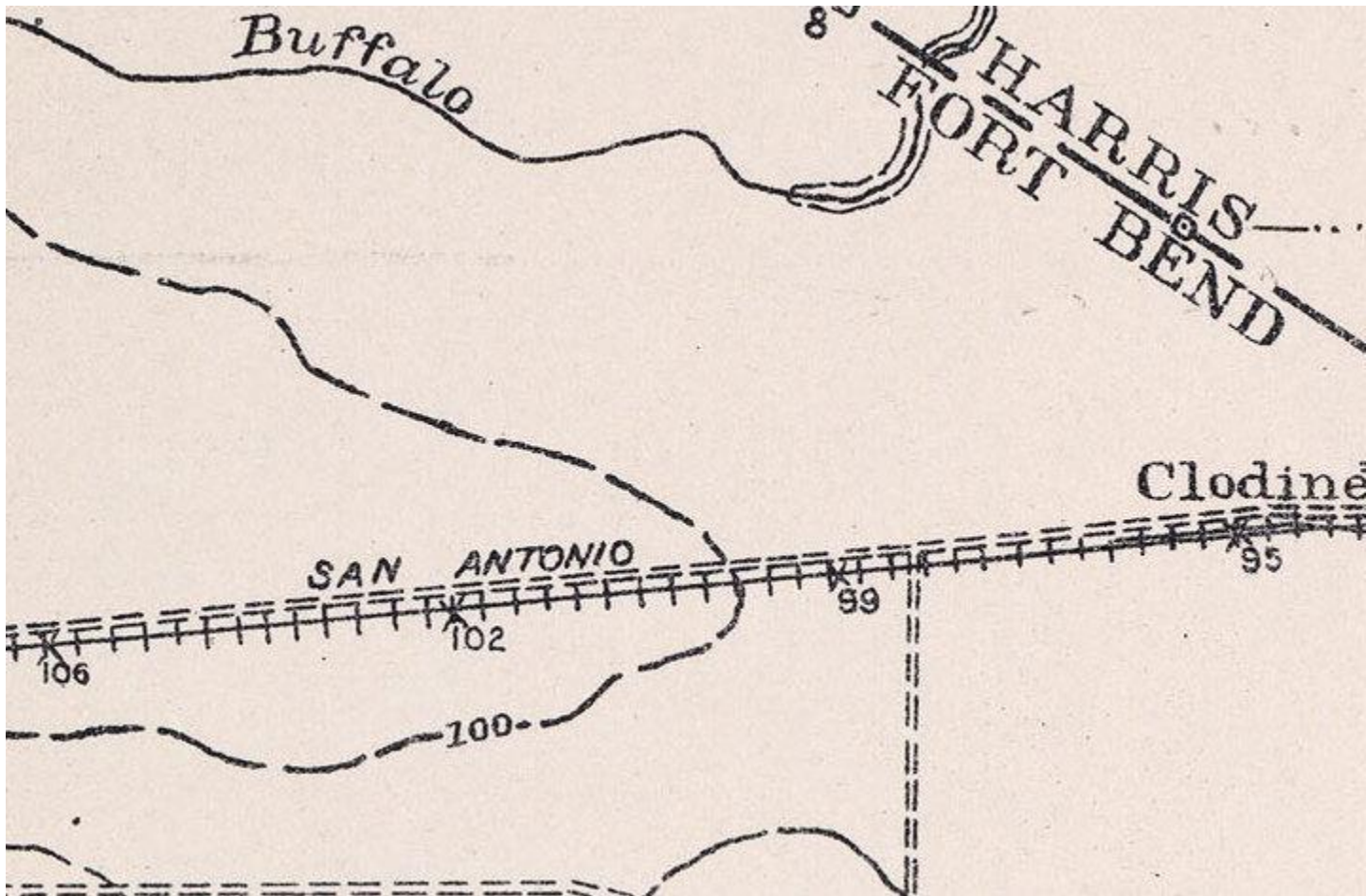


San Antonio and Aransas Pass Railroad

There was a road that ran beside the railroad that was not named. Today this road is known as Westheimer or FM 1093.



The towns in Fort Bend County on this railroad are [Simonton](#), Fulsher, Flewellen, Gaston and Clodne. The town that wanted the railroad but did not get it, and therefore disappeared was [Pittsville](#).

