

# San Antonio & Aransas Pass Railway

## TIME TABLE NO. 66

**Taking Effect Monday, March 20, 1922, 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**

This is a reprint of Time Table No. 66 and includes Supplement "B" effective Nov. 12, 1922.

**DESTROY ALL TIME TABLES OF PREVIOUS ISSUE.**

SOUTH

SAN ANTONIO-CORPUS CHRISTI-DIVISION

NORTH

TIME TABLE NO. 66 MARCH 20, 1922. Table with columns for Third Class, Second Class, First Class, and freight services. Includes station names like San Antonio, Floresville, and Corpus Christi.

NOTE: Train orders office hours Skidmore: 9:00 A. M. to 5:00 P. M. and 5:45 P. M. to 1:45 A. M.

Florine, M P 233.9, is a flag stop for Nos 15 and 12.

Additional tracks, page 7

TIME TABLE NO. 66 MARCH 20, 1922. Table for Rockport Branch with columns for Second Class (33, 31, 32, 34) and freight services. Includes station names like Gregory, Ingleside, and Rockport.

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

Nos. 13 and 14 will handle freight cars between Kenedy and Corpus Christi.



SOUTH

WACO DIVISION

NORTH

Table with columns for Class (Third, Second, First), Station (Waco, Union Depot, etc.), Time Table No. 66 (Nov. 12, 1922), and Train Order Office Hours. Includes departure and arrival times for various stations.

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

All trains running into the Union Depot Waco will be governed by the Time Tables and Rules of the St. L. S. W. RR.

S. P. 800 class engines must not exceed the maximum speed of 20 miles per hour and 700 class 30 miles per hour at any point.

Flatonia Jet. and Giddings are Register Stations. At Flatonia Jet., trains not displaying (green) signals may register by Register Slip.

Flag stops for all passenger trains: Kierseys, M P W 269; Norwood, W 277.

Additional tracks, page 7.

Rockdale Passing Tracks: North, 26; South 23.

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

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

H. DICKSON, CHIEF DISPATCHER, YOAKUM, TEXAS.

DISPATCHERS: J. H. KENNEDY, R. E. HERRING, J. E. STEPHENS; S. K. BUCHANAN, A. H. FRAZIER, F. H. COLLIER.

**SOUTH**

**FALFURRIAS BRANCH**

**NORTH**

THIRD CLASS	SECOND CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Skidmore.	TIME TABLE NO. 66		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		
23	95	21				22	100					96	24			
Local Freight	Mexico Special	Passenger	MARCH, 20, 1922		LEAVE	ARRIVE	Passenger	Live Stock Special	Mexico Special	Local Freight						
Monday Wed. Fri.	Daily	Daily					Daily	Tuesday Saturday	Daily	Thursday Only						
9.23 AM	2.25 AM	1.15 PM	SK	C219	.0	SKIDMORE	79.5	Yard	FYWL	NOTE	9.23 AM	12.14 PM	9.50 PM	1.15 PM		
9.50	2.50	1.33	A226	7.5	TYNAN	72.0	C 29	L		8.00 AM to 5.00 PM	9.07	11.45 AM	9.25	12.50		
10.30	3.10	1.48	MA	" 234	14.2	S. A. U. & G. MATHEIS	65.3	M 79	L		8.52	11.18	9.03	12.20 PM		
10.50	3.31	2.00	"	238	18.7	LA FRUTA	60.8	C 11	WL		8.39	11.00	8.42	11.50 AM		
11.12	3.41	2.05	DA	" 240	20.8	SANDIA	58.7	M 61	L		8.34	10.52	8.34	11.32		
11.18	3.45	2.10	"	242	22.7	CASA BLANCA	56.8	C 24	L		8.28	10.44	8.27	11.17		
11.38	4.00	2.22	GV	" 246	26.2	ORANGE GROVE	53.3	C 35	L		8.19	10.31	8.11	11.02		
11.58 AM	4.15	2.29	"	249	29.3	REYNOLDS	50.2	C 9	L		8.10	10.19	7.55	10.40		
12.25 PM	4.29	2.36	"	251	32.3	ALFRED	47.2	C 22	L		8.03	10.07	7.42	10.33		
12.50	4.49	2.48	"	257	38.0	MARY	41.5	C 20	L		7.49	9.44	7.20	10.22		
2.00	5.05 AM	3.05	K	" 263	43.2	ALICE	36.3	Yard	FYWL	8.00 AM to 5.00 PM	7.36	9.24	7.00 PM	10.02		
2.30		3.21	"	270	50.6	BENBOLT	28.9	M 5			7.14	8.54		9.12		
2.40		3.28	"	273	53.4	ELPAR	26.1	C 39			7.06	8.43		9.01		
3.01		3.39	"	278	58.5	LOS MACHOS	21.0	C 20			6.54	8.23		8.44		
3.21		3.48	"	282	62.5	ELLA	17.0	C 25	WL		6.44	8.07		8.29		
3.50		4.06	MR	" 290	70.3	PREMONT	9.2	C 25	L	8.00 AM to 5.00 PM	6.24	7.36		8.08		
4.08		4.17	"	294	75.0	LA GLORIA	4.5	M 5			6.12	7.17		7.47		
4.25 PM		4.35 PM	FA	" 299	79.5	FALFURRIAS	.0	Yard	WYL	8.00 AM to 5.00 PM	6.00 AM	7.00 AM		7.30 AM		
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: 8.00 a. m. to 5.00 p. m. and 5.45 p. m. to 1.45 a. m.

