"EAST OF EDEN, WEST OF LOMETA"

The Santa Fe Railroad And The Texas Livestock Industry
On The Edwards Plateau
1885-1975

A Presentation to the
31st Annual Meeting of the

Edwards Plateau Historical Association

October 5, 2002
San Saba, Texas

William Osborn
Patman & Osborn
515 Congress Suite 1704
Austin, Texas
78701
william@patmanosborn.com

EAST OF EDEN, WEST OF LOMETA

The Santa Fe Railroad and the Texas Livestock Industry on the Edwards Plateau 1885-1975

The manner in which Texas ranchers market their livestock has changed tremendously since the late 19th Century. In the early days, cattle from ranches on the Edwards Plateau were sent north on now epochal trail drives of the sort depicted by Hollywood. But that era was relatively short, and its end was caused by several factors. One of the most important of these was the coming of the railroads. Railway transportation came relatively late to much of the Edwards Plateau region.

The story of the fight for livestock traffic by rail in the West Central Texas region is one of a competition between the Gulf, Colorado & Santa Fe Railway Company and the Fort Worth and Rio Grande Railway Company. It illustrates the changes in the history of livestock marketing during that time. The prize in the end proved to be of ephemeral value, but none involved in the early rail construction and service battles of the era could imagine a time when ranchers would turn their noses up at a railroad stock car. During the Twentieth Century the Fort Worth terminal livestock markets grew to a peak volume of more than five million head a year, and then almost completely collapsed.

At the dawn of the 20th Century the Edwards Plateau area west of the 99th Meridian remained largely without rail service, because it was still sparsely populated. The area lacking rail access was bounded on the north by the Texas & Pacific line from Fort Worth via Abilene and Sweetwater to El Paso, on the south by The Galveston, Harrisburg & San Antonio

Railway Company line from Houston via San Antonio to Del Rio and El Paso, and on the east by various company lines terminating at Kerrville, Marble Falls, and Brownwood.

In 1885 the Gulf, Colorado & Santa Fe Railway Company began construction of the first significant rail line to penetrate the West Central Texas area, a branch line toward San Angelo. The line was built from Lampasas through Lometa, Goldthwaite, and Brownwood, opening for business at that location on December 31, 1885. From there, via Santa Anna and Ballinger, it went to San Angelo in 1886. This construction was spurred by the sale of the company to the Atchison, Topeka and Santa Fe Railroad, because transaction terms required that 1000 main line miles of operational track be delivered. Livestock formerly driven north to the Texas & Pacific line at Abilene, Baird, and other points were now intercepted en route by the Santa Fe. Soon many thousands of cattle and sheep were being loaded at San Angelo for rail shipment via Lampasas and Temple to Fort Worth and points north. Pioneer sheepman Robert Maudsley, wrote of vivid memories of shipping sheep along the Santa Fe from San Angelo in 1895, when he worked for Swift & Company meat packers.

> The city of San Angelo at this time was probably the principal shipping point for the southwest part of Texas. It was then the terminus of a branch of the Santa Fe Railroad. Sheep and cattle were driven in for hundreds of miles from nearly all directions and there placed on cars to be carried to St. Louis, Kansas City, Chicago, or any other point the shipper might decide upon...
>
> In loading sheep a trained sheep or goat is generally used. This old deceiver is placed in a pen where the correct number of sheep for a single deck are held, and at a given word the gate is opened and the old fraud will indicate in a way well understood by the dupes around him, "Come on, let's get out of here," and they follow him right into the car. This wily old timer will stay at the far end of the car until the last one is in, and then he will sneak out at the car door and try his wiles on another bunch. He is remorseless, and the utter ruin of thousands of sheep lives - a veritable Pied Piper of Hamlin...
>
> I have had to hang on to the side of a car and prod sheep with a pole to make them move from one end of a car to the other in order to give room for those what were down to get their feet - and do this whilst the train was at full

> speed. On one occasion I found it expedient to do something more dangerous. There is a small door in each end of nearly all double-deck cars. I was fool enough at one time to balance myself between two cars, a foot resting on each car, and opening these little doors, to lift a couple of muttons weighing about one hundred and ten pounds from one car to the other, while the train was at its top speed, and in the car adjoining there was an empty space of several square yards. That empty space looked too tantalizing, so I transferred the trampled sheep to the empty space in the other car; but I never did just that sort of thing again.[1]

The Union stockyard opened at Fort Worth on September 1, 1889, and was reorganized as the Fort Worth Stockyards Company on December 4, 1893.[2] The company made its profit from feed sold to the owners of livestock held in its pens. Many Texas cattle being shipped by rail live to northern markets stopped here for a rest and feeding. The national packing plant industry, then headquartered in Chicago, was quickly attracted to Fort Worth. Armour and Swift opened slaughter plants adjacent to the stockyards in 1903, capitalizing on the savings from avoiding shipping live cattle all the way to Chicago at a cost of $3.00 to $5.00 per head. Fort Worth quickly became one of the most significant livestock terminals in the country.

The Santa Fe enjoyed a lucrative monopoly on Fort Worth bound livestock traffic originating within the San Angelo area and traveling via Temple, Texas until 1903. Then the Fort Worth & Rio Grande Railway Company, a Texas subsidiary of the St. Louis & San Francisco Railroad Company, extended its Fort Worth line from Brownwood to Brady.[3] This new route gave ranchers in West Central Texas a much more direct connection to the Fort Worth livestock markets and to pastures and grasslands in Oklahoma and Kansas, where livestock were often shipped for summer grazing.

The extension of the F.W.&R.G. line was a wake-up call to the Santa Fe managers, who realized that if they did not meet the demands of the growing traffic by new construction in the Edwards Plateau area, the Fort Worth and Rio Grande might take control of the region. Yet the Santa Fe hesitated to meet the competition immediately, because the livestock traffic was highly seasonal and there was a shortage of capital to meet construction costs. The company started planning for construction of a new branch line beginning at Lometa and running westward into the region for about 100 miles, through San Saba and Brady to a terminus at Eden, but the national financial recession of 1907 stalled these efforts. Still the Fort Worth stockyard was booming, handling over one million head of cattle per year by 1907, and this boom could not be ignored. Practically all livestock delivered to Fort Worth in these years arrived by rail.

Shipment of livestock presented a unique set of problems for the railroad companies, as the cargo was not forgiving of rough treatment. In 1906 the federal government enacted a statute (45 U.S.C.A, 71 *et. seq.*) prohibiting rail carriers from confining cattle in cars for more than 28 hours without unloading them for rest, water, and feeding for a period of at least five hours. The statute further provided that shippers could sign a release to extend the travel period to 36 hours. The law was enacted more for the shippers' concerns than for the thought of animal welfare. Cattle lose weight when shipped, and because they were sold by weight at their destination, shippers wanted minimal shrinkage.

Santa Fe company attorneys exchanged much correspondence regarding failures of compliance with this statute; problems with claims for excess shrinkage caused by delay, eligibility for exceptions to the statute (provided for delays "by storm or other accidental or unavoidable causes") and related concerns. Significant corporate legal resources were devoted to a debate about just what causes might reasonably be considered "unavoidable." The company also conducted its own private surveys of shrinkage, finding that it was not uncommon for a cow to lose between two and three pounds per hour during rail transit. Most of these pounds, of course, were later shoveled out in manure scoops by company employees who had what must have been one of the most unpleasant duties on the railroad. Railroad company attorneys noted that upon arrival, hungry and thirsty cattle would eat and drink their fill, thereby gaining back a good deal of loss. They believed that buyers were aware of this and adjusted their purchase prices accordingly.