The railroad right of way use today through Harris County is interesting. It is the railroad roadbed that runs parallel to, and just south of FM 1093, or Westheimer. The Westpark Toll Road is built on the right of way. After the Westpark curve of the Southwest Freeway the railroad ran parallel to and less than a block south of the Southwest Freeway to Fannin Street before it becomes invisible because of the progress of Houston.

Very soon, however, the sugar cane empires of Dunovant, Eldridge and other local planters crumbled. Competition from sugar imported in the form of molasses from Cuba, Hawaii, the Philippines, and Puerto Rico, as well as sugar domestically refined from the more economically produced sugar beet, increased rapidly in the early 1900s. Moreover, in 1910, responding to assertions of inhumane treatment, the Texas Legislature outlawed convict leasing, removing what had been a reliable source of temporary labor for the growers. Notwithstanding the assurances of the G.C.&S.F. Colonization Department, a devastating freeze in December 1911 decimated sugar cane production, resulting in the loss of about 50 percent of that year's crop. There would be subsequent freezes as well. By the mid-1920s, the combined effect of competition, bad weather, and expensive labor had reduced cane production substantially and virtually halted the manufacture of sugar in the Cane Belt territory. The Lakeside Sugar refinery ceased operation after processing a small amount of the 1911 crop. It was dismantled in 1918 and shipped to Jamaica for reassembly by the purchaser. Captain Dunovant did not live to witness the decline of his beloved sugar industry, as a disagreement with Eldridge over the operation and management of the Cane Belt Road blossomed into a fatal meeting between the two on August 11, 1902. According to the Houston Post:

At 5:30 yesterday (Monday) evening Captain William Dunovant, one of the most prominent planters in Texas, was shot and fatally wounded by W.T. Eldridge, Vice-President of the Cane Belt Railroad. . . . **The tragedy occurred onboard Train Number 2 of the San Antonio and Aransas Pass Railroad at Simonton**, a small station east of Eagle Lake. . . .After inspecting a sugar cane crop, Dunovant boarded the train at Simonton Switch. Eldridge, already aboard, "opened fire with a revolver" as soon as he saw Dunovant. Although one bullet later proved fatal, Eldridge was not willing to chance Dunovant's escape. After exhausting the chambers of his weapon, Mr. Eldridge leaped forward and aimed a terrific blow at the captain's head. A bystander parried the blow, but it fell with sufficient force to lacerate Captain Dunovant's scalp. The latter then sank into the arms of the bystanders. . . .Both of the principals in the tragedy are well known throughout Texas and the causes which led up to the tragedy are familiar to the entire community. Differences which arose in the management of the Cane Belt Railroad, it is said, engendered a feud between Mr. Eldridge and Captain Dunovant.

The Eagle Lake community was shocked but not surprised by the murder. The local press commented that Dunovant was "peculiar in some respects, being very outspoken in his opinions of men and measures. At a habeas corpus hearing was held to consider bond for Eldridge after he was charged with Dunovant's murder, the judge fixed bail at \$25,000, stating that "There is no doubt in my mind but the deceased made threats." Testimony from the trial indicated that Dunovant had publicly threatened to kill Eldridge on several occasions, asserting him to be a liar, a cheat, and a "dog-faced s.o.b." Dunovant believed that Eldridge had defrauded him of his share of their joint interests in the Cane Belt line and in their farming partnership. Ensuing even its demonstrated that there also were deep hard feelings between supporters of Dunovant and Eldridge. Within weeks the first attempt at revenge occurred. On October 4, 1902 at 10:30 p. m., a shotgun was fired at Eldridge as he climbed the steps to his front porch, but the blast missed its intended

target. W. T. Cobb was promptly arrested and charged with assault with intent to murder. Cobb was indicted on March 10, 1903, and his case went to trial that September, before Eldridge's trial for the Dunovant murder. The press reported that "interest in the case has been unabated, and the testimony . . . has been to a certain extent sensational." On September 2, 1903 a jury found Cobb not guilty.

