

# SOUTHERN PACIFIC COMPANY.

VICTORIA DIVISION.

## No. 10 **TIME TABLE** No. 10

To Take Effect Thursday, Oct. 4th, 1888, at 12:01 A. M.

SUPERSEDING TIME TABLE No. 9, DATED JULY 1st, 1888.

CENTRAL TIME.

For the Government and Information of Employees only, and not for public use or information. The Company reserves the right to vary therefrom as circumstances may require.

**A. C. HUTCHINSON,**  
*General Manager.*

**J. KRUTTSCHNITT,**  
*Assistant Manager.*

**M. D. MONSERRATE,**  
*Gen'l Superintendent.*

VICTORIA DIVISION.

TIME TABLE No. 10.

In Effect October 4th, 1888, at 12:01 A. M.

EAST		Station Numbers and Telegraph Calls	Distance from New Orleans	Distance from Rosenberg	STATIONS	Distance from Cuero	Distance from San Francisco	Length of Side Tracks in Feet	WEST	
Second Class	First Class								First Class	Second Class
No. 153 DAILY EXCEPT SUNDAY	No. 151 DAILY								No. 152 DAILY	No. 154 DAILY EXCEPT SUNDAY
FREIGHT	PASSENGER								PASSENGER	FREIGHT
6 00 A M	1 15 P M	P <sup>C. Gs.</sup> 66	517.5	120.00	Leave ..... † CUERO..... Arrive .....		2218.0	7,741	10 00 A M	4 30 P M
6 29	f 1 35	P 59	510.4	112.86	..... 7.14 ..... BURNS.....	7.14	2210.9	1,300	f 9 40	4 04
6 47	s 1 46	P 55	506.4	108.87	..... 3.99 ..... THOMASTON.....	11.13	2206.9	1,200	s 9 29	3 47
7 15	s 2 04	P 49	500.8	102.59	..... 6.28 ..... NURSERY.....	17.41	2200.6	600	s 9 11	3 19
7 33	f 2 20	P 43	494.0	96.50	..... 6.09 ..... WOMACK.....	23.50	2194.5	580	f 8 55	2 57
<b>8 40</b>	s <b>2 40</b>	Y <sup>Z.N.</sup> 92	489.5	92.00	..... 4.50 ..... † VICTORIA.....	28.00	2190.0	7,360	s <b>8 40</b>	<b>2 40</b>
9 05	f 3 01	Y 84	481.1	83.63	..... 8.87 ..... KEERAN.....	36.37	2181.7	1,719	f 8 14	1 00
9 35	s 3 21	Y 77	474.0	76.50	..... 7.13 ..... INEZ.....	43.50	2174.5	1,987	s 7 54	12 35
10 00	f 3 37	Y 71	468.0	70.50	..... 6.00 ..... EL TORO.....	49.50	2168.5		f 7 38	12 05 P M
10 25	s 3 49	Y <sup>NA.</sup> 67	464.0	66.52	..... 3.98 ..... † EDNA.....	53.48	2164.6	2,325	s 7 26	11 50
<b>11 05</b>	s 4 13	Y 58	455.0	57.50	..... 9.02 ..... GANADO.....	62.50	2155.5	1,000	s 7 02	<b>11 05</b>
12 10 P M	f 4 37	Y <sup>S.</sup> 50	447.0	49.52	..... 7.98 ..... LOUISE.....	70.48	2147.6	1,169	f 6 38	10 15
12 55	f 5 05	Y 39	433.6	39.16	..... 10.36 ..... PRAIRIE.....	80.84	2137.2	1,202	f 6 10	9 15
1 20	f 5 20	Y 34	431.5	34.00	..... 5.16 ..... PIERCE.....	86.00	2132.0	1,641	f 5 55	8 50
1 35	f 5 30	Y 31	427.9	30.43	..... 3.57 ..... MACKAY.....	89.57	2128.5	1,708	f 5 45	8 30
2 45	s 5 45	Y <sup>W.</sup> 26	423.5	26.00	..... 4.43 ..... † WHARTON.....	94.00	2124.0	2,543	s 5 30	8 10
3 35	s 6 05	Y <sup>DE.</sup> 20	417.2	19.73	..... 6.27 ..... † HUNGERFORD.....	100.27	2117.8	1,641	s 5 10	6 15
4 05	s 6 22	Y 13	411.1	13.63	..... 6.10 ..... KENDLETON.....	106.37	2111.7	1,587	s 4 53	5 30
5 00 P M	7 00 P M	EP <sup>JO.</sup> 811	397.5		..... 13.63 ..... Arrive ..... † ROSENBERG..... Leave	120.00	2098.0	6,647	4 15 A M	4 30 A M
Daily ex. Sunday <b>No. 153</b>	Daily <b>No. 151</b>								Daily <b>No. 152</b>	Daily ex. Sunday <b>No. 154</b>
Second Class	First Class								First Class	Second Class

s Regular Stop.

f Stop on Signal.