**SOUTH**

**LOCKHART BRANCH**

**NORTH**

THIRD CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Lockhart.	TIME TABLE NO. 66		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				62	66							
Local Freight	Passenger	MARCH, 20, 1922		LEAVE	ARRIVE	Passenger	Local Freight						
Tuesday Thurs. Sat.	Daily					Daily	Monday Wed. Fri.						
8.30 AM	10.20 AM	CK	L183	.0	LOCKHART	54.6	Yard	FWTL	8.30 AM to 5.30 PM	5.10 PM	12.35 PM		
8.50	10.35	"	" 177	5.9	BURDETTE WELLS	48.7	C 14s	L		4.55	12.10 PM		
9.55	11.02	JN	" 168	15.3	GH & SA	39.3	C 43	WYL	Continuous	4.32	11.02 AM		
10.30	11.21	NY	" 160	22.4	LULING	32.2	M 55s	L	8.30 AM to 5.30 PM	4.09	9.45		
10.45	11.30	"	" 157	26.0	OTTINE	28.6	C 20	L		4.00	9.25		
11.52 AM	11.52 AM	Z	" 150	33.1	SLAYDEN	21.5	C 25	L	8.00 AM to 5.00 PM	3.42	9.00		
12.25 PM	12.07 PM	"	" 143	39.5	GONZALES	15.1	C 18	WYL		3.19	7.50		
12.45	12.19	"	" 139	43.9	GH & SA	10.7	M 100	L		3.08	7.35		
1.25 PM	12.47 PM	S	W 128	54.6	MAURIN	.0	C 22	L	8.30 AM to 5.30 PM	2.41 PM	6.55 AM		
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, 145; 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. 66		Distances from San Antonio.	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	42				146	42					146		
Local Freight	Passenger	MARCH, 20, 1922		LEAVE	ARRIVE	Local Freight	Passenger	Local Freight	Passenger	Local Freight	Local Freight	Local Freight	
Daily Ex. Sunday	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
1.30 PM	3.30 PM	KR	308	.0	KERRVILLE	70.5	Yard	FTWL	8.00 AM to 5.00 PM	8.00 AM	11.59 AM	12.50 PM	
2.05	4.00	CN	298	10.6	CENTER POINT	59.9	C 31	L	8.00 AM to 5.00 PM	8.00 AM	11.37	12.20 PM	
2.35	4.19	CF	290	18.6	COMFORT	51.9	M 5	L	8.00 AM to 5.00 PM	8.00 AM	1.20	11.55 AM	
3.10	4.34	FR	286	22.4	FRED'SBURG, JCT.	48.1	C 29	YL	8.00 AM to 5.00 PM	8.00 AM	1.09	11.40	
3.25	4.45	"	282	26.1	WARING	44.4	M 6	WL	8.00 AM to 5.00 PM	8.00 AM	1.05	11.20	
3.40	4.58	"	279	29.6	WELFARE	40.9	C 14	L	8.00 AM to 5.00 PM	8.00 AM	1.04	11.00	
4.05	5.02	"	275	33.3	SPANISH PASS	37.2	M 9	L	8.00 AM to 5.00 PM	8.00 AM	1.02	10.45	
4.30	5.17	BO	269	39.0	BOERNE	31.5	M 21	L	8.00 AM to 5.00 PM	8.00 AM	1.18	10.25	
4.55	5.31	"	263	45.4	VAN RAUB	25.1	M 11s	L	8.00 AM to 5.00 PM	8.00 AM	1.01	10.06	
5.10	5.40	"	259	49.1	CAMP STANLEY JCT.	21.4	M 250	YL	8.00 AM to 5.00 PM	8.00 AM	1.46	9.50	
5.15	5.43	"	258	50.3	LEON SPRINGS	20.2	M 32	L	8.00 AM to 5.00 PM	8.00 AM	1.42	9.15	
5.25	5.47	"	256	51.9	VIVA	18.6	C 23	WL	8.00 AM to 5.00 PM	8.00 AM	1.41	9.05	
6.10	5.52	"	254	54.4	BECKMANN	16.1	C 75s	YSL	8.00 AM to 5.00 PM	8.00 AM	1.38	8.55	
6.15	5.55	"	253	55.6	OLGA	14.9	M 25s	L	8.00 AM to 5.00 PM	8.00 AM	1.30	8.20	
6.40	6.10	SF	247	61.2	ROBARDS	9.3	C 15	L	8.00 AM to 5.00 PM	8.00 AM	1.17	8.00	
7.25 PM	6.45 PM	WS	238	70.5	SAN ANTONIO (M. K. & T.)	.0	Yard	FWST	Continuous	Continuous	8.45 AM	7.15 AM	
Daily Ex. Sunday	Daily Ex. Sunday				ARRIVE	70.5	LEAVE					Daily Ex. Sunday	

