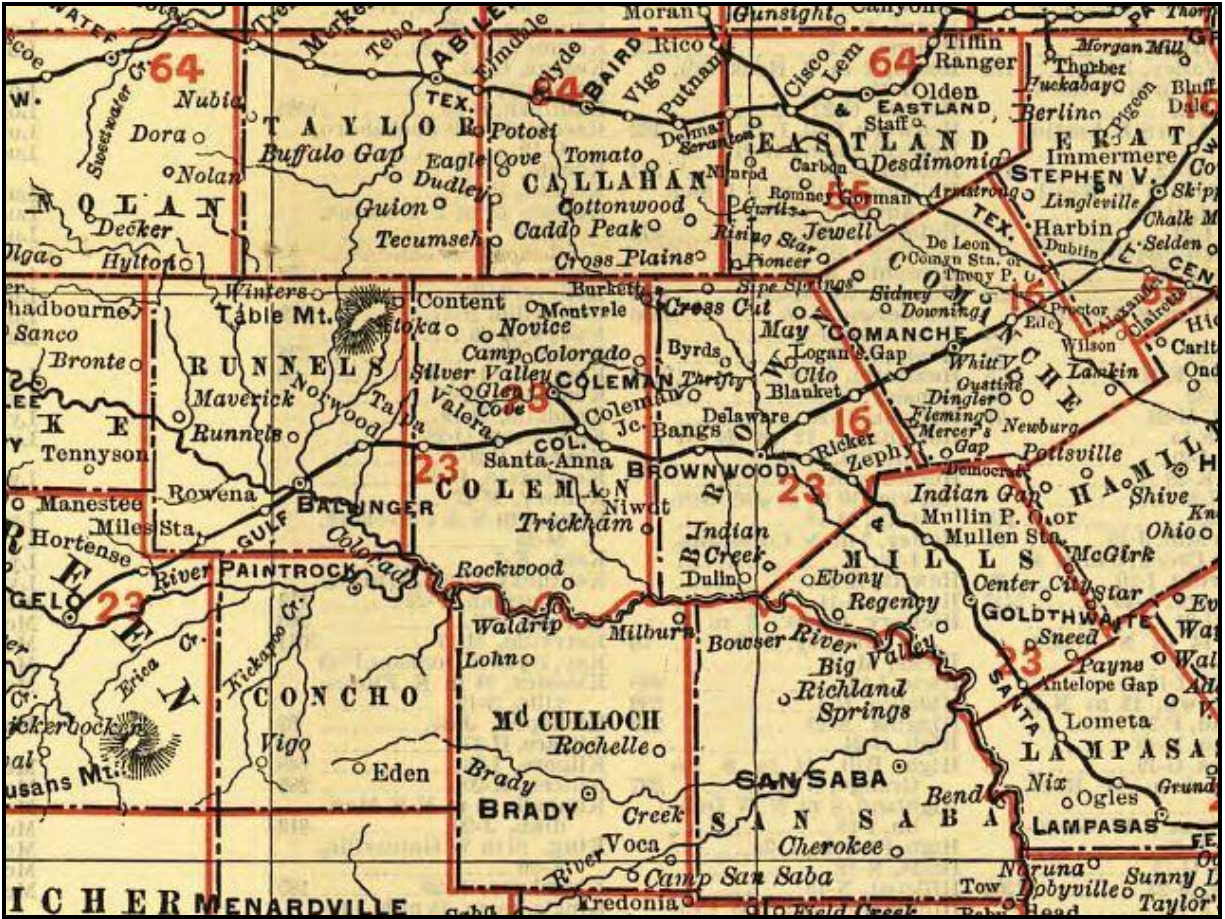


A History of the Railroads in Brown County



By Frank T. Hilton



Map of Railroad Routes in Black

Forward

This is a chronological date listing of the history of the railroads in Brown County from the first train to reach Brownwood until the present time. It is an evolving timeline in that dates will be added, information corrected, photos added, as additional data is discovered. The information on the front page will give you the date this timeline was last updated. This document is provided in a searchable pdf format.

Please send any corrections or additions to: hilton17@web-access.net

Information for this timeline was taken from many different sources. That includes the Brownwood Bulletin, The Daily Bulletin, The Brownwood Banner, The Lorene Bishop Collection, various historical books published by the Brown County Historical Society, individual published documents, pamphlets, the Internet, Brownwood Area Chamber of Commerce, Early Chamber of Commerce, and other places, too numerous to mention here.

All rights are reserved by the authors. Profits from this book will go to the Pecan Valley Genealogy Society to further the research for the history of Brown County and its people.

**Updated
March 4, 2014**

The Story Begins

August 27, 1856: Brown County is created by the Texas State legislature. It was formed from Comanche and Travis Counties and was named for Capt. Henry Stevenson Brown, a company commander in the June 26, 1852, battle of Velasco, a prelude to the 1836 Texas Revolution. Capt. Brown was also a delegate to the Texas Convention of 1832, and one of the first Anglo-Americans in the area.



Capt. Henry Stevenson Brown

February 5, 1858: Brownwood came into existence and becomes the county seat. Early transportation was limited to the horse, wagon, buggy or stagecoach.



Stagecoach between Fort Worth and Brownwood

May 15, 1882: The Gulf, Colorado & Santa Fe Railway line from Belton to Lampasas placed in operation.