† Day and Night Telegraph Station.

† Day Telegraph Station.

EAST		Station Numbers and Telegraph Calls	Distance from New Orleans	Distance from Victoria	PORT LAVACA BRANCH			Length of Side Tracks in Feet	WEST		
	Third Class				Distance from Port Lavaca	Distance from San Francisco			Third Class		
No. 161 MON., WED. AND SAT. MIXED					STATIONS				No. 162 MON., WED. AND SAT. MIXED		
12 35 P M	P	H. 12	517.0	27.50	Leave.....	† PORT LAVACA.....	Arrive.....	2217.5	600	10 35 A M	
f 12 53	P	15	511.0	21.50	.....	CLARK'S.....	.....	6.00	2211.5	1,020	f 10 17
f 1 23	P	25	502.7	13.21	.....	PLACEDO.....	.....	14.29	2203.2	.....	f 9 47
f 1 53	P	33	495.0	5.50	.....	GUADALUPE.....	.....	22.00	2195.5	.....	f 9 17
2 10 P M	P	Z.N. 38	480.5	.....	Arrive.....	† VICTORIA.....	Leave	27.50	2190.0	3,611	9 00
Mon., Wed. and Sat. No. 161											Mon., Wed. and Sat. No. 162
Third Class											Third Class

s Regular Stop.

f Stop on Signal.

‡ Day and Night Telegraph Station.

† Day Telegraph Station.

☞ Trains with EVEN numbers BOUND WEST.

☞ Trains with ODD numbers BOUND EAST.

**SPECIAL RULES.**

Engineers on approaching stations will sound one long blast of the whistle, which will be answered by the operator, if the station is a telegraph station, by a change of his signal from red to nothing by day, and from a red to a white light by night (if a night telegraph station). Should the whistle signal not be answered in the proper manner by the operator, the engineer will then sound four blasts of whistle, as a call for signals.

Rules 8 and 302 have been made void by bulletin order, but as a large edition of the rules was printed, they must appear until the edition shall have been exhausted.

When necessary to protect front end of train, the first brakeman will be subject to orders and instructions of engineer. See Rules 96, 97 and 98.

In place of Rule 306, the following will be used:

It is made the duty of every employee in the service, regardless of departments, to report defects in road or bridges or obstructions of any kind, wherever met, to the superintendent, and, if possible, to the nearest section master or bridge foreman. When necessary, flags and torpedoes must be left to notify approaching trains; and when there is any reason to believe that the safety of the track or of any structure is endangered through floods, fires or other causes, every employee, before attempting its use, must make a personal inspection, using all precautions in the interest of life and property.

When behind time, passenger trains will not run faster than one mile in two minutes, and freight trains not faster than one mile in three minutes, except on special order from the superintendent.

f—Trains stop on signal.

s—Regular stop.

†—Day telegraph stations.

‡—Day and night telegraph stations.

¶—Stop for meals.

Meeting and passing points in full faced type.

*WATER TANKS ARE LOCATED:*

Rosenberg.  
Between M. P. 22 and 23.  
Prairie.  
Between M. P. 53 and 54.  
Between M. P. 75 and 76.

Victoria.  
Section No. 16.  
Cuero.  
Placedo.  
Port Lavaca.

The clock in the superintendent's office at Cuero, and the clock in the dispatcher's office at Victoria, are designated as standard clocks.

Rosenberg, Victoria, Cuero and Port Lavaca are register stations.

All trains must come to a full stop before crossing Esplanade street, Cuero.

The stock-pen siding at Cuero must only be used for the purpose of loading or unloading live stock, and cars must not be left on the siding.

The speed of trains must not exceed six miles per hour, within the corporate limits of the cities of Cuero and Victoria.