Counsel for Eldridge succeeded in delaying his client's trial throughout 1903 and for part of 1904. The effort bought time, but not peace. On June 6, 1904 a second and more serious attempt was made on Eldridge's life by W. E. Calhoun, one of Dunovant's brother-in-law. By this time the Houston Post's 1902 assessment of the matter as a "feud of long-standing" appeared prophetic. The local press reported that Eldridge was "shot from ambush" out of a second-story window with a 30.30 Winchester rifle; the slug passed through his right lung, above his heart and through his left hand, and finally lodged in a six-inch wooden sill under the Southern Pacific depot. Eldridge recovered from his wounds, and on July 4, 1904 announced that he would retire from his position as vice-president and general manager of the Cane Belt and move to Houston. On July 6, 1904 Calhoun was released from custody, with the press reporting that although he was arrested "at or on the stairway leading to the building from which the shot was fired . . . no witnesses appeared against him . ." The case was referred to a grand jury. Eldridge was finally brought to trial for Dunovant's murder in November 1904 and was acquitted. In March 1905 a Colorado County grand jury failed to return an indictment against Calhoun for the July 1904 attempt on Eldridge's life and that case was dismissed. Within weeks, Eldridge again took matters into his own hands and fatally shot Calhoun upon discovering him to be a fellow passenger on board a train bound from San Antonio to Houston. Eldridge, who boarded the train first, fired three shots before Calhoun could unholster the pistol he was carrying. Eldridge's trial for the shooting of Calhoun began in Bellville on January 16, 1906 amid a fevered pitch of community emotion. The district judge ordered that all persons entering the court room be searched for weapons. A motion for continuance was granted, and the trial was reset to January 1907, when Eldridge was again acquitted. Eldridge pled self-defense at both trials. The juries were so persuaded, but he obviously had revenge on his mind. A cryptic epitaph on Dunovant's tombstone reading "I will be avenged" notes that the enmity carried to the grave.

The San Antonio and Aransas Pass Railway Company was chartered on August 28, 1884, to connect San Antonio with Aransas Bay, a distance of 135 miles. The capital stock was \$1,000,000, and the principal office was in San Antonio. Members of the first board of directors were [Augustus Belknap](#), William H. Maverick, Edward Stevenson, Edward Katula, Daniel Sullivan, A. J. Lockwood, [George H. Kalteyer](#), William Henermann, and J. C. Howard, all of San Antonio. [Uriah Lott](#) was the principal promoter of the line, and [Mifflin Kenedy](#) was contractor for virtually all of the mileage built before 1900. Kenedy received his payment in

stocks, bonds, and in the bonuses given the SA&AP, which included \$102,950 from the citizens of Corpus Christi and \$52,660 from the citizens of Bee County. Between 1885 and 1887 the railroad built 222 miles of track between San Antonio and Corpus Christi and between San Antonio and Kerrville. During the years 1887 and 1888 the SA&AP constructed 176 miles between Kenedy and Houston. An additional 172 miles were completed from Yoakum to Waco between 1887 and 1891. Three branch lines, Gregory to Rockport, twenty-one miles; Skidmore to Alice, forty-three miles; and Shiner to Lockhart, fifty-four miles, were also built in 1888 and 1889. By the end of 1891 the SA&AP was operating 688 miles of main track. On July 14, 1890, the railroad went into receivership with [Benjamin F. Yoakum](#) and J. S. McNamara named receivers. A financial reorganization was effected by the SA&AP without any sale of the property, and the receivership was lifted on June 16, 1892. The SA&AP was a competitor in many areas with various Southern Pacific lines and was acquired by the SP in 1892. In that year the SA&AP owned fifty locomotives and 1,388 cars and reported passenger earnings of \$401,000 and freight earnings of \$1,318,000. The [Railroad Commission](#) brought suit in 1903 for forfeiture of the SA&AP charter in order to compel the SP to divest itself of ownership because of violation of the law which prohibited common ownership by parallel and competing lines. As a result of the suit the SP sold its stock in the company, but was required to continue to guarantee the bonds of the SA&AP. In 1904 the railroad began an extension to the lower Rio Grande valley. However, it only built thirty-six miles of track between Alice and Falfurrias, where the SA&AP terminated for the next twenty years. By 1916 it owned eighty-six locomotives and 2,810 cars. In that year the company reported passenger earnings of \$1,228,000 and freight earnings of \$2,851,000. The Interstate Commerce Commission authorized the SP to regain control of the SA&AP in 1925, and the company was leased to the Galveston, Harrisburg and San Antonio Railway Company for operation. Under SP auspices, the SA&AP built 135 miles of track between Falfurrias and McAllen and between Edinburg Junction and Brownsville, which opened in 1927. With the completion of the lines into the lower Rio Grande valley, the SA&AP owned 859 miles of main track. In 1933 the company abandoned forty miles between Shiner and Luling, and in 1934 the remaining 819 miles of track was merged into the Texas and New Orleans Railroad Company. With the changes in transportation requirements, much of the former SA&AP has been abandoned. In 1994 remaining portions included the track between Giddings and Cuero, San Antonio and Gregory, San Antonio and Camp Stanley, **Houston and Eagle Lake**, and Brownsville and McAllen.