1883: J.C. Weakley, Brooke Smith and Henry Ford went to Galveston to meet with the Gulf, Colorado and Santa Fe Railway officials and learned that tracks could be laid in Brown County if certain requirements were met. Requirements were that a bonus of \$25,000, the right-of-way for the tracks and a place in Brownwood for a yard and depot be found. An additional \$6,000 was raised to pay for the yard and the right-of-way.

April 9, 1885: Col. Walter Grosham, on behalf of the directors of the Gulf, Colorado & Santa Fe Railway made a formal proposal to have a railroad built into Brownwood within 12 months, on conditions that the city would give right-of-way through the county depot grounds, and \$5,000 cash. A committee of citizens was appointed to see what could be done, and on April 8th the committee had received subscriptions to the amount of \$30,000. Depot grounds will cost nothing and local capitalists are now ready to enter into bonds to secure the right-of-way through the county as soon as the line is arranged.

1885: A construction firm in Memphis, Tennessee was awarded the contract to build the tracks from Lampasas to Brownwood for the Gulf, Colorado & Santa Fe Railway. The contractor used Irish workers and paid them \$1.00 a day. In June of 1885, it was reported that more than 200 Irishman were in Brownwood on a Saturday night.

June 1, 1885: Fort Worth & Rio Grande Railway Company was chartered to build a line from Fort Worth to Brownwood, a distance of 127 miles. Business office was located in Fort Worth.

September 1, 1885: Line from Lampasas to Goldthwaite placed in operation by the Gulf, Colorado & Santa Fe Railroad (GC&SF).



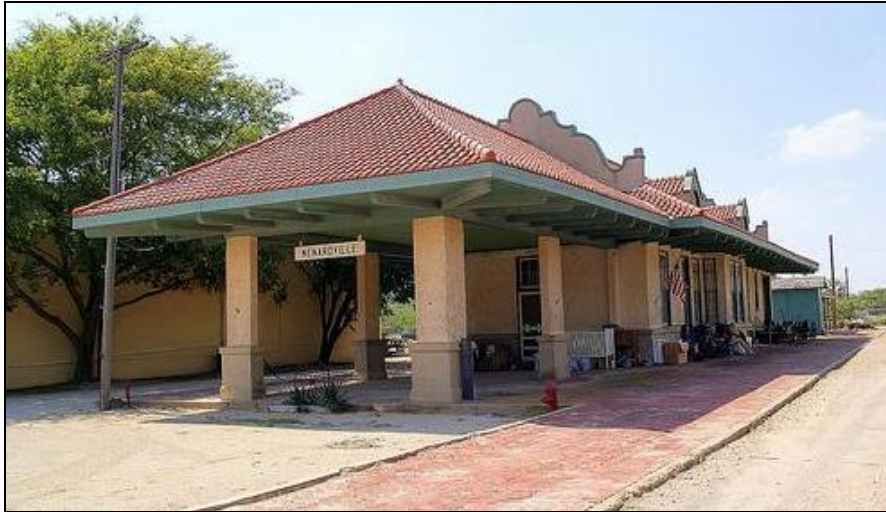
Zephyr Depot

December 17, 1885: A special train from Lampasas came up to Brownwood today, bringing J.M. Phillips, master of transportation; W.S.R. Parker, traveling auditor, and Col. W.J. Sherman. They will return tonight. With the advent of the railroad last evening Dr. James Johnston was presented with the first-born by his good wife. He is the first passenger the railroad brought to town.

December 31, 1885: Line from Goldthwaite to Brownwood placed in operation by the Gulf, Colorado & Santa Fe Railway. First locomotive that pulled into Brownwood was Engine 37. Passenger service to Brownwood came with the first train into Brownwood on December 31, 1885 by the Gulf Colorado & Santa Fe Railway. The first passenger was Dr. James Johnson. There was daily service between

Brownwood and Lampasas. The Fort Worth & Rio Grande completed its tracks from Fort Worth to Brownwood on July 1, 1891.

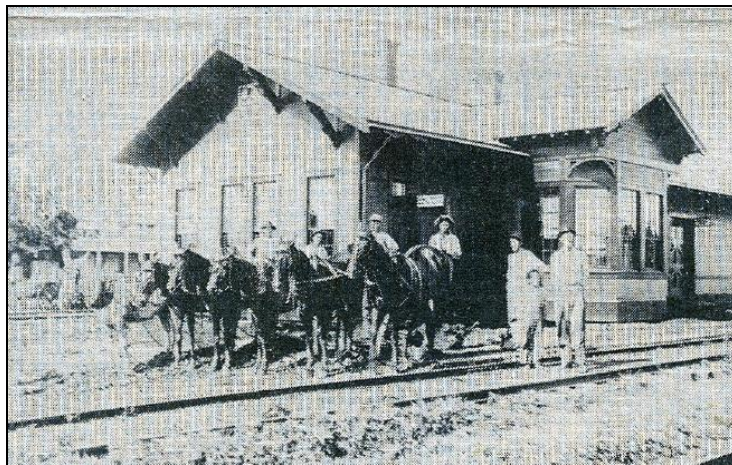
Later, as the rail lines were extended, passenger service went to and from the towns of Coleman, Ballinger, Brady, Menard, May, San Angelo, Temple and Fort Worth. At one time Brownwood was served by fifteen passenger trains a day.



Menard Depot

January 11, 1886: The Santa Fe Road commenced running regular trains to Brownwood on a Sunday. There would be but one passenger train each way daily. Two freight trains would run daily each way and carry passengers. The passenger train left Brownwood at 6:30 a.m. and arrived at Temple at 11:15 p.m. The passenger train from Brownwood connected with the main line train for Galveston at Temple.