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; Legion M. P. 305.7; Parsons M. P. 306.8.

## TONNAGE RATING

ENGINES	111-112 119-120 129-130	150 to 155 Incl.	156 to 166 Incl.	168	220	170 to 173 Incl.	250 to 257 Incl.	230 to 235 Incl.	240 to 249 Incl.
Houston to Simonton.....	2470	2675	2770	3380	3680	4225	4425	4560	4675
Simonton to Sheridan.....	2150	2325	2410	2940	3200	3675	3850	3965	4050
Sheridan to Yoakum.....	1250	1350	1400	1680	1750	2100	2250	2320	2350
Yoakum to Cuero.....	1430	1500	1535	2015	2100	2240	2495	2530	2580
Cuero to Nordheim.....	1190	1250	1280	1680	1750	1850	2080	2110	2150
Nordheim to Kenedy.....	1430	1500	1535	2015	2100	2240	2495	2530	2580
Waco to Satin.....	1625	1755	1820	1990	2210	2340	2535	2615	3055
Satin to Lott.....	1250	1350	1400	1530	1700	1800	1950	2010	2350
Lott to Cameron.....	1375	1475	1540	1685	1870	1980	2145	2210	2585
Cameron to Giddings.....	1250	1350	1400	1530	1700	1800	1950	2010	2350
Giddings to West Point.....	1625	1755	1820	1990	2210	2340	2535	2615	3055
West point to Yoakum.....	1250	1350	1400	1530	1700	1800	1950	2010	2350
Lockhart to Slayden.....	1180	1265	1320	1530	1705	1925	2090	2150	2310
Slayden to Shiner.....	1075	1150	1200	1390	1550	1750	1900	1955	2100
Kerrville to Waring.....	1290	1380	1440	1670	1860	2100	2280	2345	2520
Waring to Boerne.....	1020	1095	1225	1355	1540	1815	1840	1885	2045
Boerne to Van Raub.....	1290	1380	1440	1670	1860	2100	2280	2345	2520
Van Raub to San Antonio.....	1075	1150	1200	1390	1550	1750	1900	1955	2100
San Antonio to Karnes City.....	1355	1460	1510	1680	1700	2065	2200	2265	2325
Karnes City to Kenedy.....	1760	1895	1965	2185	2210	2685	2860	2945	3020
Kenedy to Beeville.....	1075	1150	1200	1440	1550	1700	1910	1965	2100
Beeville to Corpus Christi.....	2200	2420	2500	3360	3500	4000	4500	4635	4750
Skidmore to La Fruta.....	2175	2300	2385	2835	3075	3180	3480	3585	3945
La Fruta to Alfred.....	1450	1535	1590	1890	2050	2120	2320	2390	2630
Alfred to Falfurrias.....	2400	2600	2700	3360	3500	3850	4080	4200	4620
Gregory to Rockport.....	2500	2700	2790	3180	3500	4000	4500	4635	5500

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.

