

*W. G. McAdoo*

# United States Railroad Administration

W. G. McAdoo, Director General of Railroads

San Antonio and Aransas Pass Railroad

# TIME TABLE

## No. 1

EFFECTIVE AT 12:01 O'CLOCK A. M., CENTRAL TIME

**WEDNESDAY, NOVEMBER 20, 1918**

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the Book of Rules of the operating department.

WEST

SAN ANTONIO-HOUSTON DISTRICT

EAST

TIME TABLE NO. 1

NOV. 20, 1918

LEAVE ARRIVE

North and east bound trains are superior to south and west bound trains of same class

Florine, MP 233.9, is flag stop for Nos. 2 and 3

Main table with columns for Class (Third, Second, First), Station, Distance, and Train Order. Includes station names like Englewood, Houston, Bellaire, etc., and times for various train classes.

All trains use H. & T. C. tracks between Bellaire Jct. and Englewood, governed by Time Table and Rules of that Railroad

Additional tracks, page 7





**SOUTH**

**KERRVILLE BRANCH**

**NORTH**

SECOND CLASS				FIRST CLASS			Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Kerrville.	TIME TABLE NO. 1		Distances from San Antonio.	Car Capacity of Side Tracks	Fuel, Water, Scales, Turn Table, Wye and Yard Limit Boards.	Train Order Office Hours	FIRST CLASS		SECOND CLASS	
35		17		15	Passenger	Passenger				36	Mixed								
Mixed	Daily Ex. Sunday	Passenger	Passenger	Passenger												Passenger	Mixed	Daily Ex. Sunday	
		Daily	Sunday Only	Daily	Sunday Only	Daily				Sunday Only	Daily					Sunday Only			
	12.30 PM			6.00 AM	3.20 PM	KR	308	.0	KERRVILLE	70.5	Yard	FTWL	8.00 AM to 6.00 PM	10.58 AM	8.00 PM			2.40 PM	
	1.05			6.25	3.45	CN	298	10.6	CENTER POINT	59.9	C 31	L	8.00 AM to 6.00 PM	10.28	7.35			2.09	
	1.40			6.43	4.03	CF	290	18.6	COMFORT	51.9	M 5	L	8.00 AM to 6.00 PM	10.10	7.17			1.40	
	2.00			6.51	4.13	FR	286	22.4	FRED'SBURG, JCT.	48.1	C 29	L	8.30 AM to 6.30 PM	10.01	7.08			1.05	
	2.20			7.03	4.25		282	26.1	WARING	44.4	M 6	WL		9.48	6.55			12.35	
	2.35			7.13	4.35		279	29.6	WELFARE	40.9	C 14	L		9.39	6.46			12.20	
	2.55			7.23	4.45		275	33.3	SPANISH PASS	37.2	M 9	L		9.30	6.37			12.05 PM	
	3.30			7.35	4.58	BO	269	39.0	BOERNE	31.5	M 21	L	7.00 AM to 5.00 PM	9.15	6.22			11.45 AM	
	3.50			7.50	5.15		263	45.4	VAN HAUB	25.1	M 11s	L		8.56	6.03			11.15	
	4.10						259	49.1	CAMP STANLEY JCT.	21.4	M 250	YL		8.45	5.52			11.00	
	5.30								CAMP STANLEY									9.40	
	5.45			7.58	5.23		259	49.1	CAMP STANLEY JCT.	21.4	P 39	YL						8.58	
	5.50			8.00	5.30	RN	258	50.3	LEON SPRINGS	20.2	M 32	L	7.30 AM to 5.30 PM	8.43	5.50			8.55	
	6.09			8.08	5.42		256	51.9	VIVA	18.6	C 23	WL		8.35	5.42			8.42	
	6.20			8.16	5.52		254	54.4	BECKMANN	16.1	C 75s	YSL		8.28	5.34			8.30	
	6.30			8.25	5.55		253	55.6	OLGA	14.9	M 25s	L		8.25	5.30			8.25	
	6.55			8.40	6.10		247	61.2	ROBARDS	9.3	C 15	L		8.12	5.15			8.02	
	7.30 PM			9.15 AM	6.40 PM	WS	238	70.5	SAN ANTONIO (M. K. & T.) M K & T Interlocker SAN ANTONIO FRET YARD	.0	Yard	FWST YL	24 Hours	7.45 AM	4.50 PM			7.30 AM	
	Daily Ex. Sunday			Daily	Sunday Only				ARRIVE	70.5	LEAVE			Sunday Only	Daily			Daily Ex. Sunday	