April 1, 1886: The line from Brownwood to Bangs, Coleman Junction, Coleman and Ballinger placed in operation by the Gulf, Colorado & Santa Fe Railway.

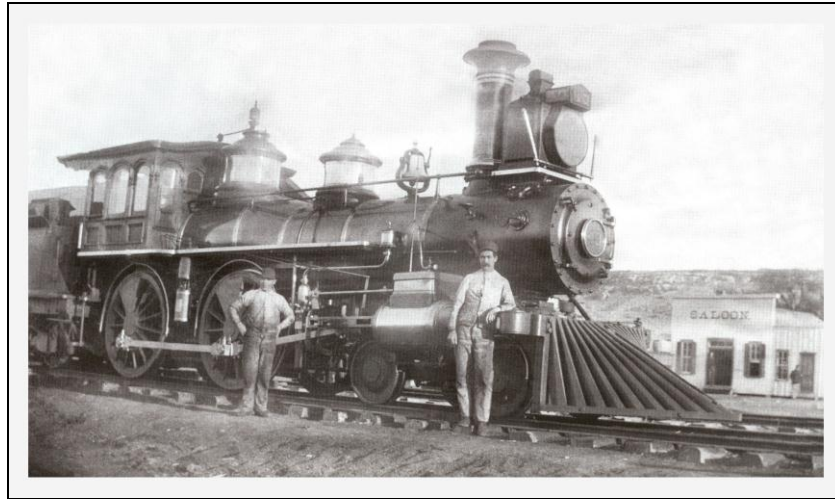


Depot at Bangs, Texas

April 1, 1886: The Atchison Topeka and Santa Fe Railway opened their new track to Coleman and Ballinger on April 1, 1886. Passenger service was immediately started between Brownwood and those two communities when the line was placed in operation on August 1, 1886.

November 23, 1886: Work began on line from Fort Worth to Brownwood by the Fort Worth & Rio Grande Railway Company.

January 26, 1886: The first mail pouch over the new railroad from Lampasas to Brownwood arrived that night.

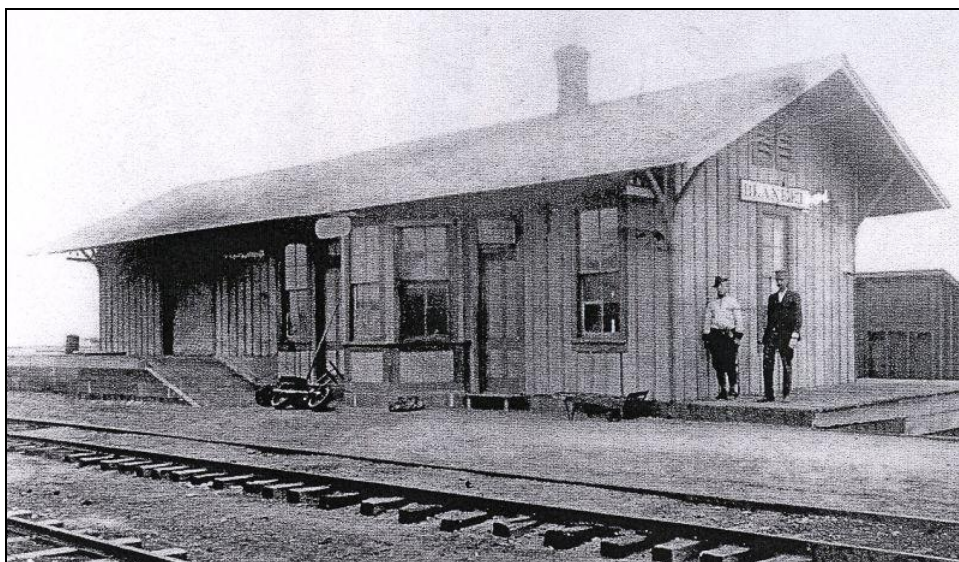


1887 - Local Train in Brown County Mud Creek Area

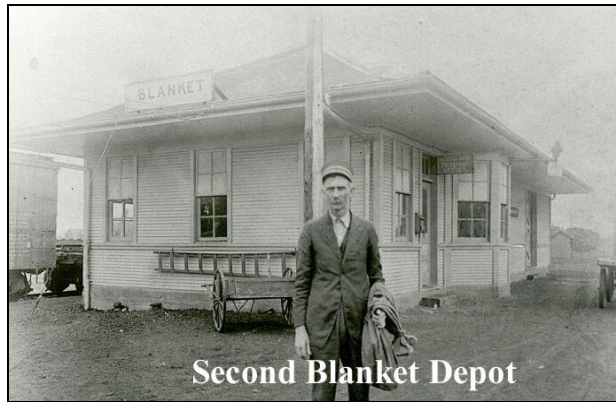
May 14, 1887: The Atchison, Topeka and Santa Fe Railway assumed control of Gulf, Colorado & Santa Fe Railway.

October 1, 1887: Tracks of the Fort Worth & Rio Grande Railway reached Granbury, a distance of 40 miles from Fort Worth.

November 10, 1890: Tracks of the Fort Worth & Rio Grande Railway were extended to Comanche, an additional 74 miles.