Fort Worth based Santa Fe attorney Charles K. Lee commented to Galveston general solicitor J. W. Terry in a 1905 analysis that "the average cowman very devoutly believes that, if he can get his stock on the market extremely hungry and thirsty and can get them fed right at once, that the unsuspecting cow buyer in St. Louis and Kansas City will pay him full price for the extra feed. . . . I cannot believe that expert cattle buyers are fooled by this fill . . . if the sale is delayed one or two hours, they will probably lose a good deal of this weight from natural causes."[4] At any rate, even cattle rested, fed and given water on arrival sale could not regain weight lost in shipment over long distances before sale. This fact contributed greatly to the rise in prominence of Fort Worth as a new terminal market for Texas livestock producers, and would ultimately also contribute to its demise in favor of even more local markets.

By 1909 confidence had returned to the national economic scene, and the Santa Fe was ready to expand its Texas presence. Among other projects, it began its construction survey of the route from Lometa to Eden, first obtaining pledges of financial assistance from communities along the way. The citizens of Lometa raised $6,000; San Saba raised $32,500; Brady paid $39,500; and Eden contributed $11,100.[5] Construction began in 1910, and by the first week of January 1911 the company's rails had reached the Colorado River 11 miles west of Lometa. Contemporary press reports indicate that the Santa Fe planned to take six weeks to bridge the river and would attempt to lay rails westward at the rate of two miles per day. These rails reached San Saba, with the first work train just behind them, on Thursday, April 13, 1911. At 10:40 a.m. that morning, all church bells in the community rang, all stores and businesses closed, and schools recessed as people gathered at trackside to participate in the spectacle of the arrival of the first train.[6] Within four weeks, the company initiated construction of a brick passenger depot and wood frame freight depot at San Saba, both contracted to Galveston builder Charles L. Ryals. The passenger depot was specially designed by company engineers who provided Mr. Ryals with detailed plans that included an open air loggia style waiting room at one end.[7]

The editor of one of the San Saba newspapers showed no reluctance in telling the Santa Fe how it should manage the line:

> "We give it as our opinion that it would be well to have the east and west morning trains meet here at about 8 or 9 o'clock and the afternoon trains to meet here at about 6 o'clock. By this arrangement people from Richland Springs, Lometa and other points along the line could come here, do their trading and shipping, drink good water, take a bath, spend a pleasant day in a real city, viewing the sights, then return to their cozy quiet homes and think of the greatness of the world."[8]

Revenue service on the line was inaugurated August 8, 1911, with the arrival of six special trains bringing nearly 5000 passengers from Temple, Waco, Dallas, Fort Worth, Brady, Lometa and Galveston to celebrate festivities at the ninth annual San Saba Fair.[9] Service to Brady was opened on September 11, 1911, and to Eden effective January 1, 1912. The company then began the operation of "double daily" passenger service with one train each direction every day but Sunday. This was a so-called "mixed" train, consisting of both passenger and freight cars. The San Saba Editor's blandishments regarding schedules which would best suit his community were entirely disregarded in favor of more practical operating conditions; namely the need for a crew to move a train over the 98 mile branch line during daylight within sufficient hours to meet federal limitations on workday length. Travelers arriving at Lometa at 6:00 p.m. in 1912 could make connections eastbound to Temple on a 9:03 p.m. train, and west to Brownwood on a 7:33 p.m. train.

Depots were built at San Saba, Algerita, Richland Springs, Satuit, Brady, Whiteland, Melvin, and Eden. The wood frame depots of this group were constructed using a 36-page set of blueprints drawn by company engineers in Galveston in 1906.[10] Smaller one room depots 12 feet by 14 feet in size with covered platforms at each end were built at Chadwick, Hall, and Wellview.[11] The road spent about $200,000 to build the depots, section houses, water towers, coal houses, etc., that were necessary to serve the line.[12] Ironically the most profitable traffic required the least expensive facilities, livestock pens and cotton loading platforms. In December 1911, when revenue freight service began at Richland Springs, local farmers already had at trackside some 2,000 bales of cotton to be transported to market.[13]

Competition between the two railroad companies serving the area was vigorous but on a small scale. The Fort Worth and Rio Grande met the Santa Fe's challenge by extending its Fort Worth line 36 miles southwest from Brady to Menard, toward the heart of the Edwards Plateau region. Its new Menard station quickly became the prime loading point for livestock trailed over land from points south and west as far as Sonora and Junction. "Doc" Farmer, a rancher near Junction who was born in 1906, remembered clearly from his childhood the two-day cattle drive over land to the railhead at Menard. Livestock was bedded down overnight for water and rest on a tract of land owned by the railroad about halfway between Menard and Junction. The going rate for hands to help with this work during his childhood years was $1.00 a day, or $5.00 if they had a horse.[14]

The Fort Worth and Rio Grande established a fenced livestock lane with 640-acre holding traps all the way from Menard to Sonora. Called "Tillman's Lane" after E.F. Tillman, general livestock agent who established it for the railway company, this route remained in use until 1930 when the Santa Fe finally built to capture the traffic by constructing a branch line south from San Angelo to Sonora. In hindsight, Santa Fe management may have regretted their decision to terminate the San Saba branch at Eden in 1911, rather than continuing it to some point to the southwest such as Sonora. Perhaps the company initially underestimated the value of the livestock traffic being generated for the Fort Worth & Rio Grande. When asked to consider this after he retired, Mr. Tillman reported to railroad historian S.G. Reed in the late 1930s that there were times during its early years when he would have up to 50,000 cattle in transit on the trail during the spring drives.[15]

Cattle and sheep were not the only livestock moved by rail in the area. The February 1925 issue of *The Earth*, the Santa Fe's agricultural colonization magazine, reported that Brady shippers filled sixty cars of dressed turkeys between November 7 and December 14, 1924 - said to be double the output of the prior year.[16] Beginning in the 1920s, San Saba area farmers also shipped poultry in carload lots on the Santa Fe, with 15 cars of dressed turkeys, six cars of live poultry, and five cars of eggs sent from that station in 1929.[17] Other significant freight traffic shipped from that station in the 1920s included mussel shells from the San Saba River, valued at $30/ton in 1926 with 28 to 30 tons making a carload, and 100 carloads of cedar posts shipped from San Saba early in 1924.[18] Cedar shipments started when the line was opened and continued for some years, with outbound wood traffic at San Saba estimated at 300 freight cars in 1929. But these shipments were dwarfed by the livestock traffic, which though profitable generated a special set of operational problems.