Flag stops: Shavano M. P. 250.5; Kenilworth M P 277.7; Guadalupe River M. P. 285.5; Idlewild M. P. 288; Split Rock M. P. 303.5; Parsons M. P. 306.8. Additional tracks, page 7

SOUTH				ROCKPORT BRANCH			NORTH					
FIRST CLASS		Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Gregory.	TIME TABLE NO. 1		Distances from Rockport.	Car Capacity of Side Tracks	Fuel, Water, Scales, Turn Table, Wye and Yard Limit Boards.	Train Order Office Hours	FIRST CLASS	
33	31				Passenger	Passenger						
Mixed	Mixed										32	34
Daily	Daily				Daily	Daily						
	2.00 PM	GR	C253	.0	GREGORY	21.0	Yard	YL	7.00 AM to 5.00 PM	7.20 AM	1.20 PM	
			R258	5.0	MC CAMPBELL	16.0	M 7s	L				
	2.12		"259	5.6	INGLESIDE	15.4	C 17	L		7.03	12.55	
	2.30	RA	"264	10.8	ARANSAS PASS	10.2	Yard	FL	8.00 AM to 6.00 PM	6.53	12.20 PM	
	2.42		"269	15.8	ESTES	5.2	M 10s			6.40	11.43 AM	
	3.00 PM	MY	"274	21.0	ROCKPORT	.0	Yard	FWY L	8.00 AM to 6.00 PM	6.30 AM	11.30 AM	
	Daily	Daily			ARRIVE	21.0	LEAVE			Daily	Daily	

SOUTH				LOCKHART BRANCH			NORTH					
THIRD CLASS	FIRST CLASS	Telegraph Calls.	Station Numbers and Mile Posts.	Distances from Lockhart.	TIME TABLE NO. 1		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
55	9				Passenger	Passenger						
Local Freight	Local Freight										10	56
Daily Ex. Sunday	Daily				Daily	Daily Ex. Sunday						
	11.10 AM	CK	L183	.0	LOCKHART	54.6	Yard	FWTL	8.00 AM to 6.00 PM	9.00 PM	10.20 AM	
	11.30 AM		"177	5.9	BURDETTE WELLS	48.7	C 14s	L		8.45	9.56	
	12.20 PM	JN	"168	15.3	LULING	39.3	M 55s	WYL	24 Hours	8.14	9.23	
	12.35		"163	19.9	FRANCIS	34.7	M 39s	L		8.04	8.56	
	12.50	NY	"160	22.4	OTTINE	32.2	C 20	L	8.00 AM to 6.00 PM	7.58	8.47	
	1.05		"157	26.0	SLAYDEN	28.6	C 25	L		7.47	8.34	
	1.45	ZA	"150	33.1	GONZALES	21.5	M 100	WYL	8.00 AM to 6.00 PM	7.29	8.10	
	12.14 PM		"143	39.5	MAURIN	15.1	M 10s	L		7.07	7.37	
	2.25		"139	43.9	DILWORTH	10.7	C 22	L		6.56	7.22	
	3.00 PM	S	W128	54.6	WATER TANK	1.4	P 35	W	8.00 AM to 6.00 PM	6.31 PM	6.45 AM	
	Daily Ex. Sunday	Daily			ARRIVE	54.6	LEAVE			Daily	Daily Ex. Sunday	

Flag Stops: Big Hill M. P. L-137; Elm, 145; Andrews, 164; Williams 173; Hales, 178.

North and east bound trains are superior to south and west bound trains of same class.