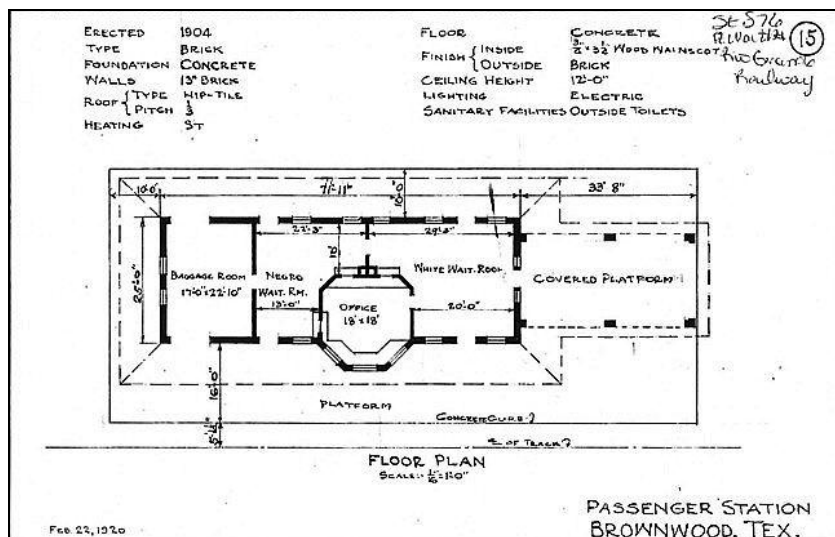
Blanket's 1st Depot



July 1, 1891: The Fort Worth & Rio Grande Railway had completed tracks into Brownwood. This line connected Brownwood with Fort Worth.



Frisco Depot Located on the West Side of Brownwood



Floor Plan for the Fort Worth & Rio Grande Railway Station.

July 18, 1891: The Fort Worth & Rio Grande Railway opened to Brownwood. The first passenger train left Fort Worth at 3 p.m. and arrived in Brownwood at 9:30 p.m. Railway had contracted for 100 carloads of cattle and would begin to move the cars during the coming week. The first passenger train, of the Fort

Worth & Rio Grande Railway Company, left Fort Worth on July 18, 1891 and arrived in Brownwood at 9:30 pm. Passenger service from Fort Worth continued in one form or another until July 1968.

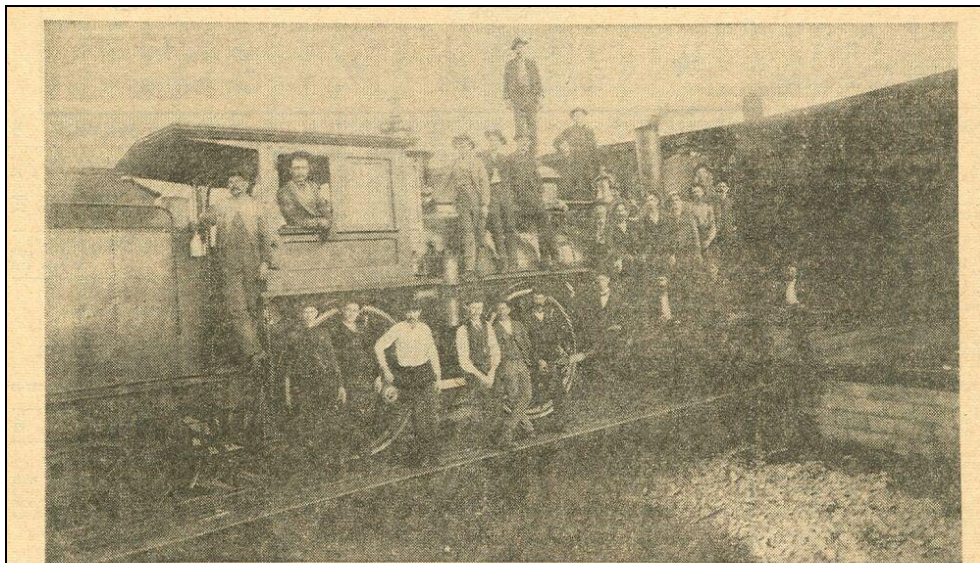
July 27, 1891: Fort Worth & Rio Grande Railway opened for freight business.



Railroad Employees on the 1058 Steam Locomotive on the roundtable

1892: Cattlemen raised money to purchase twenty acres at the end of Melwood in Brownwood for stock pens and gave the land to the railroad. The cattle were driven to the stock pens and loaded on to special made box cars. Most of Brown County cattle went to the stock pens in Fort Worth.

1893: Roundhouse moved from Goldthwaite to Brownwood in the spring of 1893. A 60-foot turntable was built in front of the roundhouse.



FULL LOCOMOTIVE—These railroad men at the Santa Fe roundhouse in Goldthwaite in 1886 all but hide old No. 198. The roundhouse was moved to Brownwood in 1898. Photo contributed by W. E. Gill of 1315 Ave. A. The Bulletin welcomes old Central Texas photos for this series and all will be returned to owners after publication.

