

San Antonio & Aransas Pass Railway

TIME TABLE NO. 67

Taking Effect Sunday, October 7, 1923, at 12:01 A. M.

CENTRAL TIME.

For the information and government of Employes only.

The Company Reserves the Right to Vary from it at Pleasure

DESTROY ALL TIME TABLES OF PREVIOUS ISSUE.

J. S. PETER,
GENERAL MANAGER
SAN ANTONIO, TEXAS

G. B. GOODLOE,
ASST. GENERAL MANAGER
SAN ANTONIO, TEXAS

WEST

HOUSTON DIVISION

EAST

THIRD CLASS							SECOND CLASS			FIRST CLASS		Telegraph Calls	Station Numbers and Mile Posts	Distance from Houston	TIME TABLE NO. 67		Distances from Kennedy	Car Capacity of Side Tracks	Fuel, Water, Sealer, etc. Table, Wye and Yard Limit Boards	Train Order Office Hours	FIRST CLASS		SECOND CLASS			THIRD CLASS					
73	71	95	93	91	3	1	OCTOBER 7, 1923		4	2	96				94	100					72	92	74	Passenger	Passenger	Mexico Special	Fast Freight	Special Live Stock	Local Freight	Fast Freight	Local Freight
Local Freight	Local Freight	Mexico Special	Fast Freight	Fast Freight	Passenger	Passenger	LEAVE	ARRIVE	Passenger	Passenger	Mexico Special				Fast Freight	Special Live Stock					Local Freight	Fast Freight	Local Freight	Daily	Daily	Daily	Daily	Tuesday Saturday	Monday Wed. Fri.	Daily	Daily Ex. Sunday
Daily Ex. Sunday	Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily				Daily	Tuesday Saturday					Monday Wed. Fri.	Daily	Daily Ex. Sunday								
					9.30 AM	9.00 AM	HQ		HOUSTON GRAND CENT.					Continuous	7.40 AM	6.30 AM															
	6.00 AM			10.10 AM	H & T C	H & T C	ND	.0	HOUSTON (FRI. YARD)	176.1	Yard	FWYSL		8.00 AM to 5.00 PM	Via H & T C	Via H & T C							3.25 PM	5.30 PM							
	6.25			10.35	9.55	9.25	6	6.2	BELLAIRE JCT.	169.9	C	L			7.15	6.05							2.55	5.00							
	6.30			10.38	9.57	9.28	7	7.2	BELLAIRE	168.9	C	L			7.13	6.03							2.50	4.55							
	6.40			10.51	10.02	9.34	10	10.4	JEANNETTA	165.7	M	L			7.07	5.57							2.40	4.45							
	6.59			11.04	10.11	9.43	15	14.7	ALIEP	161.4	M	L			7.59	5.49							2.25	4.30							
	7.31			11.21	10.24	9.57	21	20.5	CLODINE	155.6	M	WL		9.00 AM to 5.00 PM	6.48	5.38							2.05	4.10							
	7.43			11.38	10.35	10.08	26	26.3	GASTON	149.8	M	L			6.36	5.26							1.40	3.50							
	7.55			11.49	10.42	10.15	30	30.1	FLEWELLEN	146.0	C	L			6.29	5.19							1.25	3.35							
	8.10			11.59	10.49	10.22	FU	33.4	FULSHEAR	142.7	C	L		8.30 AM to 5.30 PM	6.23	5.13							1.15	3.25							
	8.30			12.15	11.00	10.33	SI	38.2	SIMONTON	137.9	M	FWL		8.30 AM to 5.30 PM	6.12	5.02							12.55	3.10							
	9.00			12.35	11.16	10.49	WX	45.4	WALLIS	131.4	M	YL		Continuous	5.56	4.46							12.35 PM	2.40							
	9.30			1.05	11.33	11.06	CV	54.5	CHESTERVILLE	122.6	M	WL		8.30 AM to 5.30 PM	5.37	4.27							11.06 AM	2.10							
	10.25			1.35	11.52	11.25	DE	61.4	GC&SF and GH&SA (7.9) Crossed	114.7	M	WL		8.30 AM to 5.30 PM	5.19	4.09							10.25	1.35							
	10.40			1.48	12.01	11.34		66.1	SLUTER	110.0	M				5.08	3.58							9.50	1.15							
	11.20			2.30	12.09	11.43	CH	70.6	ALTAIR	106.5	M	FWYL		8.00 AM to 5.00 PM	5.01	3.51							9.35	1.05							
	11.45			2.50	12.24	11.59	R1	77.9	ROCK ISLAND	99.2	M	L		8.30 AM to 5.30 PM	4.46	3.36							8.55	12.32							
	12.13			3.21	12.38	12.13	BA	84.3	SHERIDAN	92.5	M	L		8.30 AM to 5.30 PM	4.31	3.21							8.25	12.13							
	12.40			3.47	12.53	12.28	SU	91.4	SUBLINE	84.7	M	WL		8.30 AM to 5.30 PM	4.16	3.06							8.00	11.30							
	1.40			4.27	1.15	12.52	HA	101.7	HALLETTSVILLE	75.4	M	WL		8.30 AM to 5.30 PM	3.55	2.45							7.20	10.55							
	1.55			4.50	1.26	1.04		107.1	MONT	69.0	C	L			3.41	2.31							6.35	10.25							
	2.23			5.10	1.37	1.16	D	112.1	SWEET HOME	64.4	M	L		8.30 AM to 5.30 PM	3.33	2.23							6.20	10.05							
	7.10			8.01	1.50	1.30	Q	118.1	YOAKUM	58.3	Yard	FWYSL		Continuous	3.20	2.10							6.00	9.45							
	7.45			8.26	2.17	2.09		126.2	EDGAR	49.9	M	L			2.52	1.33							4.40	4.40							
	8.45			8.50	2.35	2.31	CO	135.4	CUERO	41.2	M	WL		Continuous	2.35	1.16							4.10	4.10							
	9.15			9.18	2.55	2.47		142.3	BUHEL	33.8	C	L		8.00 AM to 5.00 PM	2.14	1.25							3.45	3.35							
	10.05			9.48	3.15	3.05	MS	151.3	YORK TOWN	24.8	M	WL		8.00 AM to 5.00 PM	1.57	1.24							3.15	3.05							
	10.40			10.13	3.33	3.23	NO	159.2	NORDHEIM	16.9	M	L		8.00 AM to 5.00 PM	1.38	1.19							2.45	2.25							
	11.25			10.33	3.50	3.39	UX	166.4	RUNGE	9.7	M	WL		8.30 AM to 5.30 PM	1.21	1.03							2.15	1.50							
	11.53			10.48	3.57	3.47		170.9	STONER	6.2	C	WL			1.12	1.53							2.01	1.30							
	12.15			11.08	4.10	4.00	KY	176.1	KENEDY	.0	Yard	FWYSL		Continuous	1.00	11.40							1.40	1.10							
Daily Ex. Sunday	Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily	Daily			ARRIVE	176.1													Tuesday Saturday	Monday Wed. Fri.	Daily	Daily Ex. Sunday					