ENGINES	111-112 119-120 129-130	150 to 155 Incl.	156 to 166 Incl.	168	220	170 to 173 Incl.	250 to 257 Incl.	230 to 235 Incl.	240 to 249 Incl.
Kenedy to Cuero.....	1400	1490	1545	1805	1900	2250	2400	2410	2525
Cuero to Yoakum.....	1500	1600	1650	1900	2000	2350	2540	2600	2650
Yoakum to Altair.....	1400	1490	1545	1805	1900	2250	2400	2470	2525
Altair to Flewellen.....	2375	2500	2660	3180	3300	4200	4550	4685	4775
Flewellen to Houston.....	2969	3135	3325	3975	4125	5250	5685	5855	5970
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yoakum to Giddings.....	1250	1350	1400	1530	1700	1800	1950	2010	2350
Giddings to Cameron.....	1435	1550	1610	1760	1955	2070	2240	2310	2700
Cameron to Chilton.....	1250	1350	1400	1530	1700	1800	1950	2010	2350
Chilton to Satin.....	1500	1620	1680	1835	2040	2160	2340	2410	2820
Satin to Texand.....	1625	1755	1820	1990	2210	2340	2535	2610	3055
Texand to Waco.....	2150	2325	2410	2940	3200	3675	3850	3965	4050
Shiner to Slayden.....	1075	1150	1200	1390	1550	1750	1900	1955	2100
Slayden to Lockhart.....	1290	1380	1440	1670	1860	2100	2280	2346	2520
San Antonio to Beckman.....	925	995	1115	1230	1400	1650	1675	1725	1860
Beckman to Waring.....	1020	1095	1225	1355	1540	1815	1840	1885	2045
Waring to Kerrville.....	1425	1495	1515	1730	1800	2050	2275	2325	2560
Corpus Christi to Beeville.....	2300	2425	2510	2940	3100	3975	4400	4530	4625
Beeville to Kenedy.....	1240	1350	1400	1680	1750	2000	2250	2320	2450
Kenedy to Karnes City.....	1140	1200	1250	1420	1550	1800	1900	2000	2100
Karnes City to Floresville.....	1265	1330	1400	1570	1715	1990	2100	2165	2265
Floresville to San Antonio.....	1390	1460	1510	1725	1880	2180	2300	2370	2480
Falfurrias to LaFruta.....	1490	1620	1680	1848	2100	2280	2436	2500	2760
La Fruta to Mathis.....	1240	1350	1400	1540	1750	1900	2030	2090	2300
Mathis to Skidmore.....	2200	2420	2500	2940	3200	3300	3500	3605	3695
Rockport to Gregory.....	2500	2700	2790	3180	3500	4000	4500	4635	5500

Nos. 81, 82 and extra trains running through between Yoakum and Waco in either direction and Nos. 13 and 14 handle 200 Ms less than engine rating.

Nos. 79, 80, 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. I. N. Campbell, N. W. Atkinson, M. J. Perkins. Aransas Pass:—Drs. H. H. Blankemeyer, Walter Noble, C. W. Skipper. Beeville:—Drs. R. M. Prather, E. P. Cayo, L. L. Griffin, G. M. Stephens, A. J. Turner, Houston Neeley. Ben Arnold:—Dr. W. A. Denson. Boerne:—Drs. J. F. Nooe, John M. Gardner. Cuero:—Drs. J. W. Burns, G. M. Duckworth, 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. Davisson, 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. Fulshear:—Dr. P. M. Payne. Giddings:—Drs. H. G. Hertel, W. E. York. Gonzales:—Dr. A. B. Parr. Gurley:—Dr. H. W. Wills. Hallettsville:—Drs. C. T. Dufner, Paul Renger. Hobson:—Dr. A. R. Schreier. Houston:—Drs. H. L. D. Kirkman, A. J. James, M. W. McMurrey, Jno. T. Moore, Jos. Mullen, Jas. Schnell, J. Edward Hodges. 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, S. S. Robinson. Moulton:—Drs. A. M. Ketzebue, J. G. Guenther. Muldoon:—Dr. C. J. Crow. Nordheim:—Dr. S. D. Kahn. Orange Grove:—Dr. Wm.