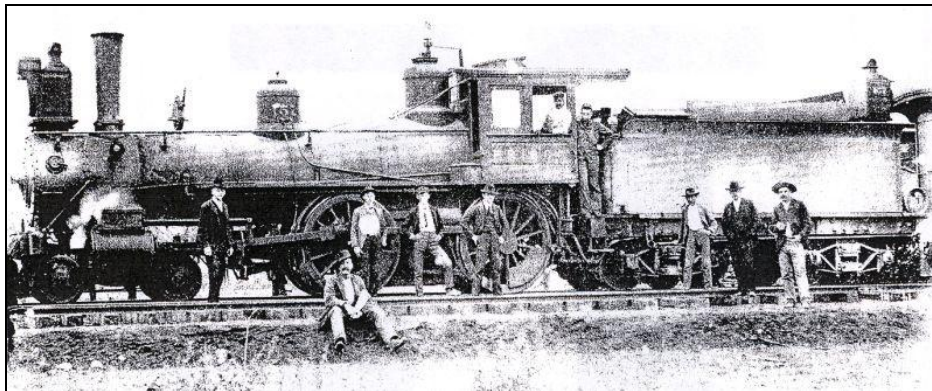
1894: "Safety Appliance Act of 1894" requires replacement of link-and-pin with automatic couplers. Changeover was practically complete by 1900.

June 9, 1898: There was a train robbery at Coleman Junction. Four mounted bandits held up the train. Two of the bandits were wounded and all were eventually captured. Lee Johnson, the fireman died the day after the holdup. The bandits failed to get the case contents from the express car. The conductor of the train was John R. Thomson.

July 17, 1900: On July 17, at Coleman, Texas, on the G.C.&S.F. Railway, a cloudburst washed away a bridge, a mile of track and a roundhouse. Fifteen people were reported drowned and many reported missing. Many dwellings and farms were washed away. (Railway & Engineering Review - F. M. Ellington)

1901: Fort Worth and Rio Grande Railway was acquired by the St. Louis and San Francisco Railway Company (Frisco).

1903: Lampasas town spur built (20 years after mainline construction).



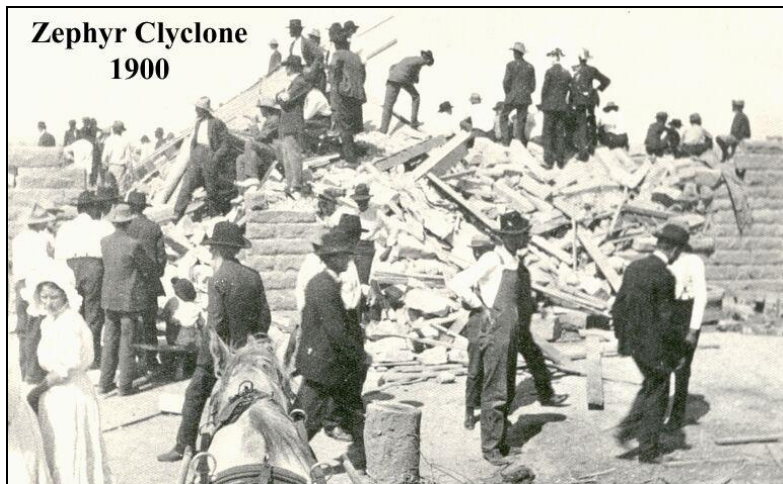
First passenger train to serve Brady March 13, 1903

March 11, 1903: Frisco completes a 50 mile extension from Brownwood to Brady. March 11, 1903: Menard and Brownwood. The Frisco completed an extension of its railroad line from Brownwood and Brady on March 11, 1903. In 1920, a new schedule for Train #5 between Fort Worth and Menard showed the train leaving at 11:35 p.m. and arriving in Brownwood at 7:15 a.m. The Brownwood train would depart at 8:45 a.m. and arrived in Fort Worth at 2:20 p.m. Trains #81 & #82 went from Brownwood to Menard up until passenger service was discontinued on April 30, 1954.

March 19, 1909: Frisco Round House in Brownwood was destroyed by fire. At 8:30 p.m. fire, which originated in the waste room at the Frisco round house, destroyed the round house building along with an engine and the supplies on hand. A workman brought a torch into the room and it was overturned in the box of "waste." Several engines and coal cars were removed from the building, but one engine could not be brought out of the building.

March 25, 1909: Frisco Railroad had twenty-five hundred cars booked for cattle shipments from Brady within thirty or thirty-five days. Twenty separate crews made their headquarters in Brownwood.

May 29, 1909: Tornado at Zephyr, Texas killed 34 people about midnight. Rescue train arrived by 3:30 a.m. bringing rescue crew and seven doctors.



July 9, 1909: Plans for the new passenger depot to be built in Brownwood by Santa Fe had been returned to the general offices at Galveston by the Railroad Commission, where they were sent for approval. Upon completion of the depot it would be one of the most ornate depots along the Santa Fe lines and would cost more than \$35,000.

November 5, 1909: Charter amended by Directors of the Santa Fe company to provide for a branch commencing at Lometa and terminating at "a point on the west line of Concho County."

1910: Coleman cutoff was constructed. The shortline for traffic between Texas and the Pacific, competed with Southern Pacific and Texas & Pacific for railroad traffic.

