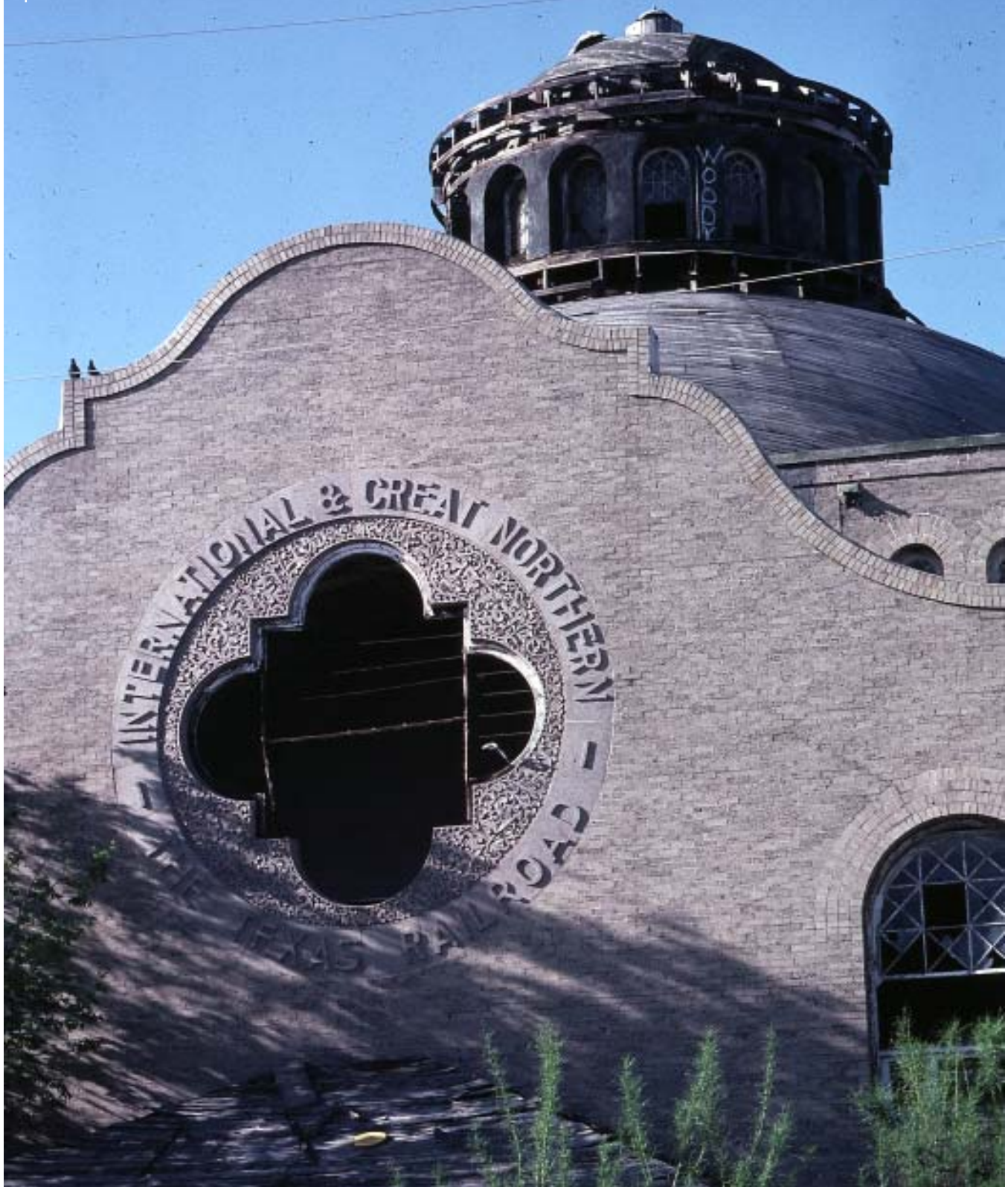


Gulf Coast Chapter, National Railway Historical Society, Inc.
San Antonio Historic Rail Facilities Tour
May 21, 2005



Gulf Coast Chapter, National Railway Historical Society, Inc.
San Antonio Historic Rail Facilities Tour

Welcome Aboard!