The 28-hour livestock confinement law was enforced by the Packers and Stockyards Division of the U.S. Department of Agriculture. After a rough start when the law was new, the Santa Fe perfected its procedures to ensure compliance. Even so, complaints were occasionally filed. Among these was an alleged violation regarding a stock car of horses shipped from Eden to New Orleans, Louisiana on December 23, 1929. Details of this case provide insight into the challenges imposed on the company when it accepted such shipments. A.T.&S.F. livestock car 51549 left Eden on Train 54 at 8:05 a.m. the morning of December 23, arriving Lometa at 2:30 p.m. where prompt connection was made to Temple, arriving at 5:50 p.m. The car left there at 11:50 p.m., and did not arrive at Bellville until 6:10 a.m. After a prompt departure, the car arrived and was unloaded into stockpens at Rosenberg at 1:00 p.m. Christmas Eve for the federally mandated rest in transit. The elapsed time was only one hour over the limit, which the company attributed to switching delays and a derailment of two boxcars. There was a third problem. Unfortunately when the car arrived at Rosenburg, someone discovered that the stockpens at that station had not been approved by the federal authorities for the handling of interstate shipments of livestock, a federal quarantine precaution. The company had to wire its general livestock agent R. E. Buchanan in Fort Worth and request him to get permission from federal authorities to use the pens. This caused the final hour of delay in unloading the stock. The Santa Fe's lawyer commented in a letter to the U. S. Bureau of Agriculture that this was the first instance in the preceding year that there had been an enforcement action filed against the company alleging a violation of the confinement law.[19]

The year 1929 would be the last good one for area ranchers for a long time. The Santa Fe saw its traffic decline precipitously in the 1930s, as drought and economic depression spread throughout the state. The discovery of the giant East Texas oil field in 1930 drove the price of oil down to ten cents a barrel, which reduced the cost of gasoline so low that truck usage for freight traffic presented compelling economies. This, in combination with a growing statewide effort to construct paved roads with tax revenue funding, sowed the seeds for a significant change in rail freight transportation practices.

During the 1930s the Fort Worth and Rio Grande suffered the loss of some of its share of the region's livestock traffic because of competition presented by the new Santa Fe branch line from San Angelo to Sonora. Ranchers in the Sonora area were happy to abandon the overland route required to drive cattle by mounted cowboys fifty miles up Tillman's lane to the Fort Worth and Rio Grande railhead at Menard. For this and other reasons the company did not have the financial strength to weather the Depression and declared bankruptcy in 1936. In March 1937, its line from Fort Worth to Menard was purchased by the Santa Fe.[20] This acquisition, together with changes in livestock marketing practices, led to significant changes in Santa Fe operations in the area. The 1930s saw the beginning of a trend toward decentralization of livestock marketing in Texas, with points of sale shifting to local community auctions. It was more efficient for a livestock producer to ship his stock by truck to and from the nearby auctions than suffer the shrinkage, death loss, and higher cost entailed in shipping by truck or rail over a longer distance. The new marketing system transferred risk from sellers to buyers, and enabled sellers to be present when their livestock was sold. Local auctions provided an educational opportunity for ranchers to learn what the market wanted in terms of frame size, carcass weights, etc., as well as a valuable occasion for interaction other producers. Purchasers responded to the new system by focusing their efforts on auctions.

There were more than 1,000 local livestock auctions operating in Texas by the end of the 1930s.[21] Although during that decade the railroad still retained significant livestock traffic, this trend hurt the Santa Fe's operating income significantly. The company met the decline by seeking to reduce levels of service, but these efforts led to a series of contentious hearings before state and federal regulatory agencies.

On February 24, 1938, the Railroad Commission of Texas convened a hearing at the McCulloch County courthouse to consider the Santa Fe's application to readjust its train schedules on the San Saba and Menard Districts. W. E. Maxson, Vice President and General Manager for company, opened the testimony with a statement that the San Saba District territory was largely devoted to ranching and farming, with outbound shipments principally of livestock, wool, cotton, and grain, and inbound shipments principally of livestock, oil and gasoline, lumber, cement, brick, flour and feed. Maxson testified that from the time the line to Eden was constructed in 1911 until March 1937, when the Fort Worth and Rio Grande line from Fort Worth to Menard was purchased by the Santa Fe, it was necessary for the G.C.&S.F. to route livestock for the Fort Worth, Oklahoma and Kansas markets and pastures through Temple, resulting in "second morning" delivery to Fort Worth. Purchase of the new line, however, enabled the Santa Fe to offer "first morning" delivery to Fort Worth (*i.e.,* the first morning after loading the prior day). The distance from Brady to Fort Worth via Lometa and Temple over G.C.&S.F. rails was 267.8 miles, but on the newly purchased and more direct route via Brownwood the distance by rail was only 191 miles. At the time of the purchase, the Santa Fe was offering mixed train service along the San Saba branch both ways each day except Sunday. Immediately after the purchase, the company operated a freight train each way three days a week between Brownwood and Menard. The result of the interplay in these schedules was that San Saba branch traffic could only move overnight on the newly acquired trackage for first morning delivery in Fort Worth arriving Wednesday and Friday, unless originating in Brady or Whiteland, in which case the schedule permitted first morning service four days a week. The G.C.&S.F. proposed to address the problem of its inability to offer daily "first morning" service to Fort Worth on the San Saba branch by taking one crew off of the San Saba District and assigning it to the Menard District. This reassignment would enable it to meet market demand for "first morning" delivery service three days a week from all points between Lometa and Eden, and six days a week from Brady, Whiteland, and Menard.

Shipper E. S. Swain of Eden cross-examined Santa Fe witness F. H. Christian, company Superintendent at Temple, forcing him to agree that livestock shippers from Eden would really only have first morning service two days a week because the third arrival day was Saturday, an undesirable market day. Christian also agreed that until about a year earlier, there had been "first morning" service from every station on the San Saba Branch, and that it was lost when the Santa Fe discontinued a train from Brownwood to Temple which had offered connections with the branch line at Lometa. Christian was asked how many cars of livestock would be required before the company would make up a special train. He responded that the company would go for 15 cars "in a pinch" but had to concede that a 17 car request had been denied the prior year until shipper pressure was exercised by telegram to the line's headquarters in Galveston.

J. S. Hershey, General Freight Agent testified that in 1937 the company forwarded 2187 carload shipments, including 1896 cars of livestock, from Brady, Whiteland and Menard, and received 1992 cars at these stations. He testified that the stations of San Saba, Richland Springs, Melvin and Eden together dispatched 1101 cars and received 707 cars in 1937. Some

677 of these forwarded cars were livestock. Melvin originated 112 cars of wheat, Eden 134 cars of wheat, and Richland Springs 13 cars of watermelons. As Hershey observed, however, many of these shipments were seasonal. For instance, nearly all grain moved within a 30 day period. Also, there were many days when no traffic was tendered; during 1937 there were carload shipments from Eden only on 102 days. From Hershey's perspective, the six day a week service was "not used more than one third of the time," so he concluded that there could be no harm to the shipping public by cutting it in half.

Hershey made his point quite bluntly: Brady shippers, by originating 767 loads of livestock, made Brady the best station on the line. Menard was second, with 599 cars. He compared this traffic to that from Eden, Melvin, Richland Springs and San Saba; all four totaled 677 cars of livestock. These traffic levels were not consistent through the Depression years; compare for instance carload livestock shipments from the following stations:

	San Saba	Richland Springs
1933	212	190
1934	376	220
1935	279	198
1936	175	165
1937	368	250

James L. Daniels, an Eden shipper, and Vice-President of the Eden State Bank, noted that his community shipped five million pounds of cotton out of Eden in 1937 and asked why Hershey gave no credit for this when considering a service cut. Hershey replied that the cotton took a "less than carload" tariff, charged at a premium rate, because it was not compressed until it reached Brady. Still, Daniels urged, this would help Eden's statistical importance considerably, particularly at a rate of 53 cents to the hundred. (Five million pounds obviously represented substantial revenue to the railroad). After compression, this cotton constituted 40 carloads of traffic at 150 bales to the car. Daniels asked for figures on cotton shipments from each station on the line in 1937; the response was as follows:

Eden	5089 bales
Melvin	5838 bales
Whiteland	2359 bales
Brady	6750 bales
Richland Springs	1732 bales
San Saba	2011 bales

Daniels also shipped wool by rail, and asserted that if service to Eden were cut in half, "over one half the business would be lost. . . when the shippers get ready to go to market they want to ship that day and if the train does not run that day they will use trucks and get out of the habit of using the railroad . . . when I sell wool I want to get it to Boston the quickest way." He testified further that he had shipped about 2-1/2 million pounds of wool from Eden in 1937, loading about 30,000 lbs. to the car. But on cross-examination, Daniels conceded that in all of 1937 only 16 cars of livestock were shipped from Eden to Fort Worth, moving on only 12 days.

