

## **The "Curve" Between Floresville and Poth**

In early 1886, the San Antonio and Aransas Pass Railroad construction was starting to progress southerly from Floresville to the Gulf coast. Additional financing for construction had just been recently received from Captain Mifflin Kenedy. The right-of-way for the tracks had not been formally obtained in advance to construction at this time. The railroad land agents were thus working rapidly obtaining land in advance of the construction crews to establish the route. In all of the right-of-way recordings, the agents attempted to obtain the property either free or negotiate for bonuses. During this period, agents were active in Helena, Karnes County, to secure additional free right-of-way and a large sum of money for a bonus in routing the railroad through this city. At that time Helena was the largest population center between San Antonio and Goliad and the citizens were convinced Uriah Lott, the railroad developer, would not risk bypassing the area. They, therefore, refused to make any significant concessions of either land or money. As the railroad reached south about three miles from Floresville it became evident to the railroad that no concessions would be forthcoming from Helena and the decision was then made to route the construction in a more southerly direction, through open ranch land and bypassing Helena by about seven miles to the west. This point of sudden change in direction of diverting from a route parallel to the Alamo-LaBahia road to a road less, but a more direct route to the coast resulted in the sharp change of direction being called the "Curve."

In addition from this point on a new roadway was established besides the railroad right-of-way. The new communities of Poth, Falls City, Hobson, Karnes City and Kenedy developed and Helena began its decline. The "Curve" thus created an alternate route to the coast by creating a new roadway and in its earlier days was called the "King Trail."

The "Curve", also, served a road stop for automotive travelers by providing a rest stop for gas, oil, tires, etc., plus refreshments and food. For many years this place was operated by the Kuban family and was known as The Curve. Later the Preiss family continued the business until it was closed. It was also at this point the automotive road crossed the tracks and followed the railroad on its westerly side. Mr. John Boening related the story of how he was able to make spending money here during rainy times. He would have a pair of his father's mules available at the site to pull cars through the muddy mire and charge \$.50 for each car he assisted.

Written by Gene Maeckel, July, 2002