East bound trains are superior to West bound trains of same class.

Bellaire Junction is an initial station for Nos. 1 and 3 but clearance card will be furnished by Operator at Houston Grand Central.

Trains using the tracks of the H. & T. C. Ry., between Bellaire Jct. and Houston Grand Central will be governed by the current Time Table, Rules and Regulations of that Company.

All trains will run slowly and look out for G. H. & S. A. engines between compress and transfer tracks at Cuero.

Howell, M. P. 17.5, is flag stop for Numbers 1, 2, 3, and 4.

For additional tracks, See Page 7.

SOUTH

FALFURRIAS BRANCH

NORTH

THIRD CLASS	SECOND CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Skidmore.	TIME TABLE NO. 67 OCTOBER, 7, 1923		Distances from Falfurrias.	Car Capacity of Side Tracks.	Fuel, Water, Scales, Turn Table, Wye and Yard Limit Boards.	Train Order Office Hours	FIRST CLASS	SECOND CLASS	THIRD CLASS	
37	95	35				LEAVE	ARRIVE					36	100	96	38
Local Freight	Mexico Special	Passenger										Passenger	Live Stock Special	Mexico Special	Local Freight
Monday Wed. Fri.	Daily	Daily										Daily	Tuesday Saturday	Daily	Thursday Only
9.25 ³⁶	3.06	6.10	SK	C219	.0	SKIDMORE	79.5	Yard	FWYL	NOTE	8.37	9.25	12.14	9.50	1.16
9.50	3.31	6.27		A226	7.5	TYNAN	72.0	C 29	P 49		8.47	9.10	11.45	9.25	12.50
10.30	3.53	6.43	MA	" 234	14.2	S. A. U. & G. MATHEIS	65.3	M 79	L	8.00 AM to 5.00 PM	8.55	11.18	9.03	12.20	
10.50	4.14	6.54		" 238	18.7	LA FRUTA	60.8	C 11	WL	8.00 AM to 5.00 PM	8.42	11.00	8.45	11.50	
11.12	4.26	6.59	DA	" 240	20.8	SANDIA	58.7	M 61	L		8.38	10.52	8.38	11.32	
11.18	4.36	7.03		" 242	22.7	CASA BLANCA	56.8	C 24	L		8.38	10.44	8.32	11.17	
11.33	4.51	7.14	GV	" 246	26.2	ORANGE GROVE	53.3	C 35	L	7.45 AM to 4.45 PM	8.24	10.31	8.20	11.02	
11.58	5.08	7.21		" 249	29.3	REYNOLDS	50.2	C 9	L		8.16	10.19	8.10	10.40	
12.25	5.24	7.27		" 251	32.3	ALFRED	47.2	C 22	L		8.08	10.07	7.55	10.33	
12.50	5.45	7.39		" 257	38.0	MARY	41.5	C 20	L		7.54	9.44	7.39	10.22	
2.00	6.02	7.55	K	" 263	43.2	ALICE	35.3	Yard	FWYL	8.00 AM to 5.00 PM	7.41	9.24	7.05	10.02	
2.30		8.11		" 270	50.6	BENBOLT	28.9	M 5			7.20	8.54		9.12	
2.40		8.17		" 273	53.4	ELPAR	26.1	C 39			7.13	8.43		9.01	
3.01		8.28		" 278	58.5	LOS MACHOS	21.0	C 20			7.02	8.23		8.44	
3.21		8.38		" 282	62.5	ELIA	17.0	C 25	WL		6.52	8.07		8.29	
3.50		8.56	MR	" 290	70.3	PREMONT	9.2	C 25	L	8.00 AM to 5.00 PM	6.34	7.36		8.08	
4.08		9.07		" 294	75.0	LA GLORIA	4.5	M 5		8.00 AM to 5.00 PM	6.22	7.17		7.47	
4.25		9.20	FA	" 299	79.5	FALFURRIAS	.0	Yard	WYL		6.10	7.00		7.30	
Monday Wed. Fri.	Daily	Daily				ARRIVE	79.5	LEAVE			Daily	Tuesday Saturday	Daily	Thursday Only	

North bound trains are superior to south bound trains of same class.