This case represented a typical example of many small intense battles of a similar nature being fought across the state as the Depression forced the railroad companies to retrench. The Railroad Commission considered the matter and, as in the case with most such applications of the era, ruled in favor of the Santa Fe's application to cut trains. Effective October 1, 1938, the branch line from Lometa to Eden lost its double daily mixed train service.[22]

During World War II, farmers and ranchers along the San Saba branch line produced at maximum capacity, encouraged by high prices for farm products and abundant rainfall.

Figures for principal commodities originated on the branch during 1944 and 1945 illustrate peak output with resulting high carload traffic counts:[23]

	1944	1945
Livestock	744 cars	647 cars
Wheat	351	380
Other grain	204	326
Peanuts	62	117
Cotton	10982 bales	7879 bales
Total, in carloads	1983	2273

(Total includes nonstaffed siding station traffic and minor commodities, for example 54 carloads of wool in 1944)

The Texas sheep population peaked in the early 1940s when over eight million head were counted by the Department of Agriculture.[24] 1944 was the most active year that would ever be for the Fort Worth Stockyards, despite the effects of local auctions, with a grand total of 5.25 million cattle, hogs and sheep passing through its gates. About half of these animals were slaughtered in the local packing plants. The remainder were resting in transit to markets elsewhere or to grazing in Oklahoma or Kansas. In the last year of World War II, Texas produced almost 10 per cent of the nation's cattle and calves and 20 per cent of its sheep and lambs.[25]

The wartime traffic boom of course was temporary. By the end of the 1940s the Santa Fe, reacting to declining traffic, again sought reductions in operating expenses on the San Saba district. On April 6, 1949, the Railroad Commission convened a hearing in Brady to consider a Santa Fe application to discontinue its agency at Whiteland, a station located at Homer Junction just west of Brady, where the line originally constructed by the Fort Worth & Rio Grande to Menard branched off to the south. A.B. Clements, Southern Division superintendent, testified that revenue from the Whiteland station for 1947 was $1375.00 and for 1948 was $495.00. Operating expenses for 1947 were $2853.34, and for 1948 were $3103.08. 1948 business included sending 10 Western Union messages and receiving 12, for a total revenue of $15.75. Passenger service at Whiteland was offered by daily motor car service between Brownwood and Menard, and mixed train service every other day between Lometa and Eden.

Mr. Clements estimated a population of 250 within a three mile radius of the station, but observed there were only three houses where the depot was located and the only merchant in the community had recently closed his business. He told the local Santa Fe agent that "he had quit because when they had money they would go to Brady to do their buying, and when they didn't have money they expected him to carry them." This abandonment application was uncontested, and on April 18th the Commissioners signed an order authorizing the Railway Company to discontinue the agency and operate in the future as an unmanned prepay point. The safe and cash drawer was emptied, the agent was checked out, and the station closed on Saturday, May 14th.[26] The late Darrell Willliams of Lometa was the final agent in three of the district's depots, and well recalled the emotional pain of these last day of service closures.[27] Agents typically grew close ties to the communities where they were stationed, but in the case of Whiteland, the community had disintegrated.

The 1950s were lean years for the San Saba branch line, as a relentless drought severely curtailed agricultural yields and livestock population across the entire southwest from 1950 to 1957. By 1957, the Santa Fe's management was compelled to seek further reductions in operating expenses. On February 27, 1957, the Railroad Commission convened a hearing at the McCulloch County courthouse at Brady to consider the Santa Fe's application to discontinue its agency at Melvin. The issue was hotly contested. Despite the strength of the community's case, built heavily on unauthorized testimony by local Santa Fe agent J. J. Seals that the Melvin Station was still marginally profitable, the Railroad Commission quickly approved an order authorizing discontinuation of the agency. It was closed on May 15, 1957.[28]

The protracted drought of the 1950s forced Edwards Plateau communities to reassess the strength of their municipal water supplies. On September 6, 1957, the *Brady Standard* carried news of a project under consideration for construction of a new municipal water supply and flood control reservoir west of the city. At its proposed location the reservoir would flood a short portion of the G.C.&S.F. right-of-way, requiring relocation of four miles of track starting 3.1 miles west of Brady station. A protracted struggle began between the city and the railway company over proper allocation of the relocation expense. The city urged charges for only the depreciated value of the line, but the railway company wanted replacement cost, an estimated 60 per cent more. These negotiations lasted through the end of the decade. The Santa Fe considered abandonment of the line west of Brady as one alternative and had its accounting department prepare a report on branch line operations for the purpose of evaluating the feasibility of continued operations to Menard and Eden. This report provides a revealing look at rail traffic patterns along the branch line at the dawn of the commercial jet age. Livestock still traveled the rails, though in fast dwindling numbers.

The line relocation study showed that as late as 1960 some livestock traffic was still being generated from Eden and Menard, the only two agencies west of Brady still open. In that year Menard forwarded 46 cars of cattle and calves and 244 cars of sheep and goats. Agent A.B. McClanahan reported that the principal shippers of cattle were Tommy W. Winters of Evant, F. Luckenback of Menard, and Robert Wheelis of San Angelo. This traffic yielded $12,378 in revenue, representing 11.7 per cent of the station's annual income. The principal shippers of sheep were J.B. Kothman of Kothman Commission Company in Menard and Ben Dechert of Junction. That traffic yielded $59,039 in revenue, equal to 55.9 per cent of the station's income. Thus two-thirds of the station income was from outgoing livestock shipments. All remaining income was generated from inbound shipments.

Eden enjoyed a more diverse traffic base because there was still significant farming in the area. In 1960, Eden agent Roy Sullivan reported that the principal shippers of sheep from his station were M.J. Green and C.V. (Rip) Hobdy, who between them generated 85 per cent of the 72 outbound cars that year. This traffic yielded $28,445 in revenue, 22.2 per cent of the annual total. One hundred twenty-seven cars of grain were sent out by various shippers, yielding $39,785 in revenue—31 per cent of total revenue. The only other outbound traffic that year was 847 bales of cotton for $4,019, only 3.1 per cent of station total revenue. All remaining revenue was attributed to inbound shipments.

According to the company's analysis, station revenues at points west of Brady (open stations with traffic being Eden, Menard, Callan and Melvin, the latter two unmanned) were actually increasing. Total revenue at these four stations was $409,456 in 1957, $694,282 in 1958, $830,451 in 1959, and $953,050 in 1960. The trend was encouraging, and sufficient justification for a settlement with Brady to relocate of the line rather than abandon it. An agreement was reached; whereby the city paid for the cost of building a new grade, and the company paid for the cost of laying its new line thereon. The company did not actually lay new line, but rather picked up its old rail during the second week of April 1962 and placed it on new ties.[29]

Nevertheless, the future of the San Saba branch was not bright. The increase in revenues from stations west of Brady between 1957 and 1960 did not represent growth in the customer base. Instead, it was a rebound from the effects of the devastating drought between 1950 and 1957, as well as the result of increased shipping charges. This era of Texas' agricultural history has not received as much attention as the dust bowl of the 1930s, but in terms of lack of rainfall it was nearly an equal disaster in some parts of the state. When the drought ended in 1957, the positive impact of the long-awaited rains was clearly illustrated in Santa Fe freight traffic statistics for the next several years. Even so, total carload freight shipments were inexorably declining. The San Saba line's primary weakness by this time was its dependence on livestock traffic, ironically the reason for which it was originally constructed.