Stanley. Portland:—Dr. Thos. Kirk, Jr. Rockdale:—Drs. H. T. Coulter, I. P. Sessions, R. W. Wallis. Rockport:—Dr. Preston Worley. 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. 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. Skidmore:—Drs. J. B. Hunter, F. B. Wheeler. Sublime:—Dr. James A. Bell. Taft:—Dr. Lucein Penrod. Tanglewood:—Dr. C. M. McLarty. Tuleta:—Dr. C. M. Poff. Waco:—Drs. M. D. Baker, C. H. Brooks, Newton H. Bowman, G. B. Foscue, W. A. Wood, Jno. C. Lattimore, D. B. McGee. Wallis:—Drs. W. T. Brown, J. T. Mize. Winchester:—Dr. N. T. Hardy. Yoakum:—Drs. C. L. Kopecky, J. A. Youngkin, J. S. Youngkin, R. M. Millner. 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

There are structures, platforms, stock chutes, viaducts, bridges, stock yards, cattle guards, sheds, roofs, water tanks and water tank frames, telegraph poles, scales, mail cranes, switch stands, overhead and guy-wires, trolley wires and poles, which are located on the main line and on sidings, and structures and platforms of private corporations and persons located on sidings, industrial tracks and spurs that will not clear a man riding on top or sides of cars; also there are tracks at terminal stations constructed so closely together as to render it hazardous for a man to ride on side of car, and all employees are

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 employees must keep themselves advised of such changes without further notice from the Railroad.

Employees 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 employees 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:

Corpus Christi, between outside switches.

Fredericksburg Jct., Yard Limits.

Gregory, Yard Limits.

Kenedy, Yard Limits.

Leon Springs and Camp Stanley Junction, between Leon Springs depot and North Yard Limit at Camp Stanley Junction, including tracks inside Government reservation.

San Antonio, between I. & G. N. crossing and Electric Light Co. Spur, including M. K. & T. tracks to passenger station.

Shiner, Yard Limits.

Skidmore, Yard Limits.

Waco, outside switches.

Yoakum, outside switches.

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 enginemen 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.

Flagmen and Brakemen must examine, and sign for all bulletins pertaining to their respective duties, the same as is required of Conductors and Enginemen.

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.

On work trains tying up at any point except Yoakum, Kenedy and San Antonio, engine crew is to go on duty 10 minutes before the time set for the train crew to go on duty.

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:

Between	Limit	Between	Limit
Houston & Wallis.....	150,000	Skidmore & Falfurrias.....	150,000
Wallis & Yoakum.....	170,000	Yoakum & Flatonia.....	155,000
Yoakum & 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 caboose.

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 ¶

In the column "Car Capacity of Side 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, Yard Office; Yoakum, Dispatcher's Office; Yoakum, Round House, (for enginemen and fireman only); Yoakum, Yard Office; Kenedy; San Antonio, Telegraph Office; Skidmore; Gregory; and Corpus Christi.

### REGISTER STATIONS

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

### STANDARD CLOCKS

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

### LOCAL WATCH INSPECTORS

Houston Watch Company, Houston; L. Levytansky, Yoakum; L. Gantert, Yoakum; Fred Studer Company, Waco; S. A. Gordon, Lockhart; Sam Marie, Kenedy; Chas. Gildemeister, San Antonio; H. E. Townsend, San Antonio; and C. H. Chawb, Corpus Christi.