NOTE—Train order office hours Skidmore: 7.30 a. m. to 3.30 p. m. and 5.30 p. m. to 1.30 a. m.

SOUTH

LOCKHART BRANCH

NORTH

THIRD CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Lockhart.	TIME TABLE NO. 67 OCTOBER, 7, 1923		Distances from Shiner.	Car Capacity of Side Tracks.	Fuel, Water, Scales, Turn Table, Wye and Yard Limit Boards.	Train Order Office Hours	FIRST CLASS	THIRD CLASS
65	61				LEAVE	ARRIVE					62	66
Local Freight	Passenger										Passenger	Local Freight
Tuesday Thurs. Sat.	Daily										Daily	Monday Wed. Fri.
8.30	10.20	CK	L183	.0	LOCKHART	54.6	Yard	FWTL	8.00 AM to 5.00 PM	5.10	12.36	
8.50	10.35		" 177	5.9	BURDETTE WELLS	48.7	C 14	L		4.55	12.10	
9.05	10.44	OD	" 174	9.6	OILFIELD	45.0	M 118	FWYL	8.30 AM to 5.30 PM	4.46	11.55	
9.55	11.02	JN	" 168	15.3	G H & S A	39.3	C 43	WYL	Interlocker	4.32	11.02	
10.30	11.21	NY	" 160	22.4	LULING	32.2	C 20	L	Continuous 8.30 AM to 5.30 PM	4.09	9.45	
10.45	11.30		" 157	26.0	OTTINE	28.6	C 25	L		4.00	9.25	
11.52	11.52	Z	" 150	33.1	SLAYDEN	21.5	M 100	WYL	8.00 AM to 5.00 PM	3.42	9.00	
12.25	12.07		" 143	39.5	GONZALES	15.1	M 10	L		3.19	7.50	
12.45	12.19		" 139	43.9	G H & S A MAURIN	10.7	C 22	L		3.08	7.35	
1.25	12.47	S	W128	54.6	DILWORTH	.0	M130	WYL	8.30 AM to 5.30 PM	2.41	6.55	
Tuesday Thurs. Sat.	Daily				ARRIVE	54.6	LEAVE			Daily	Monday Wed. Fri.	

North bound trains are superior to south bound trains of same class.

Flag Stops; Big Hill M. P. L-137; Elm, 146; Andrews, 164; Williams 173; Hales, 178

NORTH

KERRVILLE BRANCH

SOUTH

SECOND CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Kerrville.	TIME TABLE NO. 67 OCTOBER, 7, 1923		Distances from Kerrville.	Car Capacity of Side Tracks.	Fuel, Water, Scales, Turn Table, Wye and Yard Limit Boards.	Train Order Office Hours	SECOND CLASS	FIRST CLASS	THIRD CLASS
146	44				LEAVE	ARRIVE					146	44	38
Local Freight	Motor Car										Local Freight	Motor Car	Local Freight
Daily Ex. Sunday	Daily										Daily Ex. Sunday	Daily	Thursday Only
1.40	4.00	KR	308	.0	KERRVILLE	70.5	Yard	FWTL	6.30 AM to 3.30 PM	6.30	11.47	6.55	12.40
2.15	4.10	CN	298	10.6	CENTER POINT	59.9	C 31	L	8.00 AM to 5.00 PM	6.33	11.25	6.33	12.05
2.45	4.29	CF	290	18.6	COMFORT	51.9	M 25	YL	8.00 AM to 5.00 PM	6.18	11.08	6.18	11.32
3.00	4.44	FR	286	22.4	FREDKSHURG, JCT.	48.1	C 29	YL	8.00 AM to 5.00 PM	6.07	10.57	6.07	11.10
3.15	4.55		282	26.1	WAINING	44.4	M 6	WL		5.47	10.40	5.47	10.40
3.30	5.08		279	29.6	WELFARE	40.9	C 14	L		5.41	10.31	5.41	10.18
3.55	5.12		275	33.3	SPANISH PASS	37.2	M 9	L	8.09 AM to 3.00 PM	5.28	10.23	5.41	10.03
4.20	5.28	BO	269	39.0	BOERNE	31.5	M 24	L		5.28	10.09	5.28	9.38
4.45	5.41		263	45.4	VAN JAUB	25.1	M 11	L		5.11	9.52	5.11	9.08
5.00	5.49		259	49.1	CAMP STANLEY JCT.	21.4	M 39	YL		5.00	9.41	5.00	8.44
5.05	5.47		258	50.3	LEON SPRINGS	18.6	M 32	L		4.57	9.38	4.57	8.25
5.15	5.56		256	51.9	VIVA	15.6	C 23	WL		4.52	9.35	4.52	8.15
5.30	6.01		254	54.4	BECKMANN	16.1	C 75	YSL		4.46	9.25	4.46	8.00
5.35	6.03		253	55.6	OLGA	14.9	M 25	L		4.43	9.23	4.43	7.40
5.55	6.14		247	61.2	ROBARDS	9.3	C 15	L		4.30	9.10	4.30	7.15
6.05	6.14	SF	238	70.5	SAN ANTONIO (M. K. & W. M. K. & T. Interlocker)	.0	Yard	FWST	Continuous	8.37	4.00	8.37	6.30
6.30	6.46	WS	238	70.5	SAN ANTONIO (M. K. & W. M. K. & T. Interlocker)	.0	Yard	FWST	Continuous	8.37	4.00	8.37	6.30
Daily Ex. Sunday	Daily				ARRIVE	70.5	LEAVE			Daily	Daily Ex. Sunday	Daily	Thursday Only

North bound trains are superior to south bound trains of same class.