The 1960s saw the rise of the cattle feedlot industry on the Texas High Plains. By 1964 there were more than 200 Panhandle area feedlots each having capacity of at least 1000 head. Some had capacities in excess of 50,000 head. By this time, the rail transit of livestock was coming to an end. Improvement of the state and national highway system and the resulting inescapable economies drove all livestock shipment to trucks by the early 1970s. These shipments moved far more quickly than those by rail, so the costly need for a livestock feed and watering stop at Forth Worth or any other place was ended. A truckload of cattle leaving the Edwards Plateau could be 1500 miles away before the federal 28 hour law required a stop for feed and rest, and by the 1970s, the packing plants were moving to the feedlots in order to minimize the transportation of live animals. This shift in the geographic area of Texas' beef production and in marketing methods spelled a slow but certain death for the Fort

Worth stockyards. The Armour packing plant at Fort Worth closed in July 1962, and the Swift plant closed in the spring of 1971.[30]

On the morning of December 16, 1970, Trainmaster J.E. Gill drove west out of Temple on a solemn mission. He ate lunch in Brady and continued west along the branch line to Eden, posting a short notice on each station sign. The notice was a terse statement that on November 27th, the Atchison, Topeka & Santa Fe Railway Company had filed an application with the Interstate Commerce Commission in Washington for authority to abandon the line west of milepost 67+2640 feet at Brady. The announcement was also published in the *Menard News*, the *Brady Herald and Standard*, and the *Eden Echo*. Readers were advised that the ICC would consider the application without public hearing unless protests were received. The few shippers remaining along the branch line did not have a merry Christmas in 1970. When the holidays were over, their protests began to stream into the ICC Office of Proceedings in Washington. The case was assigned Finance Docket No. 26439 and set for hearing at the Menard County courthouse on September 29, 1971.

ICC hearing examiner Edmund T. Fritz convened the proceeding at 9:30 that morning, and during a very long day heard testimony from 26 witnesses, all but four, who were Santa Fe employees, opposing the application. The company was represented by General Attorney Harvey Huston. Huston opened his presentation with testimony by Elmer C. Honath, Assistant General Manager, Engineering, from the company's Amarillo office. Honath submitted accounting ledger evidence demonstrating that revenue from the portion of the line sought to be abandoned had declined to a level below maintenance and operating expenses. Total revenue for branch operations west of Brady was $122,365 in 1968, $81,719 in 1969, and $81,147 in the first six months of 1970. The company calculated that after payment for maintenance and operations it had suffered a loss of $59,513 in 1968, $80,656 in 1969, and $14,830 in the first six months of 1970. It had last replaced ties along the line in 1962, and faced the need to do so again in 1972. This replacement, even though mechanized, would cause an extra expense of about $200,000, and could not be justified by company accountants in view of sparse traffic along the line. By 1968 there was no longer any significant movement of livestock on this branch of the railroad. Shippers west of Brady originated only 272 carloads of freight in 1968, 198 cars in 1969, and 251 cars in the first half of 1970. Most of this was grain traffic. Inbound shipments, mostly "food and kindred products" totaled 226 cars in 1968, 215 cars in 1969, and 109 cars in the first half of 1970. Line conditions had so deteriorated since the last major renewal of ties in 1962 that the company had imposed a 20 mph speed limit along the branch, with restriction to 10 mph over several sections of track.

The Santa Fe maintained its same scheduled service throughout the 1960s, but the branch line train no longer ran on the schedule because at many times there was no business at all. At the time of the hearing, the train was scheduled to run from Lometa to Menard on Mondays, from Menard via Eden to Lometa on Tuesdays, out again on Wednesdays, and back on Thursdays, out again on Fridays and back on Saturdays. Honath testified that the train was called to Menard by agent Roy Sullivan about 70 per cent of the time, and had only been called to Eden nine times thus far in 1971. A brief period of stunned silence in the courtroom followed this statement, and then one of the protestants asked in disbelief from the audience "how many times?" Honath answered again as before. He testified further that for the maintenance and operation of the line the company used a section crew of four men based at San Saba, agents at San Saba, Brady, and Menard/Eden, a section foreman at Lometa, and a train crew of four men, the engineer, conductor, and two brakemen. All of these men but agent Roy Sullivan would retain their positions if the application were granted. The Santa Fe's attorney then called San Angelo-based District Sales Manager J.M. Patterson to the stand. Patterson testified that the livestock movement had "just about dried up because of the trucks taking livestock to various feed yards" and that the grain business was highly variable, depending on the seasons and crop results.

The protestants first called State Representative Hillary B. Doran, Jr., who testified that "it would have a definite adverse impact on the economy of the communities" to lose rail service. Menard County Judge Otis Lyckman then declared that "we are a rural area, and as we all know the rural areas are going down . . . by abandoning this railroad it definitely would hurt our chances for any type of industry that would want to come to Menard." Concho County Judge Carl Peek next took the stand, asserting that it would be "utterly impossible" for the City of Eden to acquire new industries if it lost its rail service. Similar testimony was given by various representatives of Chambers of Commerce, Rotary and Lions Club representatives, and local governmental authorities. State Representative and future Railroad Commissioner Jim Nugent of Kerrville remarked that "If you have rail service you have a better chance of being considered [for industrial sites]. If you don't have, you are really sucking the hind teat." Bertram C. Broad, manager of the McCulloch Electric Cooperative, spoke of the difficulty in attracting industry to rural areas and commented "We educate the young people and they are going to the city. We are losing them. We have nothing to keep them at home."

Thomas H. Parrish, Jr., manager of the James L. Daniel Warehouse and Elevator at Eden for 25 years, was the most significant shipper who testified at the ICC hearing. He testified that in 1968, 1969, and 1970 his company had shipped a total of 191 cars of grain representing 388,380 bushels. The capacity of the elevator was 550,000 bushels, and at the time of the hearing there were about 350,000 bushels in storage. He said that a minimum of 95 per cent of that grain would be transported to market by train, and that trucking the grain would cost about three cents a bushel more than moving it by rail. He also testified that there were not enough trucks available in the area to move the grain. On cross-examination, however, he conceded that he had not shipped a single rail car of grain in 1971, "a drought year." James L. Daniel, himself, next took the stand, no doubt remembering painfully the result of his 1937 testimony. He objected to the abandonment, but in response to questioning by Santa Fe counsel he was forced to admit that if his rail service were lost, he would make an effort to protect his $500,000 capital investment in his plant by using truck transportation.

The only other significant shipper to appear as a witness was Carlton Kothmann of Kothmann Commission Company in Menard. He described that company as a partially integrated agricultural operation consisting of a commercial lamb feeding lot, feeding more that 100,000 head in 1970, a livestock order-buying business, and a feed mill producing range feeds. Kothmann had 30 employees at the time of the hearing, and estimated his capital investment at "in excess of $200,000," said to be the biggest business in the county, with 44.8 million dollars in sales in the prior fiscal year.

During the first eight months of 1971, his company received 152 cars of freight. Kothmann testified that he expected his incoming rail traffic to increase substantially, in order to supply a new feedlot being built near Mason and because the rapidly growing cattle feedlot business in the Texas Panhandle was resulting in a scarcity of Texas milo. This demand required him to ship milo from as far north as Nebraska, and rail transportation provided more competitive rates. He estimated his total milo needs for 1971 at 25 million pounds and calculated that if these and other products were all to move by truck instead of rail in 1971, his cost would be about $29,000 higher. But on cross-examination he conceded that the majority of his feed ingredients already came by truck.

