56. In all cases, either by day or night, when the Track is obstructed by reason of repairing or otherwise, so as to endanger the passing of Trains, Danger Signals must be placed as provided in Rule No. 36. Road Masters and Foremen of Bridge and Building Department will see that this rule is properly understood by their men.
Red Signal if track out of order.	GENERAL RULES. 21. The use of Intoxicating Drinks is strictly forbidden. Total abstinence in this particular is necessary to safety in operating the road. Any employee drinking intoxicating liquors (or smoking on Passenger Trains) while on duty, will be dismissed from the service of the Company, and it is the duty of all employees, and they are required, to report immediately to the Division Superintendent any violation of this Rule. 22. Train men will consult Bulletin Boards daily. 23. The clock in the Office of the Division or Assistant Superintendent is the standard Time by which Trains will be run. Conductors and Engineers will compare their watches with it daily, when practicable; also compare time with each other before leaving Terminal Stations. 24. No person will be allowed to ride free, except as provided in circular relating thereto. 25. No person employed on Trains, or at Stations, will leave his place or change with another without permission from the Division or Assistant Superintendent. 26. Trains will be under the control of the Conductor, and will be run as nearly to card time as possible, under no circumstances leaving a Station earlier than the card time, except on special order, and remaining at a Station only so long as necessary to transact the business of the Train. Although the Conductor has charge of the train, the Engineer (or Engineers) will not therefore be considered blameless if they run any unnecessary risk. Nor will they be relieved from all blame if they proceed in violation of instructions or orders, even should the Conductor, from negligence or misapprehension, direct them so to do. All the prescribed precautions must be observed which are necessary to safety. 27. Conductors and Brakemen of all Trains meeting or passing, or when approaching a Station, must be out looking for signals, and be prepared to do anything required for safety or expedition; and all Trainmen will be at their Train at least thirty minutes before starting time, and examine the same to see if everything is in order. 28. Conductors, Engineers, Firemen, Baggage-men, and Brakemen on Trains conveying passengers are required to wear badges as prescribed by law. 29. Conductors of Freight Trains will be held responsible for the faithful performance of duty by the Brakemen on their Trains. They will require the doors of all Freight Cars in their Trains to be closed, and will in all cases, when ascending or descending grades, station themselves on the rear part of the Train, and see that their brakemen are at their posts. 30. In no case must a Car be left on a grade without the Brake being set and the wheels blocked. Conductors of Freight and Work Trains, in switching out Cars at Stations, or meeting and passing Trains on tracks where Station work is done, should leave Cars as near as practicable as they find them, or at convenient places for loading and unloading. They will also render Station Agents assistance in switching cars, in order to an economical disposition of the business of stations. 31. Conductors will report in writing to the Division or Assistant Superintendent all injuries to persons caused by their Train; giving number of Train and Engine; the names of all employees on their Train; also, the names of others witnessing accident, and all other information that may be useful as a matter of record, and, whenever practicable, get the signatures of employees and other witnesses to report, after reading the same to them. In case of accident resulting in injury to passengers or employees, or damage to rolling stock or contents of cars, the Conductor (if Conductor is disabled, the head Brakeman) will immediately notify the Division or Assistant Superintendent by Telegraph of such accident, giving full particulars, and stating what assistance, if any, is required. If between stations, send a man to nearest telegraph office with a dispatch. The Division or Assistant Superintendent, on receiving such information, will immediately transmit the same by telegraph to the General Office. 32. Disabled cars left at Stations must be reported (by telegraph, if practicable) to the Division or Assistant Superintendent. 