Flag stops: Shavano M. P. 250.5; Kenilworth M. P. 277.7; Guadalupe River M. P. 285.5; Idlewild M. P. 288; Moore's M. P. 295.7 Split Rock M. P. 303.5; Legton M. P. 305.7; Parsons M. P. 306.8; Woodlawn M. P. 241.2; is regular stop for Motor Car No. 45 at 923 A. M. and No. 44 at 417 P. M.

See Supplement
A-31307 1924

TONNAGE RATING

ENGINES	260	111-112	150	156	168	220	170	250	230 to	240	ENGINES	260	111-112	150	156	168	220	170	250	230 to	240
	Incl.	to 119-120 262 129-130	to 155 155	to 166 166			Incl.	to 173 173	to 257 257	235 inc and 270		to 249 249	Incl.	to 119-120 262 129-130	to 155 155			to 166 166	Incl.	to 173 173	to 257 257
Houston to Simonton	3822	2470	2675	2770	3380	3680	4225	4425	4560	4675	Kenedy to Cuero	1350	1400	1490	1545	1805	1900	2250	2400	2410	2525
Simonton to Sheridan	2112	2150	2325	2410	2940	3200	3675	3850	3965	4050	Cuero to Yoakum	1898	1500	1600	1650	1900	2000	2350	2540	2600	2650
Sheridan to Yoakum	1824	1250	1350	1400	1680	1750	2100	2250	2320	2350	Yoakum to Altair	1850	1400	1490	1545	1805	1900	2250	2400	2470	2525
Yoakum to Cuero	1898	1430	1500	1535	2015	2100	2240	2495	2530	2580	Altair to Flewellen	3822	2375	2500	2660	3180	3300	4200	4550	4685	4775
Cuero to Nordheim	1824	1190	1250	1280	1680	1750	1850	2080	2110	2160	Flewellen to Houston	4850	2969	3135	3325	3975	4125	5250	5685	5855	5970
Nordheim to Kenedy	1898	1430	1500	1535	2015	2100	2240	2495	2530	2580											
Waco to Texand	4000	2150	2325	2410	2940	3200	3675	4200	4300	4700	Yoakum to Giddings	1700	1250	1350	1400	1700	1800	1950	2010	2010	2350
Texand to Satin	2400	1625	1755	1820	1990	2210	2340	2535	2615	3055	Giddings to Cameron	1850	1435	1550	1610	1760	1955	2070	2240	2310	2700
Satin to Lott	1700	1250	1350	1400	1530	1700	1800	1950	2010	2350	Cameron to Chilton	1700	1250	1350	1400	1530	1700	1800	1950	2010	2350
Lott to Cameron	1850	1375	1475	1540	1685	1870	1980	2145	2210	2585	Chilton to Satin	1850	1500	1620	1680	1835	2040	2160	2340	2410	2820
Cameron to Giddings	1690	1250	1350	1400	1530	1700	1800	1950	2010	2350	Satin to Texand	2400	1625	1755	1820	1990	2210	2340	2535	2610	3055
Giddings to West Point	2400	1625	1755	1820	1990	2210	2340	2535	2615	3055	Texand to Waco	4000	2150	2325	2410	2940	3200	3675	4200	4300	4750
West Point to Yoakum	1700	1250	1350	1400	1530	1700	1800	1950	2010	2350											
Lockhart to Slayden	1850	1180	1365	1420	1530	1705	1925	2090	2010	2310	Shiner to Slayden	1650	1075	1150	1200	1390	1550	1750	1750	1800	2100
Slayden to Shiner	1650	1075	1150	1190	1390	1550	1750	1750	1800	2100	Slayden to Lockhart	1850	1290	1380	1440	1670	1860	2100	2150	2210	2520
Kerrville to Waring	2145	1290	1380	1440	1670	1860	2100	2280	2345	2520	San Antonio to Beckman	1525	925	995	1115	1230	1400	1650	1675	1725	1860
Waring to Boerne	1685	1020	1095	1225	1355	1540	1815	1840	1885	2045	Beckman to Waring	1785	1020	1095	1225	1355	1540	1815	1840	1885	2045
Boerne to Van Raub	2145	1290	1380	1440	1670	1860	2100	2280	2345	2520	Waring to Kerrville	2125	1425	1495	1515	1730	1800	2050	2275	2325	2560
Van Raub to San Antonio	1755	1075	1150	1200	1390	1550	1750	1900	1955	2100											
San Antonio to Karnes City	2065	1355	1460	1510	1680	1700	2065	2200	2265	2325	Corpus Christi to Beeville	4330	2300	2425	2510	2940	3100	3975	4400	4530	4625
Karnes City to Kenedy	2745	1760	1895	1965	2185	2210	2685	2860	2945	3020	Beeville to Kenedy	2120	1240	1350	1400	1680	1750	2000	2250	2320	2450
Kenedy to Beeville	1765	1075	1150	1200	1440	1550	1700	1910	1965	2100	Kenedy to Karnes City	1800	1140	1200	1250	1420	1550	1800	1900	2000	2100
Beeville to Corpus Christi	4535	2200	2420	2500	3360	3500	4000	4500	4635	4750	Karnes City to Floresville	1965	1265	1330	1400	1570	1715	1990	2100	2165	2265
Skidmore to La Fruta	3385	2175	2300	2385	2835	3075	3180	3480	3585	3945	Floresville to San Antonio	2170	1390	1460	1510	1725	1880	2180	2300	2370	2480
La Fruta to Alfred	2190	1450	1535	1590	1890	2050	2120	2320	2390	2630	Falfurrias to LaFruta	2100	1490	1620	1680	1848	2100	2280	2436	2500	2760
Alfred to Falfurrias	4335	2400	2600	2700	3360	3500	3850	4080	4200	4620	La Fruta to Mathis	1890	1240	1350	1400	1540	1750	1900	2030	2090	2300
Gregory to Rockport	4435	2500	2700	2790	3180	3500	4000	4500	4635	5500	Mathis to Skidmore	3406	2200	2400	2500	2940	3200	3300	3500	3605	3695