The hearing was finally adjourned at 6:30 p.m., on September 29th, and most in the room must have known how the examiner would view the matter. Honath's testimony that the train had only been called to Eden nine times in the first ten months of 1971 was especially damning. In hindsight, one wonders if the protestants might have been wiser to have agreed to abandonment of the Eden segment so that the Santa Fe could obtain enough savings in maintenance expense to continue operation of the Menard Segment, which still had enough traffic to require agent Sullivan to call for a train 70 per cent of the time.

ICC Hearing Examiner Fritz issued his report on April 18, 1972. He noted that in earlier years outbound traffic had consisted largely of livestock, which was now being handled by truck. He found that the company had suffered an avoidable loss of $59,512 in 1968, $80,656 in 1969 and $29,658, projected from mid-year, in 1970, and that, if the cost of the necessary mechanized tie removal were amortized over five years, the average annual maintenance cost would be $81,965, quite a bit higher than the average annual maintenance cost of $32,129 between 1968 and 1970. The examiner concluded that the additional expense incurred by trucking grain would be insubstantial and gave no credence to the suggestion that trucks could not be found, noting that the grain elevators in question already shipped large quantities by truck. He concluded that the inconvenience and added expense for shippers could not outweigh the heavy annual losses being sustained by the railway company, and that its prospects for attracting new traffic were poor. He recommended that the ICC authorize abandonment of the line, and his recommendation was approved by the Commission.[31] This authority in hand, the Santa Fe terminated its service on the lines west of Brady on June 29, 1972, ending a corporate presence which had endured in Concho and Menard Counties for more than 60 years. Within two years, the Santa Fe would obtain authority from the Interstate Commerce Commission to cease offering livestock shipment service anywhere along its lines.

Abandonment of the line west of Brady left two agencies remaining open on the branch, Brady and San Saba. In 1975 the company filed an application with the Railroad Commission seeking authority to close its agency at San Saba. The community mounted a vigorous protest, led by attorney David Williams who was the son of the largest shipper from that station (Texas Architectural Aggregate, Inc.). Williams, who would later become the County Attorney, observed that the company's plan to have local shippers telephone the agent at Lometa for service was complicated by the fact that the Santa Fe's own time and motion study of agency duties showed that on average it took 2.1 minutes to open a telephone circuit for a long distance call from San Saba to Lometa. The Railroad Commission was not sympathetic. The hearing examiner wrote in his proposal for decision:

> "Most of the duties at one time performed by the local agent in furtherance of the railroad's obligations to serve the public have been taken from him. With discontinuance of passenger service, a substantial portion of those duties are no longer required, such as ticket sales, depot maintenance, and handling the United States mail. Institution of motor trucking for less than car load shipments has resulted in transfer of duties in connection with such traffic to employees of a motor transport division. The change to shipment of livestock and poultry by truck, and not by rail, have made the agent's duties to feed and water these cargoes an obsolete requirement of the statute."[32]

On December 28, 1976, the Commissioners signed an Order authorizing closure of the 65 year-old San Saba agency. Only a single manned agency remained on the branch, at Brady.

In 1982, the Santa Fe filed another application with the Railroad Commission requesting authority to close most of its remaining agencies, including Brady and Lometa, in favor of regional freight offices. The authority was granted and both agencies were closed.

Roy Sullivan was the last Santa Fe agent at Menard, Eden, and Brady. He began work with the company as an apprentice telegrapher at Clifton on December 23, 1945. Sullivan was a relief agent at Brady in 1958. He became the agent at Eden in August 1959, staying there several years. In 1964 the Railroad Commission approved consolidation of the agency at Eden with Menard, and Sullivan was relocated to an East Texas agency. By 1968 he had enough seniority to bid successfully for the agency at Menard. He returned to handle business for that station and Eden until both agencies were closed in 1972, when the line west of Brady was abandoned. From 1973 to its closure in 1984 Sullivan was the agent at Brady. He considered that Eden was the friendliest place he ever lived while in company service. While there he was the Secretary and Treasurer of the local Lions Club, and his name is among those inscribed in concrete in the park in front of the Post Office. Sullivan particularly enjoyed handling livestock traffic. He recalled one Sunday in 1958 at Brady when he oversaw the loading of 10 or 12 double-decked cars of sheep and 15 or 18 cars of cattle. In his busiest month he shipped 127 cars of sheep and more than 200 cars of cattle. He would take his typewriter out to the stock pens and make out his waybills on the spot. When the paperwork was done for each car, he would sometimes help drive the stock into the next car. Decades later he still had the whip he used, and remembered that there was a time when he could use it to pop a cigarette out of someone's hand.

In an example of how technology changed railroad operations, by the time he ended his company service at Brady in 1984, Sullivan was manipulating information on a keyboard tied to the Santa Fe's mainframe computer, rather than moving cows with a bullwhip. He could type about 105 words per minute when he retired, and he still loved his work. But times were greatly different at the end of his 40 years of employment. By the mid-1980s the company entirely abolished the position of "agent" and replaced it with a "TSO," Transportation Specialist Officer, in a regional freight office.[33] On May 10, 1993, the branch from Lometa to Brady was sold to the Gulf, Colorado & San Saba Railway Company, a Chicago-based short-line operator. This company continues to operate the line today, with its largest source of traffic being sand quarries at Brady. The communities served by the line will never again be so dependent on it as they were on that bright and shining day in the summer of 1911 when the first passenger train arrived and the Editor of the *San Saba Star* wrote:

> ". . . old San Saba awoke to the full realization that we had merged into the great railroad world to become a factor in the circles of commercialism. The first passenger train in six thousand years rolled into San Saba with its cargo of eager expectant visitors. The long train swept gracefully along the arrowlike track and came to a halt amid the laughter and shouts of thousands. Stores closed and businessmen with their friends and children, and all the busses, hacks, autos and delivery wagons gathered about the depot. It was a sight to be remembered and when San Saba becomes a Dallas or Fort Worth, the little children can now tell of the depot when the first train rolled in."[34]

The few automobiles at the scene, however, foretold a future far different from that envisioned by the editor.

William Osborn
Patman & Osborn
515 Congress Suite 1704
Austin, Texas 78701

The author acknowledges the editorial assistance and encouragement of Hughes Abell, T. Lindsay Baker, Ana Maria Marsland-Griffith, Connie Menninger, John Miller Morris, Carolyn C. Osborn, Philip F. Patman, Robert Pounds, Jim Steely, George B. Ward, George Werner and Matt Zebrowski.

Footnotes

1. Texas Sheepman - The Reminiscences of Robert Maudsley; Winifred Kupper, ed., Austin, University of Texas Press, 1951, pp. 78-80.

2. Livestock Legacy - The Fort Worth Stockyards; J'Nell L. Pate, College Station, Texas A. & M. University Press, 1988, p. 18, 27.

3. The New Handbook of Texas, Texas State Historical Association, Austin, 1996, Vol. 2 p. 1127.

4. Letter, Charles K. Lee to J. W. Terry, August 16, 1905, Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 27 Folder 3, Houston Metropolitan Research Center, Houston, Texas.

5. Accounting Report on the Gulf, Colorado and Santa Fe Railway System as of June 30, 1916, Library, Railroad Commission of Texas, Austin, Texas.