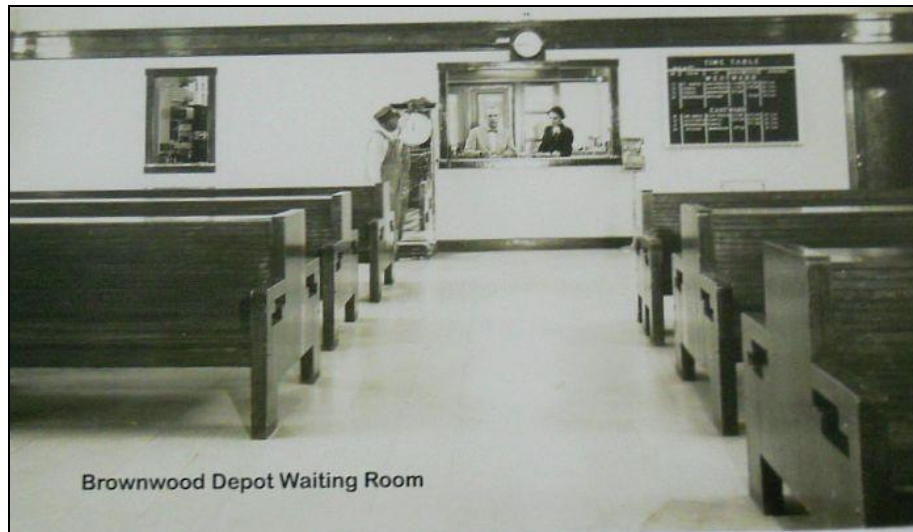
January 29, 1910: The Brownwood North and South Railway Company was chartered by the citizens of Brown County to build an 18-mile road from Brownwood to May. Brooke Smith was the main promoter and president of the company.



Santa Fe Depot in Brownwood

August 6, 1910: The new Santa Fe Depot in Brownwood was opened to the public. Two thousand people visited the Santa Fe new passenger station the night before its opening. The Floral Club orchestra furnished music for the dances at the reception provided by Santa Fe employees.

The first depot was built in 1885 on a site directly opposite the present station. This building burned on November 23, 1892, and was replaced with a wooden freight station, which was transported on ten flat cars from Paris, Texas. The freight station remained on the site of the original station until 1909 when it was moved two blocks to the east to make room for the new station above.



Brownwood Depot Waiting Room

Inside Depot Waiting Room

August 27, 1910: The grade on the railroad to May for the Brownwood North & South Railroad Co. had now been completed.

December 16, 1910: G.C. & S.F. work was now under way from the Colorado River to Brady, Texas, 53 miles, and from Whiteland to Eden, 21 miles. The contractors were Levey and Owens, Galveston, the C.H. Sharpe Contracting Co., Kansas City, Missouri, and Morey and Faulhaber, St. Louis. Part of the bridge work was carried out by the Union Bridge & Construction Co., Kansas City. (RAG 12/16/10 p. 1167 F. M. Ellington)

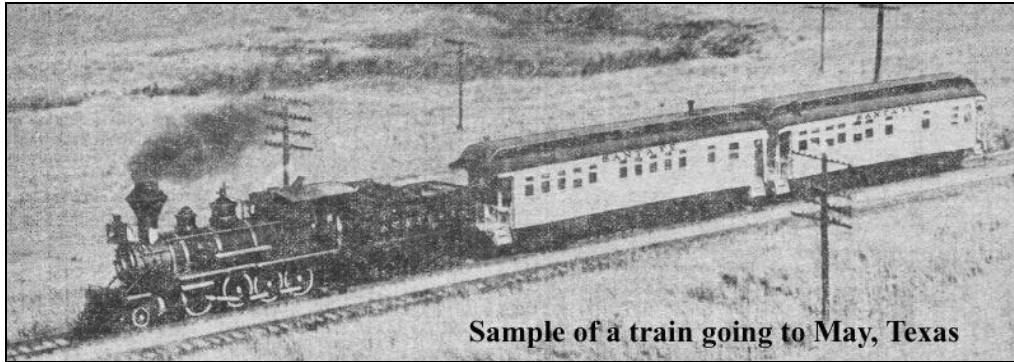
February 25, 1911: Frisco extends line from Brady to Menard. Menard remains the end of the line. The Frisco extended the tracks from Brady to Menard on February 25, 1911, and started passenger service to that town.

July 10, 1911 With the exception of a few minor details, the transfer of the Brownwood North and South Texas Railroad to Frisco was made on this date. R.L. Winchell of the Frisco owned practically all the stock, with a share held by W.C. Nixon, also of Frisco.

September 11, 1911: The line from Lometa to Brady opened for regular traffic.

December 1, 1911: The entire line from Coleman to Lubbock opened for service.

January 1, 1912: The line from Brady to Eden opened for traffic.

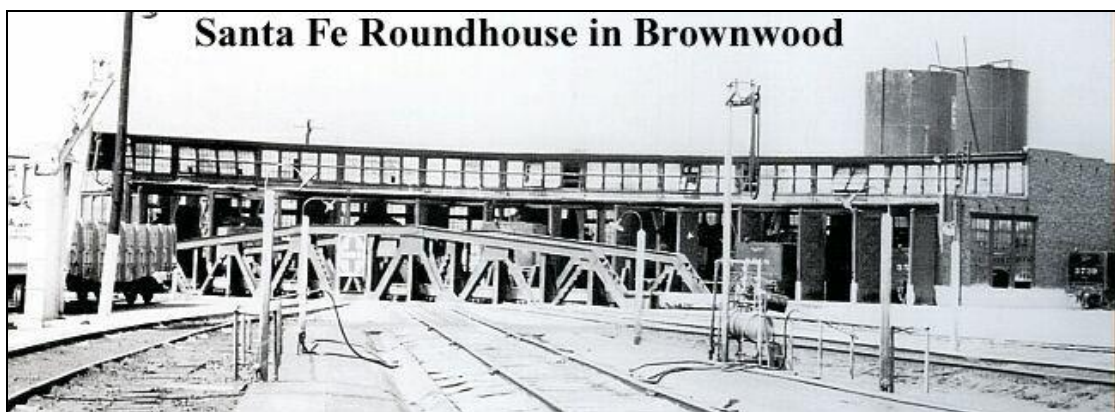


Sample of a train going to May, Texas



The Honorable Bill Chambers and Mark McGee driving the last spike at the opening of the North and South RR to May