Nancy Beck Young





The San Antonio & Aransas Pass, known to most folks as "The SAAP," or "SAP," has a remarkable story. Begun as a local independent in 1884, it is the only of two railroads that was formed in San Antonio itself. It was created to connect San Antonio with a closer deep water port than Galveston. Service from there had begun just a few years earlier, in 1877. Many San Antonio city leaders, however, thought that competition was needed with this line built by the Galveston Harrisburg & San Antonio Railroad, which had already become, essentially, a subsidiary part of the Southern Pacific empire. They thought the S.P.'s monopoly on coastal rail service was both very expensive and failing to bring prosperity to the city. Another factor was that Corpus Christi Bay was simply closer to San Antonio. Furthermore, the route was all but undeveloped and there existed great potential for profitable enterprises and new towns along the way.

The first town reached by the SA & AP was Floresville. This was achieved in 1886. Floresville was created when news of the railroad's arrival was announced. The company owned three Baldwin locomotives, all second hand 2-6-0s, which they named the "Sam Maverick," the "Chas Hugo," and the "M. Kenedy," after significant supporters and company officers. The "SAP" also owned five passenger cars. The first port reached by the fledgling railroad was Corpus Christi, in 1887, not Aransas Pass, which was eventually reached in 1889. Building on this success the SA & AP then spread north from San Antonio into the Hill Country, reaching as far as Kerrville. At the same time it also created an alternative route to Houston. This did not sit well with the Southern Pacific RR at all. Eventually the "SAP" would extend as far north as Waco. In time the focal point of the railroad became Yoakum, where the railroad had its repair shops.

The railroad was chartered on 8/28/1884, and really only existed as a true independent until 1890. Uriah Lott was the driving force behind the railroad. He had built the Tex Mex railroad, first as a narrow gauge, then widened to standard gauge, and came to the "SAP" after the initial surveys had already been made but no actual construction begun. He was a man of considerable drive and vision, but was never a wealthy man. He was originally from New York and he must have been a phenomenal sales man. The SA & AP got started with just one mile of track, which Lott himself and some other company officials helped to build, engaging in the task of laying

track in the Texas heat themselves to create interest and attract more money. Most of the first mile was made with rails and ties previously used by other railroads, and a retired old steam engine that had been on its way to the scrap heap.