6. San Saba Star, San Saba, Texas, April 14, 1911.

7. Blueprints, Engineering Department, Gulf, Colorado & Santa Fe Railway Co., Galveston, Texas, March 15, 1911; Kansas State Historical Society, Topeka, Kansas.

8. San Saba Star, San Saba, Texas, June 30, 1911.

9. San Saba Star, San Saba, Texas, August 11, 1911; Broadside poster, Clarke & Courts, Stationers, Galveston, Texas, original in Author's possession.

10. Blueprints, Engineering Department, Gulf, Colorado & Santa Fe Railway Co., Galveston, Texas, September 8, 1906; Kansas State Historical Society, Topeka, Kansas.

11. Gulf Lines Building Record, Office of Chief Engineer, Gulf, Colorado & Santa Fe Railway Co., Galveston, Texas, December 31, 1921, pp. 199-220, original copy now located at the DeGolyer Library, Dallas, Texas.

12. Objections of the Gulf, Colorado and Santa Fe Railway Company to the Valuation by the Commission of its Lometa-Eden Extension Made in the Order Dated November 15, 1917, Filed November 24, 1917, Railroad Commission of Texas, Texas State Archives.

13. "The Earth", p. 2, January 1912, Atchison, Topeka & Santa Fe Railway Co., Chicago, Ill.

14. Doc Farmer interview by William Osborn, Junction, Texas area, March 1, 1997, transcript in possession of the author.

15. Report of Investigation of Title to Right of Way and Other Property of Fort Worth & Rio Grande Railway Company as of March 2, 1935 by Dudley O. Stone, Assistant Right of Way Agent, G.C.&S.F. Ry. Co., Galveston Texas, Kansas State Historical Society, Topeka, Kansas; Application file for State Historical Marker for "The Frisco Trailway", Sonora County Courthouse Lawn, March 13, 1970, Texas State Historical Association; Letter, Jim Croom to Ron C. Tyler, Director, Texas State Historical Association, August 26, 1994. S. G. Reed, A History of the Texas Railroads, St. Clair Publishing Company, Houston, Texas, 1941, p. 425.

16. "The Earth", p. 14, February 1925, Atchison, Topeka & Santa Fe Railway Co., Chicago, Ill.

17. "The Earth", p. 11, March 1930, Atchison, Topeka & Santa Fe Railway Co., Chicago, Ill.

18. "The Earth", p. 8, May 1924, p. 11, November 1926, Atchison, Topeka & Santa Fe Railway Co., Chicago, Ill.

19. Letter, G. B. Ross, Legal Staff G.G.&S.F. Railway Company, Galveston to A.W. Miller, Chief, Packers and Stockyards Division, Department of Agriculture, Washington, D.C., March 1, 1930; Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 118 Folder 12, Houston Metropolitan Research Center, Houston, Texas.

20. Atchison, Topeka and Santa Fe Railway Company Contract No. 21528, Kansas State Historical Society, Topeka, Kansas.

21. Livestock Legacy - The Fort Worth Stockyards; J'Nell L. Pate, College Station, Texas A. & M. University Press, 1988, p. 235.

22. Transcript of Proceedings, Railroad Commission of Texas Docket 3538R, and associated internal company correspondence, Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 172 Folder 19, Houston Metropolitan Research Center, Houston, Texas. See also Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 181 Folder 15, Houston Metropolitan Research Center, Houston, Texas. A company supervisor recommended to upper management that Seals be fired for helping the local community in opposition to the closure by providing confidential company information regarding operating costs and revenues of the station in prior years. The outcome of this action is not reflected in the surviving files.

23. "Santa Fe Railroad - History of its Construction, Characteristics of the Line, Nature of the Country, Kinds and Sources of Commodities Transported", A.T.&S. F. Railway Company, Chicago, April 1946, Record Group RR 575.9, Kansas State Historical Society.

24. United States Census of Agriculture, Texas Agricultural Statistics Survey, Texas Department of Agriculture, Austin, Texas.

25. Livestock Legacy - The Fort Worth Stockyards; J'Nell L. Pate, College Station, Texas A. & M. University Press, 1988, p. 190, 192.

26. Transcript of Proceedings, Railroad Commission of Texas Docket 1044RO, and associated internal company correspondence, Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 215 Folder 5, Houston Metropolitan Research Center, Houston, Texas.

27. Darrell Williams interview by William Osborn, Lometa, Texas, November 1993, transcript in possession of the author.

28. Transcript of Proceedings, Railroad Commission of Texas Docket 1423RO, and associated internal company correspondence, Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 238 Folder 5, Houston Metropolitan Research Center, Houston, Texas.

29. Legal Department Files, Gulf Colorado & Santa Fe Railway Co., Record Group D4, Box 235 Folder 4, Houston Metropolitan Research Center, Houston, Texas.

30. Livestock Legacy - The Fort Worth Stockyards; J'Nell L. Pate, College Station, Texas A. & M. University Press, 1988, p. 247, 251, 263.

31. Application, Transcript of Proceedings and Recommended Report and Order of Examiner Edmund T. Fritz, November 27, 1970 - April 18, 1972, Interstate Commerce Commission Finance Docket 26439, U.S. Surface Transportation Board, Washington, D.C.

32. Transcript and Hearing File, Railroad Commission of Texas Docket No. 3236-RO, Order Issued December 28, 1976.

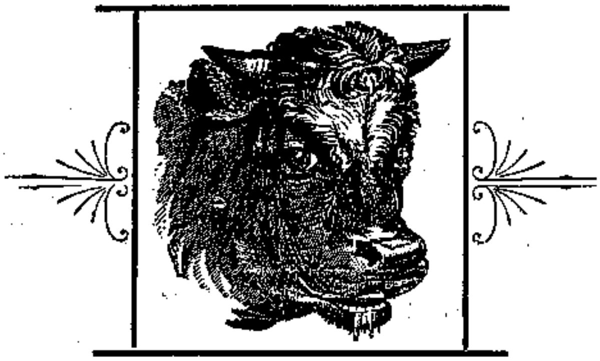
33. Roy Sullivan interview by William Osborn, Lampasas, Texas, January 21, 1994, transcript in possession of the author.

34. San Saba Star, August 11, 1911, San Saba, Texas.

GULF, COLORADO & SANTA FE R'y,

"TEXAS MIDLAND."

"The Cattle Route of Texas."