No. 100 and other trains containing 15 or more cars stock will handle 85% of engine rating.

Conductors will advise Engineers of tonnage leaving terminals.

As much as 25 Ms will be handled in addition to schedule rating, if necessary, in order to obtain rating.

Nos. 81, 82, 13 and 14 handle 200 Ms less than engine rating.

Nos. 79, 80, 91, 92, 93, 94, 95, and 96 handle 100 Ms less than engine rating.

HOSPITAL DEPARTMENT

Dr. H. H. BROWN, Sr., Medical Director, Yoakum
 Dr. H. H. BROWN, Jr., Asst. Medical Director, Yoakum
 Dr. J. D. GRAY, Asst. Medical Director, Yoakum
 Dr. AMOS GRAVES, Asst. Medical Director, San Antonio

LOCAL SURGEONS

Alice:—Drs. N. W. Atkinson, M. J. Perkins. Aransas Pass:—Drs. H. H. Blankemeyer, Walter Noble. Beeville:—Drs. L. E. Parr, C. H. Reagan, E. P. Cayo, L. L. Griffin, G. M. Stephens, A. J. Turner, Houston Neeley. Ben Arnold:—Dr. W. A. Denson. Boerne:—Dr. F. Nooc. Cuero:—Drs. J. W. Burns, W. W. Sale, A. P. Boothe, J. M. Lackey, J. C. Dobbs. Cameron:—Drs. T. J. Denson, C. V. Everett, A. S. Epperson, J. L. Denson, W. R. Newton, G. B. Taylor. Center Point:—Drs. J. W. Merritt, Henry S. Kirby. Chilton:—Drs. J. A. Mercer, W. M. Shankle. Comfort:—Dr. Chas. C. Jones. Corpus Christi:—Drs. A. W. Davison, S. T. Dodge, H. G. Heaney, L. Kaffie, F. U. Painter. Eagle Lake:—Drs. T. P. Doole,

L. C. Wozencraft, B. F. Forrest. Elmendorf:—Dr. R. K. Smith. Falfurrias:—Drs. H. M. Bennett, L. P. Strayhorn, E. E. Collins. Falls City:—Dr. R. C. Youngblood. Flatonia:—Drs. R. A. Johnson, J. F. Marecic, H. A. Tutwiler, Donald McKay. Floresville:—Dr. J. E. Sparks. Fulbhear:—Dr. P. M. Payne. Giddings:—Drs. H. G. Hertel, W. E. York. Gonzales:—Drs. A. B. Parr, L. J. Stahl, J. C. Smith. Gurley:—Dr. H. W. Wills. Hallettsville:—Drs. C. T. Duiner, Paul Renger. Houston:—Drs. H. L. D. Kirkman, A. J. James, A. L. McMurrey, Jno. T. Moore, Jos. Mullen, Jos. Schnell, J. Edward Hodges, J. L. Short. Karnes City:—Drs. S. A. King, Jefferson Woolsey. Kenedy:—Drs. R. L. Hammack, W. F. Hickle, S. M. Hubbard, C. M. Kent. Kerrville:—Drs. E. E. Palmer, Wm. Lee Secor. Lexington:—Drs. A. C. Connor, Claude Shaffer. Lockhart:—Drs. W. H. O'Banion, A. A. Ross. Lott:—Drs. M. A. Hayes, J. D. Moore. Luling:—Drs. M. W. Pitts, J. M. Watkins, E. A. Benbow. Mathis:—Drs. I. N. Thompson. Mauldin:—Drs. A. M. Ketzebue, J. G. Guenther. Muldoon:—Dr. C. J. Crow. Nordheim:—Dr. S. D. Kahn. Portland:—Dr. Thos. Kirk, Jr. Rockdale:—Drs. H. T. Coulter, I. P. Sessions, R. W.