HOUSTON TO KERRVILLE.									
16	4	No. 2	Mls	March 31, 1893.		Mls	No. 1	3	15
		*9 00 A.M.	0	lve....	Houston ¹⁵ ♂	arr.	309	7 10 P.M.	
		9 25 "	11	arr....	Jeannetta.. "	"	298	6 42 "	
		9 50 "	21	"	Clodine..... "	"	278	6 17 "	
		10 05 "	27	"	Whites..... "	"	282	6 02 "	
		10 23 "	34	"	Fuls ear... ♂	"	275	5 45 "	
		10 52 "	45	"	Walls ¹⁶ ♂	"	264	5 15 "	
		11 10 "	51	"	Ficklin... "	"	258	5 00 "	
		11 35 "	62	"	Eagle Lake ¹⁷ ♂	"	247	4 35 "	
		11 55 A.M.	70	"	Altair.... ♂	"	239	4 15 "	
		12 27 NO'N	83	"	Cheetham... "	"	226	3 45 "	
		12 50 NO'N	92	"	Sublime... ♂	"	217	3 23 "	
		1 15 P.M.	101	"	Hailetsville. ♂	"	208	3 00 "	
		1 45 "	112	"	Sweet Home. ♂	"	197	2 30 "	
		2 20 "	118	arr....	Yoakum ⁸ ♂	lve.	191	2 15 "	
		2 20 "	118	lve....	Yoakum... ♂	arr.	191	1 55 "	
		2 37 "	127	arr....	Edgar.... ♂	"	183	1 34 "	
		2 55 "	135	"	Cuero ⁹ ... ♂	"	174	1 15 P.M.	
		3 17 "	143	"	Westhoff... "	"	166	12 52 NO'N	
		3 37 "	152	"	Yorktown... ♂	"	157	12 32 "	
		3 53 "	160	"	Welden.... "	"	150	12 15 NO'N	
	A.M.	4 08 "	167	"	Runge.... ♂	"	142	11 59 A.M.	P. M
	*11 25	4 40 "	177	"	Kenedy ¹⁰ ♂	"	133	11 35 "	4 30
	11 40	4 55 "	183	"	Karnes City ♂	"	126	11 10 "	4 15
	11 45	5 00 "	186	"	Indian Crossing.. "	"	124	11 04 "	4 09
	12 05	5 20 "	194	"	Brackenridge. ♂	"	116	10 44 "	3 49
	12 19	5 34 "	201	"	Marcelina.... "	"	108	10 29 "	3 34
	12 34	5 49 "	208	"	Floresville. ♂	"	101	10 15 "	3 20
	12 48	6 03 "	214	"	Labatt.... "	"	95	10 01 "	3 06
	12 54	6 09 "	217	"	Calaveras... ♂	"	92	9 55 "	3 00
	1 06	6 21 "	222	"	Elmendorf... ♂	"	87	9 43 "	2 42
	1 27	6 42 "	232	"	Berg's Mill... "	"	77	9 22 "	2 27
A.M.	1 45	7 00 "	238	arr....	San Antonio ¹⁸ ♂	lve.	71	9 05 "	*2 10 P. M.
7 40	P. M.	7 15 "	238	lve....	San Antonio.. ♂	arr.	71	8 50 "	P. M. 6 45
8 28		7 40 "	248	arr....	Robards.... "	"	62	8 28 "	6 05
9 05		8 02 "	257	"	Leon Springs.. "	"	52	8 08 "	5 30
9 12		8 05 "	259	"	Aues..... "	"	51	8 05 "	5 20
9 30		8 17 "	263	"	Van Raub.... "	"	46	7 53 "	5 05
10 10		8 33 "	270	"	Boerne ¹⁹ ♂	"	39	7 38 "	4 45
10 45		9 00 "	279	"	Welfare.... "	"	30	7 13 "	4 00
11 00		9 10 "	283	"	Waring.... ♂	"	27	7 03 "	3 40
11 35		9 30 "	290	"	Comfort ²⁰ ♂	"	19	6 45 "	3 10
12 05		9 50 "	293	"	Ganahl... ♂	"	11	6 25 "	2 35
12 40		10 15 P.M.	309	arr....	Kerrville ²¹ ♂	lve.	0	*6 00 A.M.	2 00 P. M
NO'N									

The depot, opened in 1886, though not as grand as other San Antonio stations, was a very practical building for an efficient district railroad. Its only "frill" was the "steeple" on the frontage corner. It had two floors and provided a center overhanging eave create shade. The main entrance was on the south side facing the tracks. The ground floor contained the waiting, baggage and express rooms. There was a lunch counter in the northwest corner. Above were offices for the Superintendent, dispatchers, trainmaster and clerks. It also held the telegraph office. Teddy Roosevelt left from this depot with his Rough Riders on 5/30/1898, and the station was used in a 1925 movie about them. Only about 120 feet of the movie still exists, in the Library of Congress. Remarkably that is about the same minute fraction that remains of the depot. Some booths in the Little Rhein Steak House, 231 S. Alamo, have the benches from the depot as seats.