Gulf Coast Chapter NRHS welcomes you aboard for our San Antonio Historic Rail Facilities Tour. Today's tour will take us to several locations in the San Antonio area, as well as the preserved Tower 3 in Flatonia.

Safety and courtesy are the rules of the day.

Most of the locations we will visit are adjacent to main line railroads. Please do not trespass on the railroad right-of-way! Always use public crossings to cross the tracks.

We are guests of the facility owners; please be respectful of their property. Also, please exercise courtesy with the other passengers so everyone enjoys the day.

We hope you find this tour interesting and educational. If you have suggestions for future tours, please let us know.

Tom Marsh
Trip Director

San Antonio Historic Rail Facilities Tour
May 21, 2005
Time Table

7:30 AM	-----	Dp Addicks Park & Ride
9:15 AM	-----	Dp Flatonia (flag stop)
11:00 AM	-----	Ar IGN Station San Antonio
11:45 AM	-----	Dp IGN Station
12:00 PM	-----	Ar Los Patios (lunch)
1:00 PM	-----	Dp Los Patios
1:30 PM	-----	Ar Sunset Depot
2:15 PM	-----	Dp Sunset Depot
2:30 PM	-----	Ar Trans-Texas
3:15 PM	-----	Dp Trans-Texas
5:00 PM	-----	Ar Flatonia History Park
6:00 PM	-----	Dp Flatonia
7:45 PM	-----	Ar Addicks Park & Ride

Gulf Coast Chapter, National Railway Historical Society, Inc. is a non-profit educational organization incorporated under the laws of the State of Texas. Participation in today's tour is subject to the Terms and Conditions detailed on your reservation form and the waiver you signed at the beginning of the tour. Copies of these forms will be provided upon request. Contents © copyright 2005 Gulf Coast Chapter, National Railway Historical Society, Inc.

San Antonio Historic Rail Facilities Tour - 1

I&GN Depot



The International & Great Northern depot, with its Moorish Style influences, opened in 1908 and was abandoned in 1970 when I&GN successor Missouri Pacific discontinued passenger service to San Antonio. The abandoned and deteriorating station (actually a gravel and dirt “platform” behind the station) was used by Amtrak when passenger service from San Antonio to the north was reinstated in 1971. Amtrak later consolidated its services at the Sunset Route depot.

In the early 1980s, the I&GN depot was acquired by the San Antonio City Employees Federal Credit Union, which undertook a massive and supremely successful adaptive reuse project. The photo on the front cover of this trip guide shows the station’s dome before restoration, and the back cover shows the dome after. Note in the cover photo that the statue is missing. Upon its disappearance (or so the story goes), many people believed the statue had been stolen, but no one could figure out how the thieves removed the heavy piece. Actually, the statue was not stolen: The building was in such poor condition that the statue fell off the dome unnoticed and was hidden from view.

During our visit, compare the early postcard trackside view above with the station as it exists today.

San Antonio Historic Rail Facilities Tour - 2

Los Patios



The MKT depot shown in the postcard view above opened in 1917. Until that time, Katy passenger trains used the Sunset Route station.

MKT passenger service to San Antonio ended in 1964, and the Mission Style depot was demolished in 1969.

The only known surviving element of the depot is the ornate decoration around the entrance, which was salvaged after the station's demolition and integrated into a building at the Los Patios complex, where our tour will stop for lunch.

Gulf Coast Chapter NRHS owns a passenger car that called regularly at this station. MKT chair car No. 1205 *New Braunfels* was built by Pullman Standard in 1955 for the joint MKT/Frisco streamliner *Texas Special*. The streamlined version of the train ran between San Antonio and St. Louis from 1948 to 1964, when service was cut back to Dallas. The *Texas Special* was completely discontinued in 1965.