## TONNAGE RATING

ENGINES	110	113	111 119	112 120	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.	ENGINES	110	113	111 119	112 120	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.
	116	117											116	117									
Houston to Simonton	2100		2425		2600	2700	3360	3500	4500	4635	4725	San Antonio to Karnes City	1250		1355		1460	1510	1680	1700	2200	2265	2325
Simonton to Sheridan	1900		2150		2325	2410	2940	3200	3850	3965	4050	Karnes City to Kenedy	1600		1750		1860	1925	2180	2400	3000	3090	3150
Sheridan to Yoakum	1125		1250		1350	1400	1680	1750	2250	2320	2350	Kenedy to Cuero	1300		1400		1490	1545	1805	1900	2400	2470	2525
Yoakum to Cuero	1350		1450		1535	1590	1890	2050	2500	2575	2625	Cuero to Hallettsville	1400		1510		1600	1660	1890	2000	2550	2625	2650
Cuero to Nordheim	1100		1190		1250	1280	1680	1750	2000	2110	2150	Hallettsville to Altair	1300		1400		1490	1545	1805	1900	2400	2470	2525
Nordheim to Kenedy	1400		1490		1580	1640	1890	2100	2550	2625	2675	Altair to Flewellen	2000		2375		2510	2660	3180	3300	4550	4685	4775
Kenedy to Karnes City	1150		1240		1300	1375	1520	1650	2000	2060	2150	Flewellen to Houston	2800		3300		3540	3560	4200	4400	5600	5770	6000
Karnes City to Floresville	1250		1325		1400	1440	1710	1850	2300	2370	2425												
Floresville to San Antonio	1350		1450		1535	1590	1890	2050	2500	2575	2625												
Kenedy to Normanna	1000		1075		1150	1200	1440	1550	1910	1965	2100	Corpus Christi to Beeville	1900		2300		2425	2510	2940	3100	4400	4530	4625
Normanna to Beeville	1125		1250		1350	1400	1680	1750	2200	2265	2350	Beeville to Green	1150		1240		1350	1400	1680	1750	2250	2320	2450
Beeville to Skidmore	1930		2200		2420	2500	3360	3500	4500	4635	4750	Green to Kenedy	2000		2300		2420	2500	3180	3300	5000	5150	5300
Skidmore to Corpus Christi	2200		2500		2700	2790	3780	3890	5000	5150	5250												
Waco to Satin	1650		1900		2000	2070	2160	2400	2750	2835	3200	Yoakum to Giddings	1150		1300		1350	1400	1530	1700	1950	2010	2350
Satin to Lott	1125		1250		1350	1400	1530	1700	1950	2010	2350	Giddings to Cameron	1200		1350		1440	1490	1710	1900	2250	2320	2650
Lott to Cameron	1300		1400		1490	1545	1710	1900	2100	2165	2500	Cameron to Chilton	1150		1240		1350	1400	1530	1700	1950	2010	2350
Cameron to Giddings	1180		1260		1350	1400	1530	1700	1950	2010	2350	Chilton to Satin	1300		1500		1580	1635	1800	2000	2350	2420	2750
Giddings to West Point	1710		1800		1875	1950	2160	2400	2750	2835	3200	Satin to Waco	1650		1725		1860	1925	2250	2500	2850	2935	3350
West Point to Yoakum	1180		1260		1350	1400	1530	1700	1950	2010	2350												
Lockhart to Slayden	1400		1500		1560	1625	1710	1900	2100	2170	2550	Shiner to Dilworth	1150		1240		1350	1400	1530	1700	1950	2010	2350
Slayden to Dilworth	1180		1260		1350	1400	1530	1700	1950	2010	2350	Dilworth to Slayden	950		1075		1150	1200	1390	1550	1900	1955	2100
Dilworth to Shiner	950		1075		1150	1200	1390	1550	1900	1955	2100	Slayden to Lockhart	1300		1500		1580	1635	1800	1900	2550	2625	2650
Kerrville to Waring	1400		1515		1630	1685	1890	2100	2700	2780	3000	San Antonio to Beckman	835		925		995	1115	1230	1400	1675	1725	1860
Waring to Boerne	950		1075		1150	1200	1390	1550	1900	1955	2100	Beckman to Waring	900		1050		1110	1200	1390	1500	1800	1855	2000
Boerne to Van Raub	1300		1400		1490	1545	1710	1900	2350	2420	2600	Waring to Kerrville	1300		1500		1580	1635	1800	1900	2350	2420	2600
Van Raub to San Antonio	1900		2150		2325	2410	2940	3200	3850	3965	4250												
Skidmore to La Fruta	2100		2400		2600	2700	3360	3500	4080	4200	4620	Falfurrias to La Fruta	1350		1550		1635	1720	1890	2050	2320	2390	2630
La Fruta to Alfred	1350		1450		1535	1590	1890	2050	2320	2390	2630	La Fruta to Mathis	1150		1240		1350	1400	1540	1750	2030	2090	2300
Alfred to Falfurrias	2100		2400		2600	2700	3360	3500	4080	4200	4620	Mathis to Skidmore	1900		2200		2420	2500	2940	3200	3500	3605	3965
Gregory to Rockport	2600		2800		2975	3080	4000	4200	5000	5150	6000	Rockport to Gregory	2200		2500		2700	2790	3180	3500	4500	4635	5500