With the successful completion of the first mile, the railroad got four more miles of track from a San Antonio street car company. With this in place, it then managed to wrangle ten more miles of track from a Pennsylvania steel company. These achievements led to more interest and the railroad was off. The first round trip was made to and from Floresville, some 30 miles to the south. A new railroad in a new direction is quite a thing to observe and crowds thronged to see the "new" train in both towns. Having got this far, all the initial money was gone and the railroad might have died if Lott had not traveled back to Corpus Christi, where he had once briefly run a store, to see Mifflin Kenedy, who had helped to finance the Tex-Mex. With Kenedy as a backer, the destination switched from Aransas Pass to Corpus Christi. Neither yet had deep water port facilities. It had been thought that Aransas Pass was the more likely candidate but Corpus Christi ended up winning the distinction. Now that the railroad was on better financial terms it began to expand rapidly. Corpus Christi, then still a small town of around 2,000, was reached in November 1886. When Lott had gone there to obtain Kenedy's assistance, he had had to travel there first by train to Galveston, on the rival Galveston, Harrisburg & San Antonio RR, and then by ship to Corpus Christi. The new direct link between San Antonio and Corpus Christi was obviously a quantum improvement.

The SA & AP is the railroad that killed the town of Helena, once the county seat of Karnes County, but now a tiny ghost town, a not so wide spot on a quiet back road. A colorful legend exists about how this happened and as it is not inconsistent with the known facts, it is quite fun to repeat it. Essentially, towns had to pay substantial amounts if the railroad was to provide it with service. Payment would need to be in the form of land for a depot and the right of way for the rails, plus good old fashioned cash, of course. Some form of inducement for the railroad was expected and necessary, to cover construction expenses. Towns knew there would be many benefits that would follow the railroad's arrival. For example, Corpus Christi, which only had a population of around 2,000 people, had to pay the "SAP" \$102,950, this figure having been determined by the railroad. (If you see how the task of reaching Corpus was achieved, including the number of massive bridges, you'd have to say the got a huge bargain.) Helena was levied \$60,000 and when it was not forthcoming the line was simply laid in the direction of towns that did pay, such as Karnes City, which supplanted Helena as the county seat within just a few years of the railroad's arrival. Helena was once a thriving town at the intersection of two major cattle drive routes. To cater to all its visitors it had many hotels and other businesses. Because of the influx of relatively well paid cowboys needing to let off a little steam and get relief from the rigors of their dusty labor, Helena had a fearsome reputation for lawlessness of all kinds, including gun fights and murder. The legend says that a nearby landowner's son was killed in one of the frequent gun fights that had made the city so notorious and the father swore to get his revenge by "killing the town that killed his son." This he did by offering right of and cash, a bonus in railroad terms, to the perennially financially troubled railroad. And now all that remains of Helena is the lonely old court house, later used as a school, the metal bars of the once very popular jail and the remains of an abandoned Masonic Lodge.



The first public train north, to Boerne, was on 3/12/87. Soon a weekend tourist train service there was begun. By this time the "SAP" was running three passenger and six freight trains a day in and out of San Antonio. Houston was reached in 1888, via Yoakum, a town created by the railroad. The marshalling yards and repair facilities in Yoakum became the heart of the system, with lines running north, west and east from there. The railroad even reached to Kerrville, to the north west of San Antonio, much to the chagrin of Fredericksburg, who had been promised a rail

connection. They would have to wait until 1913, but that's a different story, worthy of an entire chapter by itself. This will be added due course.

Regrettably, the Achilles heel of the SA & AP was it's track work. Rails were often laid directly onto the ground, with little or no ballast. This, coupled with the fact the railroad mainly used light weight rail, usually 50 pound, was a recipe for disaster. Heat would warp the rails, rot would set in to the ties, and any rain would undermine the line, as there was no proper drainage. Furthermore, most of the company's bridges and trestles were wooden, which did not make for very durable structures during river flooding. In those unregulated days, when the necessity to get the rail line laid quickly and cheaply was paramount, so revenue could begin to flow in order to pay for construction, there were many accidents. Add to this dangerous situation a high volume of traffic on single tracks, insufficient sidings for passing trains and primitive system signals and track access controls, and the results were obvious. Within a short time there were any number of derailments and collisions.

On 1/2/1890 there was a disastrous wreck, when a wooden bridge over the La Vaca river at Hallettsville collapsed as a freight train, pulled by #56, was attempting to cross it. The loss of life and the entire train and all its contents, which included alcohol, to the delight of the crowd that came to see the accident, led to many lawsuits. These included some for having built a wooden bridge over a river very well known to flood. The already financially strained company had to go into receivership on 7/14/1890.