A Round-up of Facts

CORRALLED IN

COMMENDATORY LETTERS FROM REPRESENTATIVE SHIPPERS,

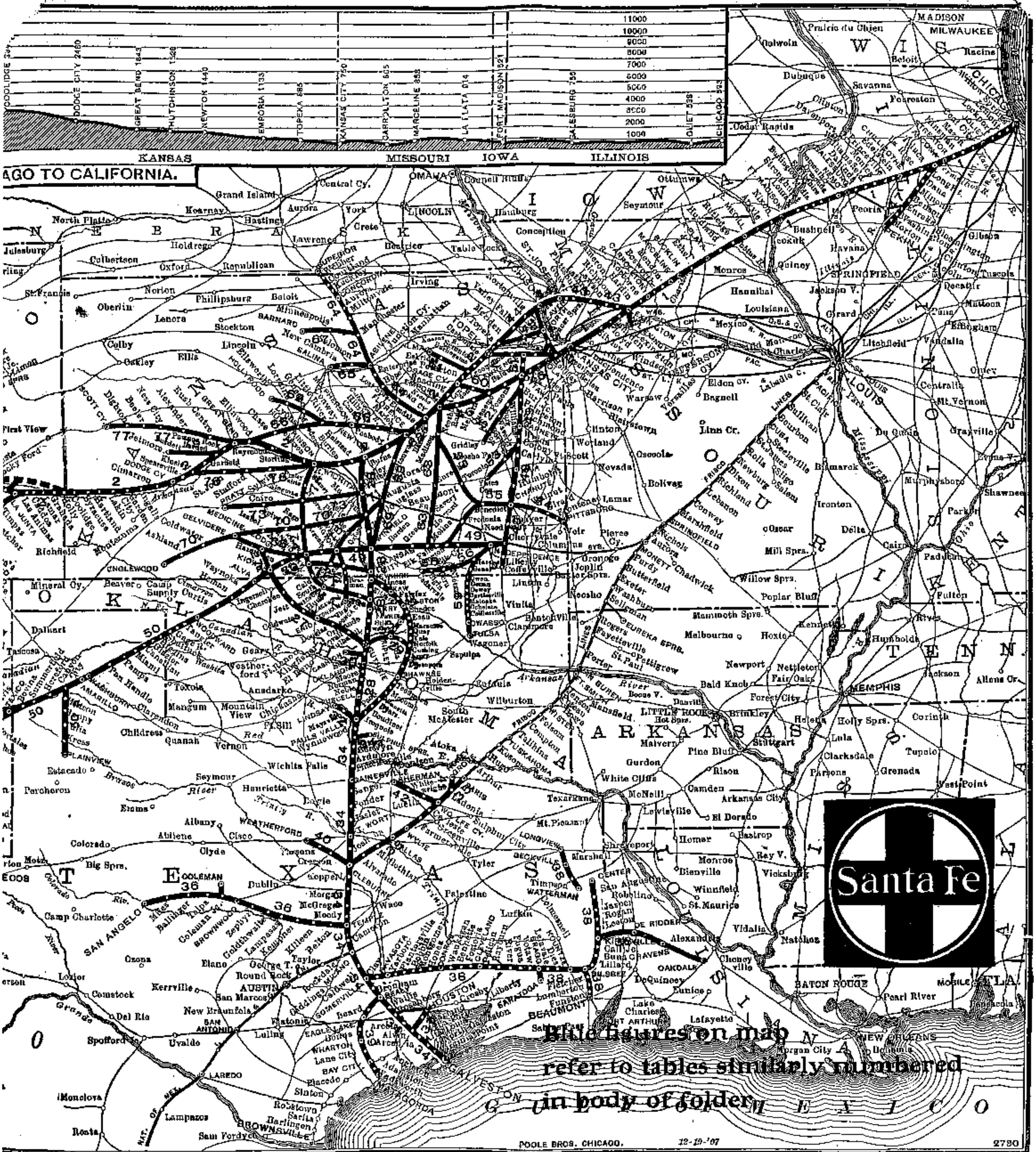
FURNISHING

Food for Thought for the Live-Stock Men of Texas and Elsewhere.

Clarke & Courts, Stationers, Lithographers and Printers, Galveston.

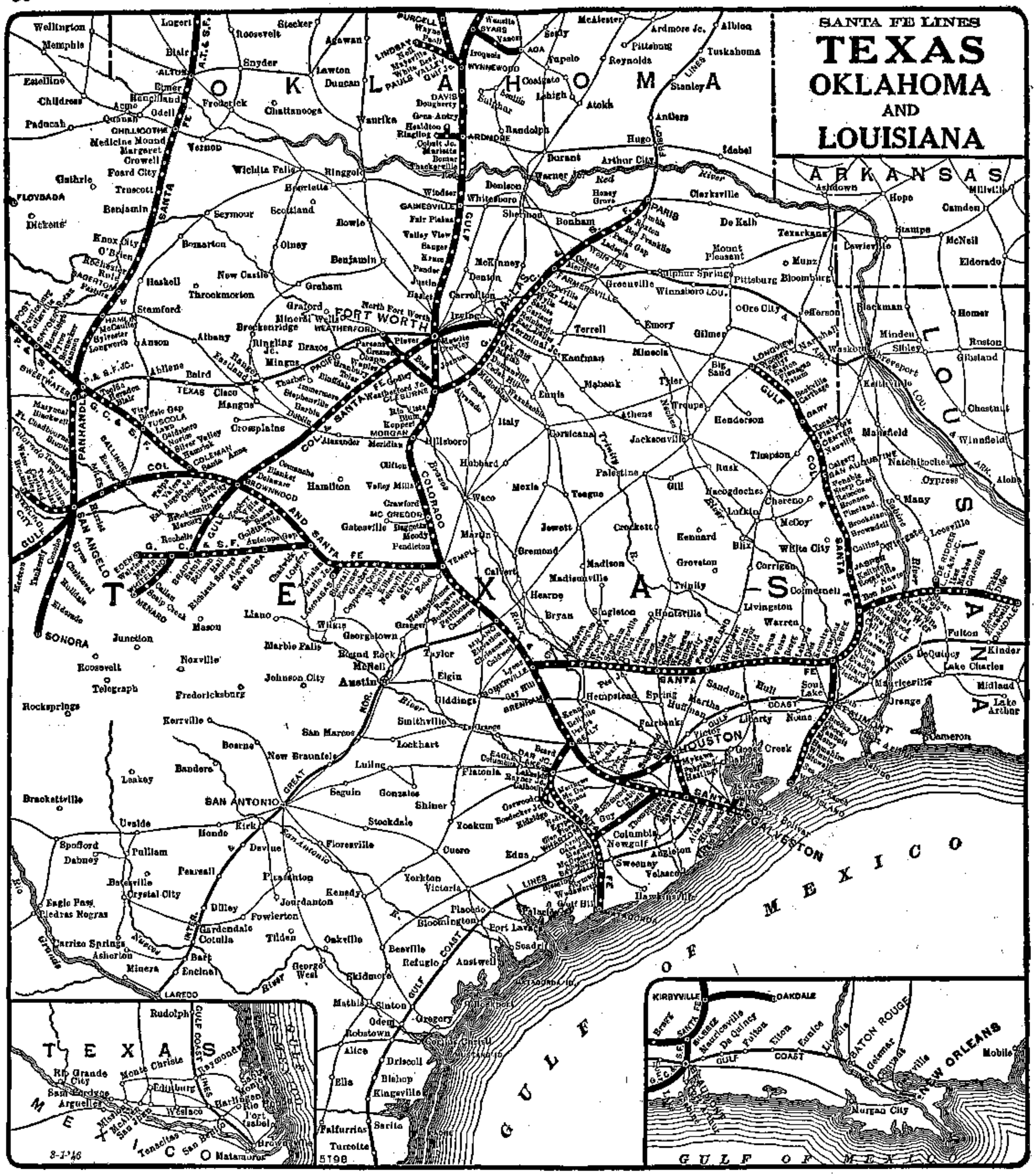
1883

Visit the Grand Canyon of Arizona. Titan of Chasms and Painted Like a Flower.



n, Deming, El Paso, Texico, and Dodge City. CENTRAL TIME: East of Dodge City, and Texico.

1907


SANTA FE LINES
TEXAS
OKLAHOMA
AND
LOUISIANA
OKLAHOMA
ARKANSAS
LOUISIANA
TEXAS
GULF OF MEXICO
FORT WORTH
DALLAS
HOUSTON
SAN ANTONIO
GALVESTON
SAN ANGELO
BROWNWOOD
TEMPLE
BEAUMONT
NEW ORLEANS
BATON ROUGE
KIRBYVILLE
OAKDALE
LAREDO
SONORA
8-1-'46
5198

1946