Wallis, T. S. Barkley. Rockport:—Dr. A. H. Gore. Rosebud:—Dr. J. B. Burford, Fred E. Aycock. Runge:—Drs. T. J. Pressly, T. A. Pressly, H. Rushing, D. Y. Wilburn. San Antonio:—Drs. J. H. Burleson, W. S. Hamilton, Louis Hirschfield, G. W. Johnson, J. L. Mitchell, E. M. Sykes, T. J. Walthall, Louis J. Manhoff, Jno. V. Spring, T. W. Robertson, J. W. Ellis, O. H. Timmons, G. E. Guinn, F. B. Johnson, J. B. Miller, G. M. Duckwork, J. W. Oxford, Mary King Robbie, Ferdinand Walsh, R. M. Prather. Sandia:—Dr. J. W. Williams. Shiner:—Drs. A. L. Fuller, G. Schulze, F. M. Wagoner. Sinton:—Drs. W. C. Reinhardt, H. T. Elkins, J. W. Vermillion, Preston Worley. Skidmore:—Drs. J. B. Hunter, F. B. Wheeler. Taft:—Dr. Lucein Penrod. Tanglewood:—Dr. C. M. McLarty. Tuleta:—Dr. C. M. Poff. Tynan:—Dr. A. H. Speer. Waco:—Drs. M. D. Baker, C. H. Brooks, Newton H. Bowman, G. B. Foscue, W. A. Wood, Jno. E. Lattimore, D. B. McGee, J. Edward Quay. Wallis:—Drs. W. T. Brown, J. T. Mize. West Point:—Dr. F. E. Young. Winchester:—Dr. J. A. T. Page. Yoakum:—Drs. C. L. Kopecky, J. A. Youngkin, J. S. Youngkin, R. M. Millner, A. Beckman. Yorktown:—Drs. G. W. Allen, Jr., Herman C. Eckhardt, B. J. Nowieski.

WARNING TO EMPLOYES OF DANGER.

THIS COMPANY DOES NOT BLOCK SWITCHES, FROGS OR GUARD RAILS

required to familiarize themselves with same and to protect themselves from injury on account thereof.

Warning is also given that there are, at present, changes being made by the Railroad and by private individuals operating adjacent to the Railroad track, of structures such as are mentioned above, and employes must keep themselves advised of such changes without further notice from the Railroad.

Employes are also warned that it is dangerous to stand erect upon cars or to ride on the sides of cars while passing over, through or

under bridges and viaducts, and necessary precaution must be used by all employes to protect themselves from injury by reason of same.

Train and yard men are positively prohibited from going between cars to adjust couplers, either with their hands or with their feet, while any of the cars to be coupled are in motion. In case the couplers require adjustment cars must be brought to a full stop before train or yard men attempt to change the position of the draw-bars. Violations of this rule will be considered just cause for dismissal from the service.

SPECIAL RULES.

Rule 98-A, Paragraph D, is amended as follows: All trains, which includes the first section of first class trains, will carefully approach and pass through the following limits with train under full control, expecting to find main track occupied: Between outside switches at Yoakum, Waco and Corpus Christi. Between yard limit boards at Shiner, Kenedy, Fredericksburg Junction, Skidmore, Sinton and Gregory. San Antonio, between I&GN crossing and Electric Light Co. Spur, including MK&T tracks to passenger station.

General Rule 14 (k) is amended as follows: One long and two short sounds of the engine whistle to call the attention of yard engines, extra trains, or trains of the same or inferior class or inferior right to signals displayed for a following section. Should a train fail to answer whistle signals as herein provided, the train displaying signals will stop at once and personally notify such train and must report failure to the Division Superintendent.

Operators having a "19" train order for delivery, will, when the approaching train calls for signal, lower the train order semaphore arm twice, returning it immediately each time to STOP position as a signal that a "19" order is to be delivered. This signal is to be answered by Engineer.

When restricted by yard limit boards Trains must be handled so as to stop within the limit of vision.

Extra trains may run ahead of second and third class trains, and third class trains may run ahead of second class, without special instructions; except No. 100 must be cleared in accordance with General Rule 89.

Rule No. 91 is amended to read as follows: Unless some form of block signal is used, trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

Four long sounds of whistle is the signal for flagman to return from the south or west; five long sounds, to return from the north or east.

When flagmen are sent out with specific instructions affecting the movement of opposing trains, such instructions must be in writing to be shown to the engineer of all trains flagged. They must be made in duplicate, and the Conductor will keep the carbon copy.

When a train is flagged the Engineman must obtain a thorough explanation of the cause before proceeding—coming to a full stop and picking up the flagman if necessary.

Yellow flags require that speed be immediately reduced to twelve miles per hour, until green flag on right hand side is passed. Speed between slow posts, twelve miles per hour—unless otherwise indicated.

When backing, passenger 20, freight trains 10, miles per hour.

Initial stations are points at which trains take or change numbers and in addition, Shiner for Lockhart Branch trains during train order office hours; Yoakum for all trains leaving there; and Skidmore and Kenedy for No. 100.

Normal position of Train Order Signal on SUNDAYS only will indicate "proceed," contrary to General Rule 221. General Rule 221 will apply on week days.

On week days the train order signal must be left in "stop" position during the meal hour, and if any trains are expected for which there are no orders, clearance cards will be left in the waybill box. In case such trains do not arrive during operator's absence, he must remove clearance cards immediately on his return. Care must be used by all concerned to know that clearance cards so handled are properly filled out, showing correct date, train, etc.

At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

The law requiring trains to come to a full stop at railroad crossings at grade applies to the H. & T. C. crossing at slip switch north of passenger station at Giddings. This means that a stop must be made for each of the two railroad crossings at that station.

Operators will make three copies of clearance cards retaining one copy. Conductors will take receipts from enginemen on this form for "31" orders and conductors and enginemen will decline to accept "31" or "19" orders unless clearance card or a substitute written by the operator is furnished.