33. Conductors will have the names of Stations announced in all Passenger Cars, and at Junctions will have the names of the principal stations where connecting Trains stop, also announced; and Passenger Conductors must in all cases give Signal for starting their Trains from Depot platform or ground, and before doing so see that all are on board, and will also give personal attention to seating passengers. On arrival at Terminal Station, they will remain with their train until passengers have alighted, and see that all needful assistance is given them. In leaving Cars at Sidings, cars must be observed to leave Wagon Roads in daily use by the public unobstructed their entire width. When Trains remain at Stations to exceed ten minutes, the Train must be cut to open a passage or roadway, if there be any persons who may desire to cross. 34. Conductors will see that Switches, after being used, are left turned to the main track. Any employee leaving a switch turned from the main track, or unlocked, after using, will be dismissed from the service of the Company. 35. Conductors of all Trains, immediately before starting out on their runs, will go in person to the Telegraph Office to inquire if any special orders are awaiting them, and report to Train Dispatcher the number of engine and number of cars in their train. A report of the same nature must be made at the Telegraph Office on arrival at Destination, giving arriving time. 36. In case of accident or stoppage upon the main track from any cause, Conductors must, always and immediately, station men not less than 1,000 yards (100 rods) distant, in both directions, with red flags by day, or red lights by night; and, in all cases, two torpedoes must be clasped to the rail on the Engineer's side of the track, one at flag limit (not less than 1,000 yards) and the other 50 yards beyond it. And as a safeguard and warning to following trains, the rear flagman, when recalled, will leave the torpedoes clasped to the rail. The Enginemen of a following train finding them, will immediately bring the train to a full stop, and then proceed, with great care, until the reason for placing the torpedoes—either to protect a train, as above, or for unsafe track—is ascertained beyond all question or doubt. It must not be assumed that there are no trains approaching from either direction. And care must also be taken in case a train is delayed, and liable to be overtaken by following train, to guard against accident. Enginemen of a detained train must keep a sharp lookout for signals of trainmen, and for possible approach of a following train, and be prepared to move their train promptly out of danger.	Intoxicating Drink Forbidden.	Stopping Trains.	Sliding Wheels. Backing Trains.	57. No Section or other Foreman will allow his hand-car to be used on the track except in the service of the Company. 58. No wood, freight, timber, or material of any kind will be allowed to be piled within five feet of the Track, except in Snow-sheds and Tunnels, and in such cases must be piled a sufficient distance from the Track to clear Engines, Snow Plows and Cars. 59. All property found on the Road must be forwarded to the Division or Assistant Superintendent, or notice given him of being found. 60. In cases of uncertainty, always take the safe side; let every man protect his own Train and Engine, and each Section Man and Station Agent his Track and Switches, and accidents from carelessness will never occur.
Red Signal carried on Engine, and Rights of Trains following.					
White Signal and Rights of Trains following.	Bulletin Board. Standard Time.	Sliding Wheels. Backing Trains.			
Taking down Signals.	Riding Free.	Coupling Cars.			
Whistle Signals.	Absence from Duty.	Starting Trains and Superintendent's Authority.			
Bell Signals.	Responsibility of Conductor and Engineer.	Testing Air Brakes and approaching Stations.			
Lamp Signals.	Duty of Trainmen.	Train Breaking in two.			
Violent Signals.	Badges.	Signals approaching Stations and Crossings.			
Signals on Rear Car.	Conductors responsible for Brakemen.	Signals at Tunnels and covered Bridges.			
Losing Rights.	Leaving Cars at Stations.	Dampers.			
Right of Trains to Track.	Reporting Accidents.	Outfit for Engines.			
Right of Freight Trains to Main Track at Meeting Points.	Disabled Cars.	Persons allowed to ride on Engines.			
Rights of Work Trains to Main Track.	Conductors' Duty and Opening Crossings.	Warning Section Men.			
Rights of Trains.	Switches. Penalty for leaving Open.	Freight Trains carrying Passengers.			
Allowance for Variation of Watches.	Report to Dispatcher.	Killing Stock.			
Following Trains.	Protecting Train in case of Accident.	Throwing Fuel from Tender.			
Maximum Speed of Trains.		Cars on Side Track. Agents' Duty.			
Approaching Stations and Stopping at meeting places.		Agents responsible for Switches.			
		Track Obstructed.			

Read Rules carefully; important changes have been made.