No. 100 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.

### WARNING TO EMPLOYEES 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.

First class 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.

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: Cuero, yard limits; San Antonio, between I.&G.N. crossing and Electric Light Spur, including M.K.&T. tracks to Passenger Station; Beeville, between Oil Mill and North Yard limit; Gonzales, yard limits; Leon Springs and Camp Stanley Jct., between Leon Springs depot and north yard limit at Camp Stanley Jct., including tracks inside Government Reservation.

At Corpus Christi, Skidmore, Kenedy, Yoakum and Waco, all trains will proceed between outside switches under control, expecting to find main track occupied.

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.

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.

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

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.

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.

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

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 155,000 pounds must not be accepted for movement over any part of this line, and cars exceeding 135,000 pounds gross weight must not be handled between the following points: Rockdale and Cameron; Wallis and Houston; Mathis and La Fruta; and Waring and Fredericksburg Junction—unless spaced in trains by four cars weighing less than 100,000 pounds gross weight.

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.

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.

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

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, Superintendent's Office; Skidmore; Gregory; and Corpus Christi.

### REGISTER STATIONS

Bellaire Jct; Yoakum; Waco; Lexington; Lockhart; Shiner; Kenedy; San Antonio; Leon Springs; 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, Superintendent's Office; Skidmore and Corpus Christi.

### LOCAL WATCH INSPECTORS

Houston Watch Company, Houston; L. Levytansky, Yoakum; L. Gantert, Yoakum; Fred Studer Company, Waco; S. A. Gorden, Lockhart; R. T. Self, Kenedy; Chas. Gildemeister, San Antonio; Frank Miedler, San Antonio; and Samuel Adler, 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	15
Gregory and Rockport .....	30	15
San Antonio and Kerrville .....	30	20
Yoakum and Flatonia .....	35	20
Flatonia and Giddings .....	45	25
Giddings and Waco .....	35	20
Shiner and Lockhart .....	30	20

STREAM	BRIDGE	PASSENGER	FREIGHT AND MIXED
Brazos River .....	41.5	10	10
Colorado River .....	W 170.	20	15
Little River .....	W 231.8	10	10
Plum Creek .....	L 163.8	10	10
Guadalupe River.....	137.4	20	20
Guadalupe River.....	285.6	10	10
Nueces River.....	A 283.4	10	10
Corpus Christi Bay.....	C 259.9	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 Fulhear.
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.
212.....	Wagsand .....	172s.....	1.2 Miles East of Labatt.
215.....	Elesco.....	185s.....	1.0 Miles West of Labatt
233.....	Florine.....	56s.....	2.5 Miles West of Bergs.
264.....	Braden.....	7s.....	.7 Miles North of Van Raub.
304.....	Split Rock.....	4 .....	4.7 Miles South of Kerrville.
307.....	Parsons.....	46s.....	1.4 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.....	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.....	Randall.....	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.