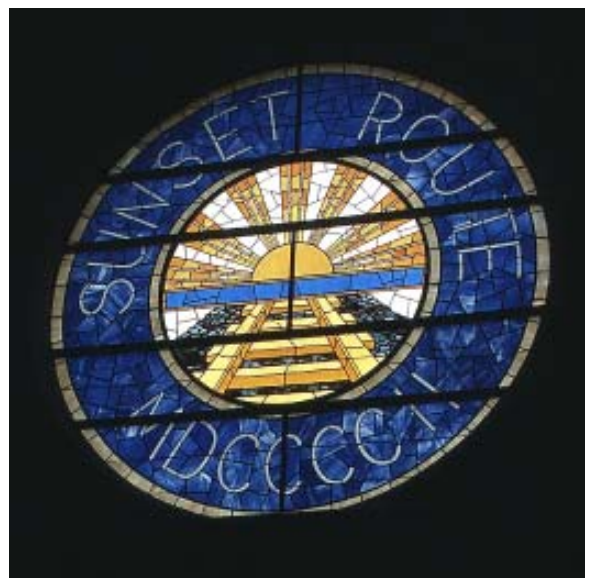
San Antonio Historic Rail Facilities Tour - 3 GH&SA Sunset Route Depot



San Antonio's magnificent Spanish Renaissance Sunset Route depot opened in 1903 (despite the 1902 date in the stained glass) and was in continuous use as a passenger station until 1996, when Amtrak was forced to move to a nearby facility.

Now known as Sunset Station, the historic building houses an entertainment complex and serves as a venue for concerts and special events. The building is owned by the City of San Antonio through VIA, the municipal transit authority established to serve the San Antonio region in 1977.

The photo at right shows one of the restored circular stained glass windows in the depot. The photo was taken from the inside of the station; digital slight-of-hand has reversed the image to read correctly from left to right.



San Antonio Historic Rail Facilities Tour - 4 SP Diesel Maintenance Facility



Trans-Texas Rail, the current occupant of what was Southern Pacific's San Antonio Diesel Maintenance Facility, provides a variety of services, including heavy car repair and rebuilding, locomotive overhauls and equipment restoration.

The photo above shows SP SW-1200 No. 2271 switching Gulf Coast Chapter NRHS's former ATSF RPO No. 3401 at the diesel shop in November 1987. The car was being prepared to move to Dallas to participate in the filming of *Breaking Home Ties*, a TV movie starring Jason Robards. One of the projects currently underway at the facility involves heavy structural repairs to former KCS tavern-lounge-observation *Good Cheer*, which is owned by Gulf Coast Chapter NRHS.

While SP and its predecessor lines have had shop facilities in San Antonio since the 1870s, the diesel shop's turntable was installed specifically to turn diesel locomotives, and as such, at least in its current location, does not date from the early steam era.

This is a working railroad shop. Hardhats and proper footwear are required.
BE CAREFUL - WATCH YOUR STEP!

San Antonio Historic Rail Facilities Tour - 5

Tower 3 (Flatonia)