### 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:

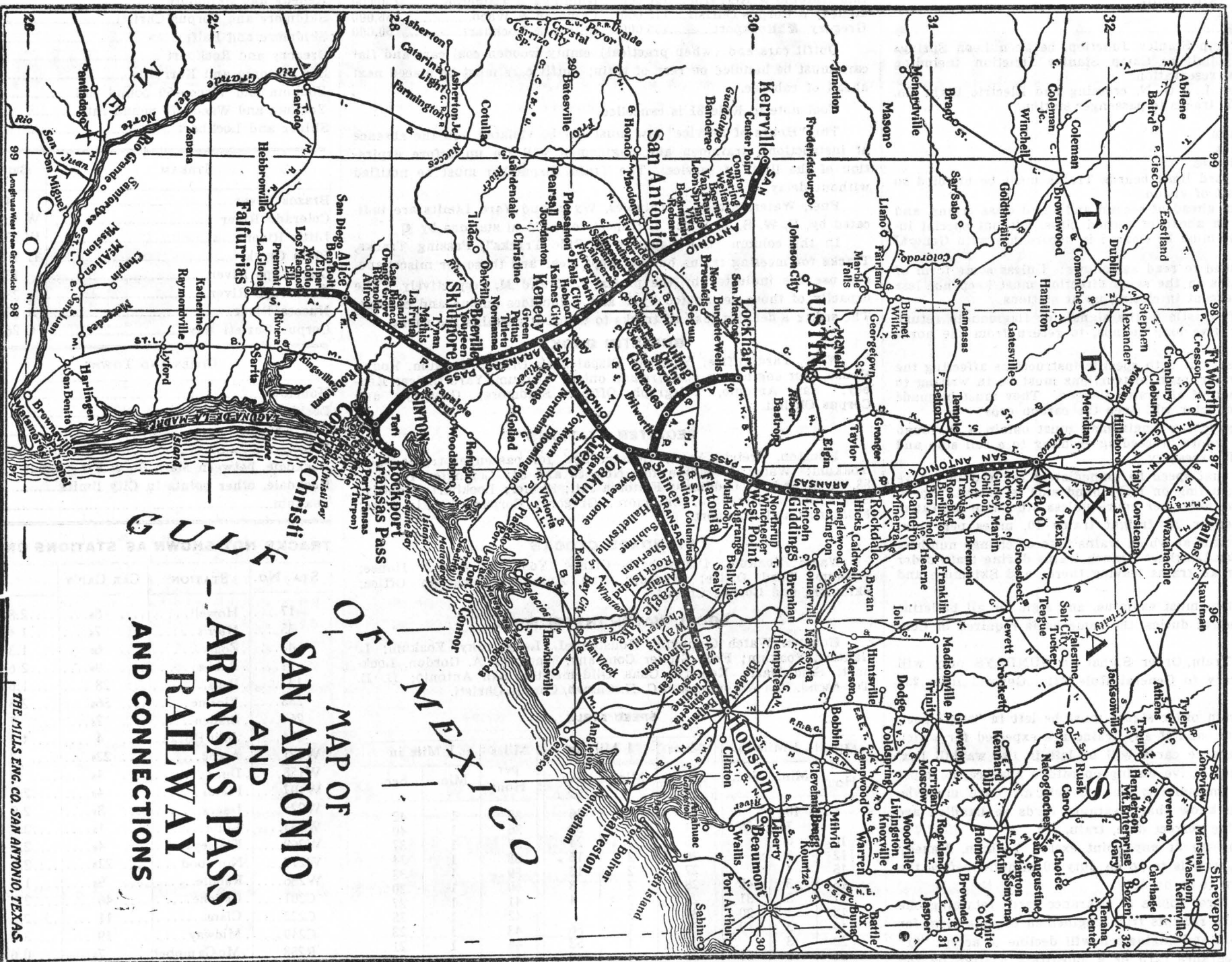
BETWEEN	PASSENGER	FREIGHT AND MIXED
Houston and San Antonio.....	45	25
Kenedy and Skidmore .....	45	25
Skidmore and Corpus Christi.....	35	20
Skidmore and Falfurrias .....	25	20
Gregory and Rockport .....	30	20
San Antonio and Kerrville .....	30	20
Yoakum and Waco—50 pound rail.....	30	20
Yoakum and 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....	Harris.....	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....	Flens.....	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 Muldoon.
W197....	Fields.....	4s....	2.4 Miles South of Leo.
W225....	Isaacs.....	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 Normana.
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 Taft.
R258....	Mc Campbell.....	7s....	0.6 Miles North of Ingleside.





# San Antonio & Aransas Pass Railway

## SUPPLEMENT "C" TO TIME TABLE NO. 66

**Taking Effect Sunday, July 8, 1923, at 12:01 A. M.**

**CENTRAL STANDARD TIME.**

**Superseding Supplement "B" dated November 12, 1922**

**For the information and government of Employes only.**

**The Company Reserves the Right to Vary from it at Pleasure**

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

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

SOUTH

WACO DIVISION

NORTH

Table with columns for Class (Third, Second, First), Station (Waco, Union Depot, etc.), Time (Departure/Arrival), and Train Order. Includes 'SUPPLEMENT C TO TIME TABLE NO. 66' and 'JULY 8, 1923'.

North bound trains are superior to south bound trains of same class. All trains running into the Union Depot Waco will be governed by the Time Tables and Rules of the St. L. S. W. RR. S. P. 800 class engines must not exceed the maximum speed of 20 miles per hour and 700 class 30 miles per hour at any point.

Flatonia Jct. and Giddings are Register Stations. At Flatonia Jct., trains not displaying (green) signals may register by Register Slip. Flag stops for all passenger trains: Kierseys, M P W 269; Norwood, W 277. Additional tracks, page 7. Rockdale Passing Tracks: North, 26; South 23.

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.