Cars of which the gross weight exceeds the following limits must not be accepted for movement over this line—except that where the limit of 150,000 pounds is shown, the maximum of 155,000 pounds may be moved provided each car weighing over 150,000 pounds gross must be spaced in trains between two cars weighing less than 135,000 pounds gross weight:

Between	Limit	Between	Limit
Houston & Simonton.....	170,000	Skidmore & Falfurrias.....	150,000
Simonton & Wallis.....	150,000	Yoakum & Flatonia.....	155,000
Wallis & San Antonio.....	170,000	Flatonia & Giddings.....	200,000
San Antonio & Kerrville.....	150,000	Giddings & Cameron.....	150,000
Kenedy & Corpus Christi.....	170,000	Cameron & Waco.....	155,000
Gregory & Rockport.....	155,000	Shiner & Lockhart.....	150,000

Outfit cars and (when practical) empty wooden coal cars and flat cars must be handled on rear of train; outfit cars must be placed next ahead of cabooses.

Foot note to Rule 81 is cancelled.

The "Hours of Service" law must not be violated. In the absence of instructions, trainmen and enginemen will tie up before expiration of the limit of service. The Train Dispatcher must be notified without delay.

Fuel, Water, Scales, Turntables, Wyes, and Yard Limits are indicated by F, W, S, T, Y and L respectively. Meal stations by G.

In the column "Car Capacity of Slide Tracks", Passing Tracks, Tracks for meeting trains but not kept clear and those for miscellaneous use are indicated by the prefix P, C and M, respectively. The capacity of those designated by P and C includes engine and caboose. The suffix s denotes that all tracks to which it pertains are spurs.

BULLETIN BOOKS

Waco: Freight Office and Union Depot; Yoakum: Round House (for enginemen and firemen only), Dispatcher's Office and Yard Office; Kenedy; San Antonio; Telegraph Office; Skidmore; Gregory; Corpus Christi.

REGISTER STATIONS

Houston: Freight Office; Bellaire Jet, for passenger trains only; Yoakum; Waco: Freight Office and Union Depot; Rockdale for Nos. 53 and 54; Lexington for Nos. 83, 84, 87 and 88; Giddings; Flatonia Jet.; Shiner; Lockhart; Kenedy; San Antonio; Kerrville; Skidmore; Gregory; Corpus Christi; Alice; Falfurrias and Rockport.

STANDARD CLOCKS

Waco: Round House, Freight Office and Union Depot; Yoakum: Round House, Dispatcher's Office and Yard Office; Kenedy; San Antonio: Telegraph Office; Skidmore; Corpus Christi.

LOCAL WATCH INSPECTORS

Houston: Houston Watch Co.; Yoakum: L. Levytansky and Albrecht Jewelry Co.; Waco: Fred Studer Co.; Lockhart: S. A. Gordon; Kenedy: Sam Marie; San Antonio: Chas. Gildemeister and O. B. Humble; Corpus Christi: C. H. Chawb.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		23	2	36	35	1	42
8	7	30	24	2	30	36	1	40
10	6		25	2	24	37	1	37
12	5		26	2	18	38	1	34
15	4		27	2	13	39	1	33
16	3	45	28	2	8	40	1	30
17	3	31	29	2	4	41	1	27
18	3	20	30	2		42	1	25
19	3	9	31	1	56	43	1	23
20	3		32	1	52	44	1	21
21	2	51	33	1	49	45	1	20
22	2	43	34	1	45			

MAXIMUM SPEEDS, PER HOUR:

BETWEEN	PASSENGER	FREIGHT AND MIXED
Houston and San Antonio.....	45	25
Kenedy and Skidmore	45	25
Skidmore and Corpus Christi.....	35	20
Skidmore and Falfurrias	25	20
Gregory and Rockport	30	20
San Antonio and Kerrville	30	20
Yoakum and Waco—50 pound rail.....	30	20
Yoakum and Waco—70 pound rail.....	45	25
Shiner and Lockhart	30	20

STREAM	BRIDGE	PASSENGER	FREIGHT AND MIXED
Brazos River	41.0	10	10
Colorado River	W 169.3	20	15
Little River	W 232.6	20	10
Plum Creek	L 163.9	10	10
Guadalupe River.....	137.6	20	20
Guadalupe River.....	285.6	10	10
Nueces River.....	A 238.9	10	10
Corpus Christi Bay.....	C 261.1	20	10

CITIES AND TOWNS	PASSENGER	FREIGHT AND MIXED
Houston.....	6	6
Lockhart.....	8	8
San Antonio.....	10	10
Waco.....	8	6
Rockdale, between Main St. & Frt., Depot.....	6	6
Rockdale, other points in City limits.....	10	10
Yoakum.....	15	10

TRACKS NOT SHOWN AS STATIONS ON FACE OF TIME TABLE.

STA. NO.	STATION	CAR CAP'Y	LOCATION
17....	Howell.....	8s.....	2.8 Miles West of Alief.
35....	Sirrah.....	7s.....	1.4 Miles West of Fulshear.
40....	Zoar.....	6s.....	1.3 Miles West of Simonton.
94....	Rabbs.....	9s.....	2.6 Miles West of Sublime.
137....	Pens.....	28.....	1.6 Miles West of Cuero.
233....	Florine.....	56s.....	2.5 Miles North of Bergs.
264....	Braden.....	7s.....	7 Miles North of Van Raub.
304....	Split Rock.....	4.....	4.7 Miles South of Kerrville.
W121....	Arena.....	22s.....	7 Miles South of Nora.
W158....	Dunn.....	4s.....	9 Miles North of Mulldoon.
W197....	Fields.....	4s.....	2.4 Miles South of Leo.
W225....	Isacs.....	3s.....	2.9 Miles South of Minerva.
W233....	Little.....	1s.....	2.7 Miles South of Cameron.
W269....	Kierseys.....	4s.....	2.8 Miles South of Satin.
W277....	Norwood.....	22s.....	2.9 Miles South of Downs.
W286....	Randle.....	9s.....	1.0 Miles North of Texand.
C201....	Caliche.....	46.....	2.5 Miles South of Normanna.
C222....	Clara.....	11.....	2.6 Miles South of Skidmore.
C249....	Midway.....	19.....	3.8 Miles South of Tait.
R258....	McCampbel.....	7s.....	0.6 Miles North of Ingleside.