January 1, 1912: The City of May celebrates the completion of the Brownwood North and South line of the Frisco. The six coach train carried some 500 Brownwood boosters to May on the first train. Unique of the entertainment, was the mock hanging of a man who had dared to doubt that May would ever get the railroad. The first passenger train, on the North & South line of the Frisco, between Brownwood and May was a six coach train carrying some 500 Brownwood boosters to May on January 1, 1912. May celebrated the completion of the line by having a mock hanging of a man who had dared to doubt that May would ever get the railroad. Passenger service continued until around 1924-1925. The railroad to May was abandoned in 1927.



Santa Fe Roundhouse in Brownwood

January 20, 1914: Santa Fe Roundhouse and shop are hurried to completion. The roundhouse would accommodate twelve engines of the largest size. The roundhouse covered an acre of ground. The

foundation for the eighty-five-foot turntable was on the ground. Other buildings yet to be erected were the offices, sand tower, supply and acre shed covering three tracks.



Turntable at the Santa Fe Roundhouse

December 15, 1914: The Harvey House opens at the Santa Fe Depot. The Harvey House was typical Prairie Style motif. The dining rooms were located on the first floor and hotel room on the second floor. The dining rooms consisted of a coffee shop, a restaurant, extensive kitchen facilities and a tea room. The Harvey Girls lived on the second floor.

The first restaurant across from the depot was built in 1885 with the advent of passenger service in Brownwood. This popular establishment was operated by Mrs. Bertha McDermott until the new Harvey House was build pictured below.