The S.A. & A.P. went into receivership in July, 1890. Here are some numbers from the financial report filed with the receiver:

Earnings reported

Passenger

Mail

Express

Freight

Miscellaneous

Total

16,322.95

1,366.34

820.00

29,737.69

457.97

48,704.95

Expenses

Maint. of way

Maint. of Equip

Conducting Transportation *

Miscellaneous

Total

11,535.72

6,828.27

24,099.13

7,571.91

50,035.03

* Conducting Transportation includes fuel, water, train crew wages, repairs and injuries. At this time the railroad had 688 miles of track and 50 locomotives. The line was re-organized under new management but, noticeably, without Uriah Lott. The Southern Pacific bought the controlling interest in the company from Mifflin Kenedy but did not exercise direct control. Instead it installed people in key positions to run it. The S.P., for all intents and purposes, gained full control of the "SAP" and its lucrative services to Corpus Christi and into the Rio Grande valley, as a connecting line to the Tex-Mex railroad had been built. The SP was sued by the Texas Railroad Commission, as Texas law forbade the ownership and control of parallel and competing lines, which was certainly the case with the route to Houston, and it was forced to divest itself of its stock in the SA & AP. However, they sold it to "friendly" third parties and still exerted effective control until they were finally allowed to buy the company outright, which they did in 1925, when the SA & AP was leased to the Texas & New Orleans Railroad, the S.P.'s subsidiary in Texas.



The SP's control may not have been a bad thing, all things considered. By 1916 the SA & AP had 86 locomotives and was earning \$1,228,000 a year from passenger service and \$2,851,000 from freight. Many a small town was created by the railroad, either directly or indirectly, and once small towns such as Kerrville and Kenedy, named for the railroad's early financial "savior," grew nicely into much larger communities. The system's peak year for mileage was 1927 when it had 859 miles of lines.

The SA & AP line to Corpus Christi was down graded to secondary status in 1925 almost immediately after the Southern Pacific was finally allowed to legally control and purchase the railroad. The line through nearby Pleasanton, originally built by the San Antonio Uvalde & Gulf Railroad became the primary line. The SAU & G, affectionately known as the "Sausage," had itself become part of the Missouri Pacific's system, as part of a grouping of former independent lines called the "Gulf Coast Lines." The SP found it to be more advantageous to lease use on the more direct MOPAC line than to upgrade the older, twistier, SA & AP line. It was also a tacit acknowledgement that Corpus Christi was a Missouri Pacific territory.

The line to Corpus Christi served an almost forgotten purpose during World War II. An "Alien Detention Center," or prisoner of war camp was built near the tracks at Kenedy. An article in the Geneva convention states that prisoners of war must be held at the same latitude at which they were captured. As the North African campaign progressed many such prisoners were taken and the USA was obligated to keep them at or near the same distance from the equator. Central Texas fitted the bill and the railroad delivered the prisoners and the supplies to keep the camps going.

Much of the SA & AP is completely gone now. The tracks north through Boerne were removed after 1971, when the Southern Pacific ended rail service beyond the rock quarry just south of Camp Bullis. The line through Floresville was torn out as late as 1998. Local freight service had ended some five years earlier. Now just about the only section of the old "SAP" remaining is what is now called the "DALSA Sub" by the Union Pacific. DALSA is an abbreviation of Dallas / San Antonio. The DALSA "sub" section is a connection between two main lines, allowing trains to move from one to the other.

The "SAP" depot in San Antonio had already ceased to function as such before WW I, during which time the ground floor was used as an officer's club, although some railroad offices were maintained on the upper floor. The building was sold in 1925, but not before the depot got to feature in a movie about Teddy Roosevelt and the Rough Riders. It stood for another fourteen years and was occupied by a variety of interests including a furniture company for over ten years. A wooden frame building, its life span of over 50 years of service came to an end a little after the SA & AP was fully merged into the T & NO in 1934 and completely lost its original identity.

The SA & AP depot in San Antonio was torn down in 1939. Even the street was renamed from Aransas to South Alamo. Souvenir hunters were invited to help themselves. San Antonio's premier funeral director, Porter Loring, whose first job had been a ticket agent at the depot, bought the window frame he had once worked behind. The depot's benches ended up and are still at the Little Rhein Steak House on Alamo Street, on the Riverwalk.