J. H. SMITH,
DIV. SUPT.,
YOAKUM, TEXAS.

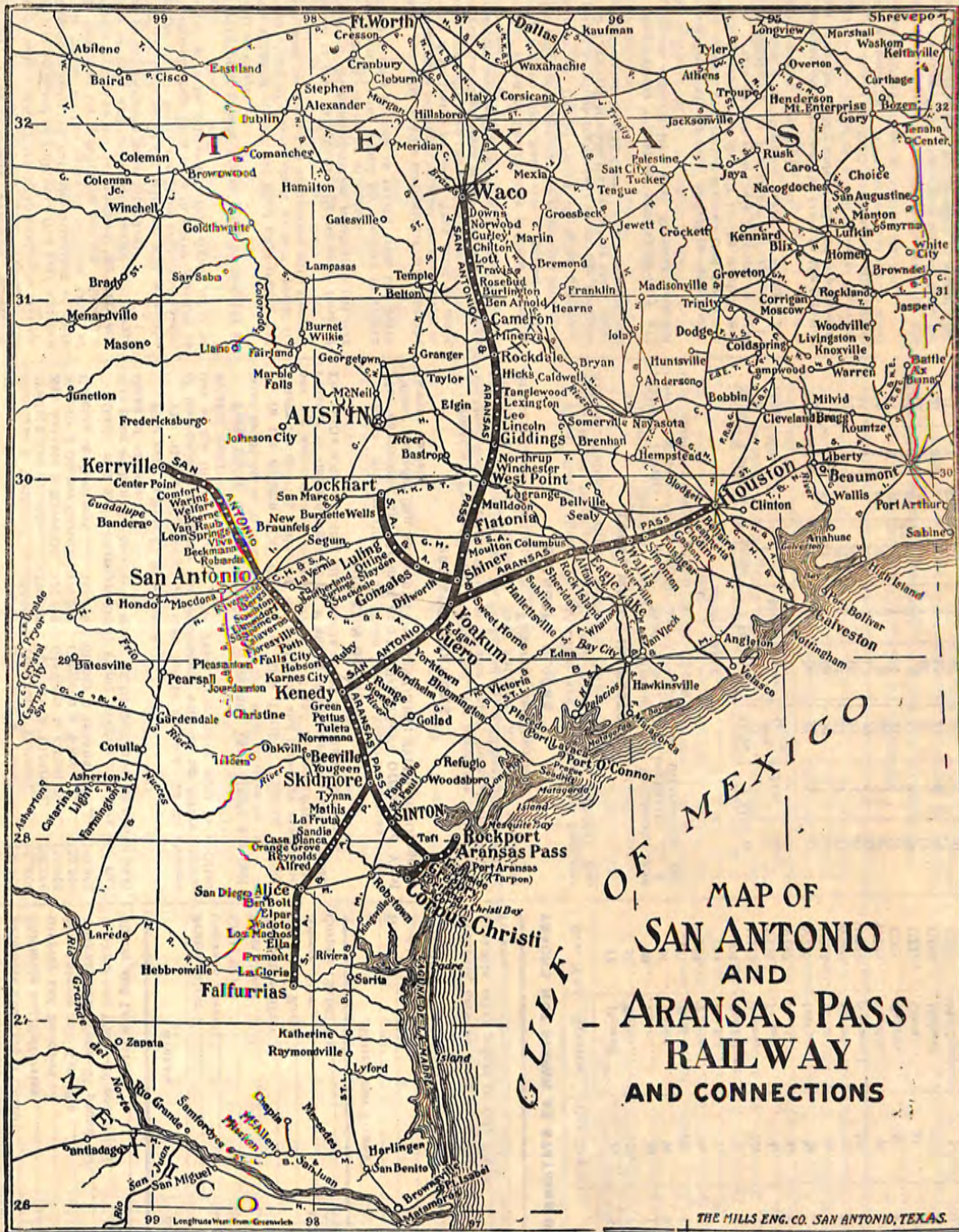
C. A. MAXWELL,
DIV. SUPT.,
SAN ANTONIO, TEXAS.

J. J. MOORE,
TRAIN MASTER
YOAKUM, TEXAS.

E. D. BUTLER,
TRAIN MASTER
SAN ANTONIO, TEXAS.

H. DICKSON,
CHIEF DISPATCHER,
YOAKUM, TEXAS.

DISPATCHERS { **J. H. KENNEDY**
R. E. HERRING
J. E. STEPHENS **S. K. BUCHANAN**
F. H. COLLIER
B. N. SMITH **G. E. WALLACE**



MAP OF
SAN ANTONIO
 AND
ARANSAS PASS
 RAILWAY
 AND CONNECTIONS

THE MILLS ENG. CO. SAN ANTONIO, TEXAS.

BANCROFT-WHITE

ANTONIO, TEXAS, 1880