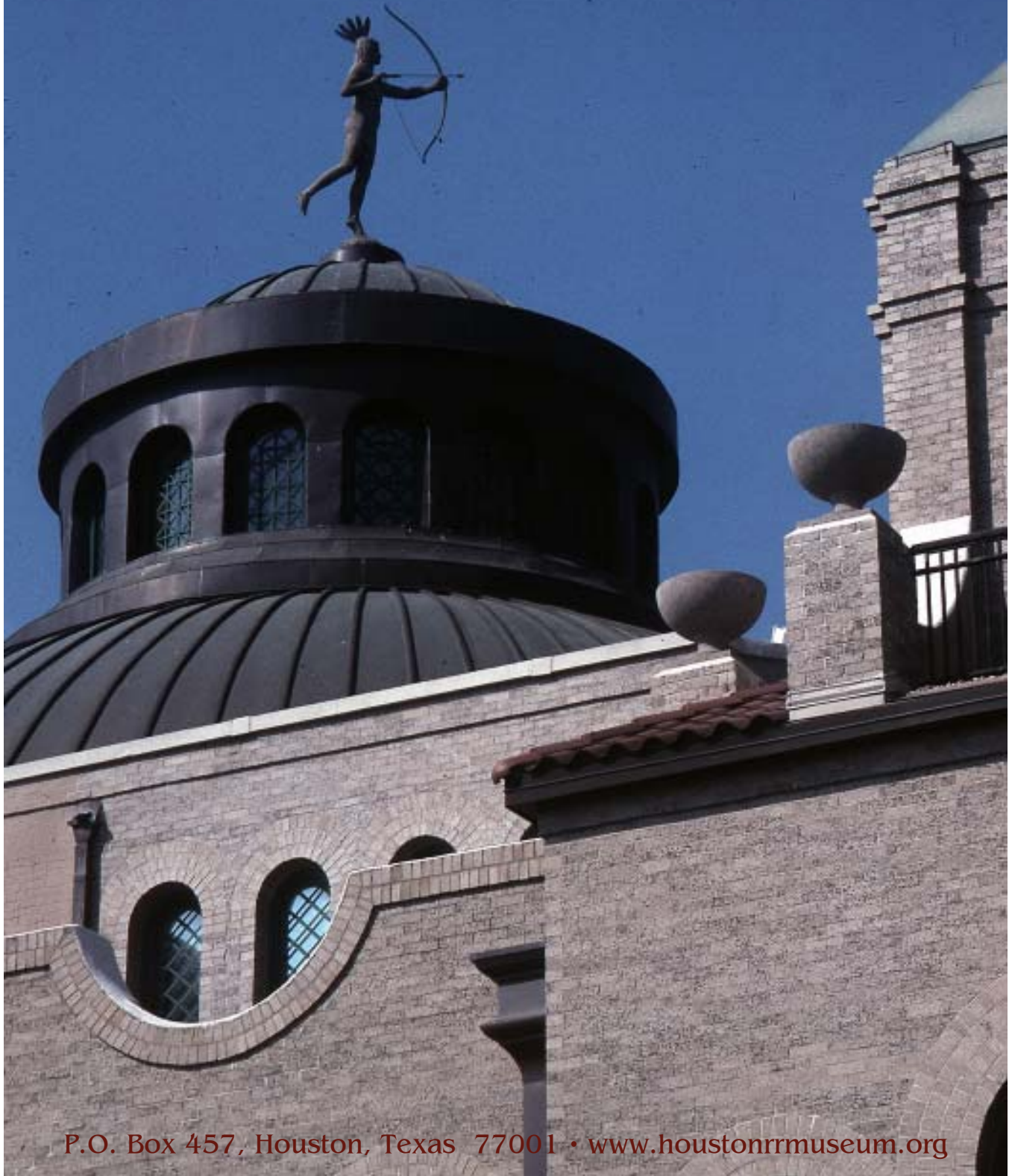
Tower No. 3 opened in 1902 as the result of passage of a state law governing the crossing of railroads at grade. All Texas interlocking towers were designated by numbers assigned by the Texas Railroad Commission.

Tower No. 3 was built by the Galveston, Harrisburg & San Antonio Railway to protect the crossing of the north/south mainline of the San Antonio & Aransas Pass Railway and the east/west main of the GH&SA at Flatonia. Both roads later became components of the Southern Pacific.

Parts of Tower No. 3's manual interlocking remained in use until shortly before the structure closed on Sept. 30, 1996, just 19 days after Union Pacific acquired Southern Pacific. One of the last operating parts of the interlocking mechanism can be seen running from the tower to the foreground in the photo above, which was taken in April 1996. The last train to pass the active tower was SP 9749.

The City of Flatonia acquired the tower after its closing and on Nov. 23, 1996, the tower was moved into town for restoration.

Gulf Coast Chapter, National Railway Historical Society, Inc.
San Antonio Historic Rail Facilities Tour
May 21, 2005



P.O. Box 457, Houston, Texas 77001 • www.houstonrrmuseum.org