**W. B. SCOTT,**  
FEDERAL MANAGER,  
HOUSTON, TEXAS.

**H. F. ANDERSON,**  
GENERAL MANAGER,  
SAN ANTONIO, TEXAS.

**G. B. GOODLOE,**  
ASST. SUPT. OF TRANS.,  
SAN ANTONIO, TEXAS.

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

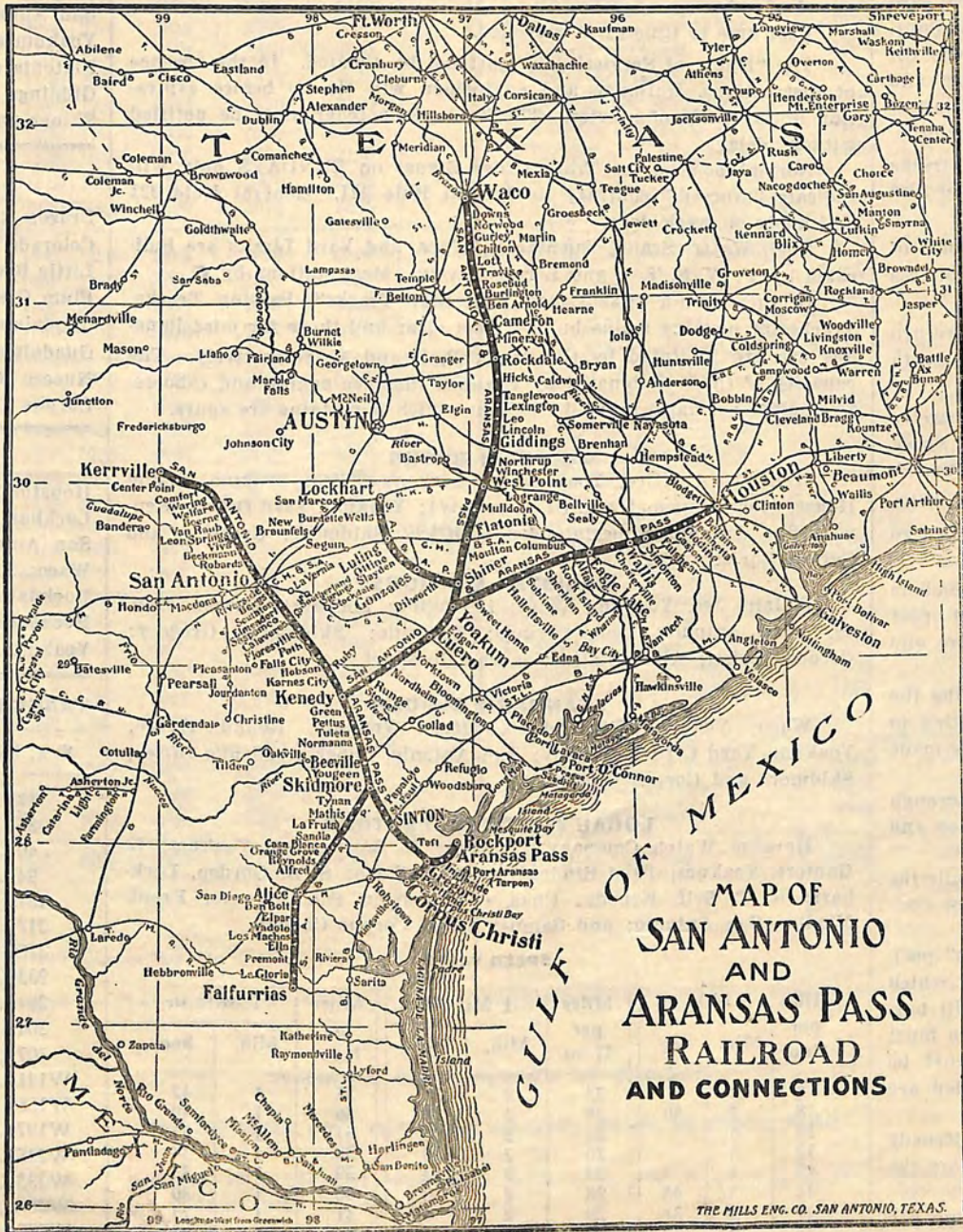
**A. J. DIMALINE,**  
DIV. SUPT.,  
SAN ANTONIO, TEXAS.

**H. C. FRANKS,**  
ASST. SUPT.,  
SAN ANTONIO, TEXAS.

**R. E. HERRING,**  
CHIEF DISPATCHER,  
YOAKUM, TEXAS.

MAXIMUM SPEED PER HOUR

SPECIAL RULES



MAP OF  
**SAN ANTONIO**  
 AND  
**ARANSAS PASS**  
 RAILROAD  
 AND CONNECTIONS

THE MILLS ENG. CO. SAN ANTONIO, TEXAS.