Harvey House at Brownwood, Texas



Coffee shop part of the Harvey House



Dining Room of the Harvey House



Kitchen of the Harvey House

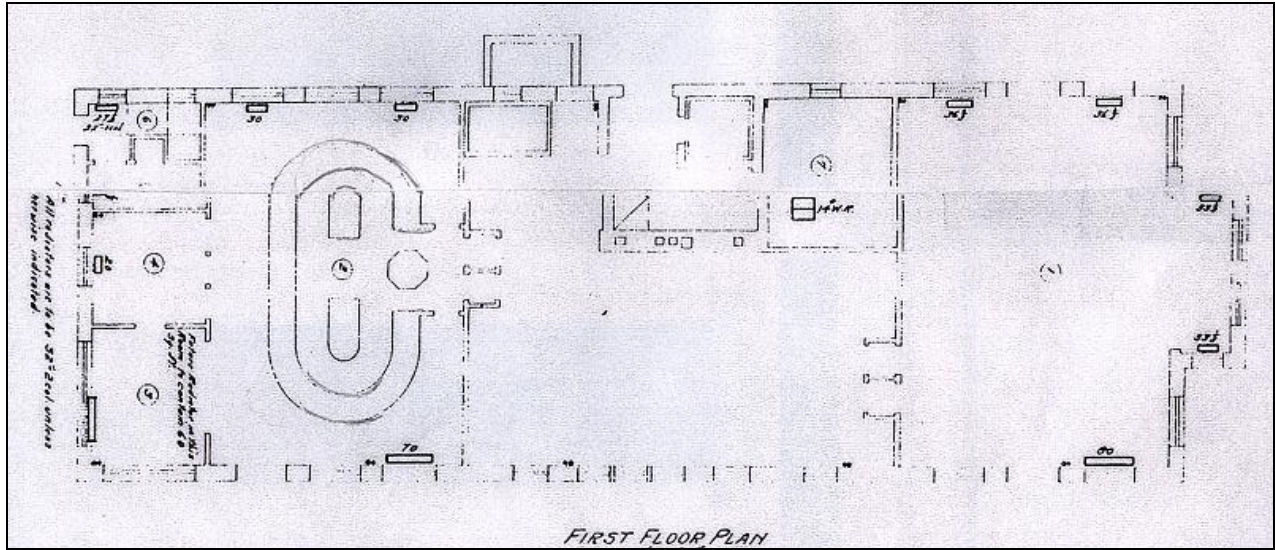


Kitchen of the Harvey House

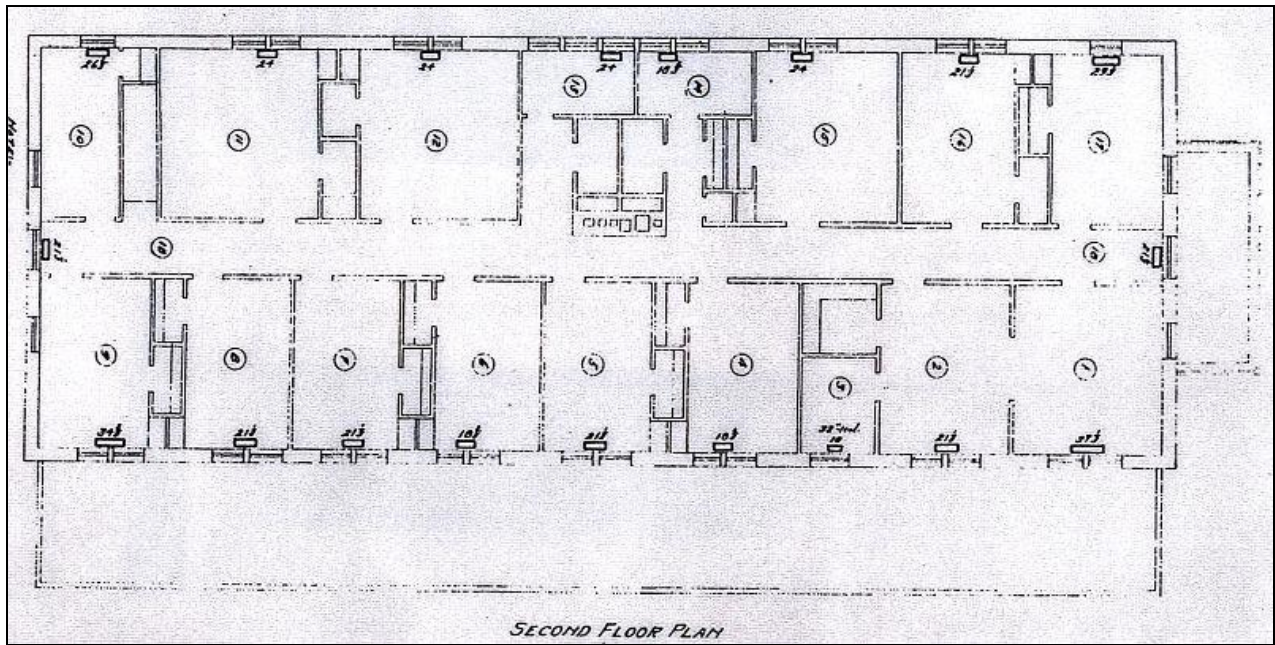


Checkout counter of the Harvey House

The Harvey House in Brownwood opened for business on December 15, 1914



First Floor of the Harvey House in Brownwood



Second floor of the Harvey House in Brownwood

February 13, 1915: Early this week, the first carload of brood sows was shipped by rail to Brownwood. Twenty-one Doroc sows and seven Poland China sows were in the shipment, which was accompanied to Brownwood by Mr. Downing, one of the Armour & Company's hog experts. The prices paid by the farmers, who had subscribed to the hogs before they arrived, paid from \$16.00 to \$18.50 each.

February 20, 1915: The Witcher Produce Company yesterday shipped their second carload of eggs from Brownwood to New York since the first of January. The eggs were shipped in a refrigerator car. The shipment was gathered from local sources, and a considerable sum of money was paid to farmers of the Brownwood country.

GULF TO CALIFORNIA SERVICE

Special Train of Santa Fe Leaves Galveston Sunday Morning for San Francisco.

The Gulf, Colorado & Santa Fe's new "California Special" service left Galveston for the first time Sunday morning promptly at 6:30 o'clock. A group of Santa Fe officials watched the train pull out on the trip that inaugurates the new service direct from Galveston to San Francisco. This train out of Galveston supplants the former No. 6, which left Galveston daily at 7 a. m. The "California special sleeper" goes to Houston, where it is attached to the special train that has come from New Orleans via the Frisco rails. Thence the special goes through Temple, and from Temple direct to Clovis, via Coleman and Sweetwater. At Clovis the Texas train connects with the Atchison, Topeka & Santa Fe special from Kansas City, and thereafter goes through straight to San Francisco.

Six through passengers booked at Houston, according to reports received by Assistant General Passenger Agent E. F. Adams at Galveston.

realized today when through passenger service over the Santa Fe Railway between Galveston, New Orleans and San Francisco was officially established. A new train officially known as train No. 79 westbound and styled the California Special and train No. 80 eastbound, known as the Texan, which have their terminals at Temple, were installed and the first trip made this afternoon.

REACHES GOLDTHWAITE ON TIME.

New California Special Is Spreading West Toward Coast.

Special to The News.

Goldthwaite, Tex., Feb. 7.—The new California Special, first fast train over the Coleman cut-off for the Pacific coast, pulled into Goldthwaite on time. The train crew comprised Mike Donnelly, conductor; Engineer Tirado and Brakeman Jeff Crossland. Messenger Black was also aboard, but handled no mail on this run. This train came twenty-nine years, one month and seven days after the first through train for Brownwood.



The eastbound California Special Passenger Train #76 at Santa Fe Depot in Brownwood 12:25 am.

February 15, 1917: "The Texan" started as a named passenger train that was Train No. 80 eastbound, which was applied to the eastbound train from Clovis to Temple, as part of the "California Special." This special train started at the same time as the westbound California Special on February 7, 1915. About 1954, "The Texan" name was dropped in favor of the "California Special." In 1936, the train left Sweetwater at 7:45 pm and arrived in Brownwood at 10:30 pm.

November 16, 1920: A new time card schedule for Fort Worth trains with train No. 5 for Brownwood and Menard leaving at 11:25 p.m. instead of at 11 o'clock. Train will arrive in Brownwood 7:15 a.m. Brownwood departs 8:45 a.m.; arrived 2:30 p.m. back at Fort Worth.

In the great years of railroad travel, Brownwood was serviced by fifteen passenger trains a day. Among the more notable trains were the "Antelope" from Kansas City to Brownwood; the "California Special" from Los Angeles to Houston; the "Navajo" from Lost Angeles to Houston, and the "Texas" from Clovis, New Mexico to Temple.



Employees of Harvey House taken in 1922.
Appeared in *Brownwood Bulletin* in 1956 in their *As We Were* photos.



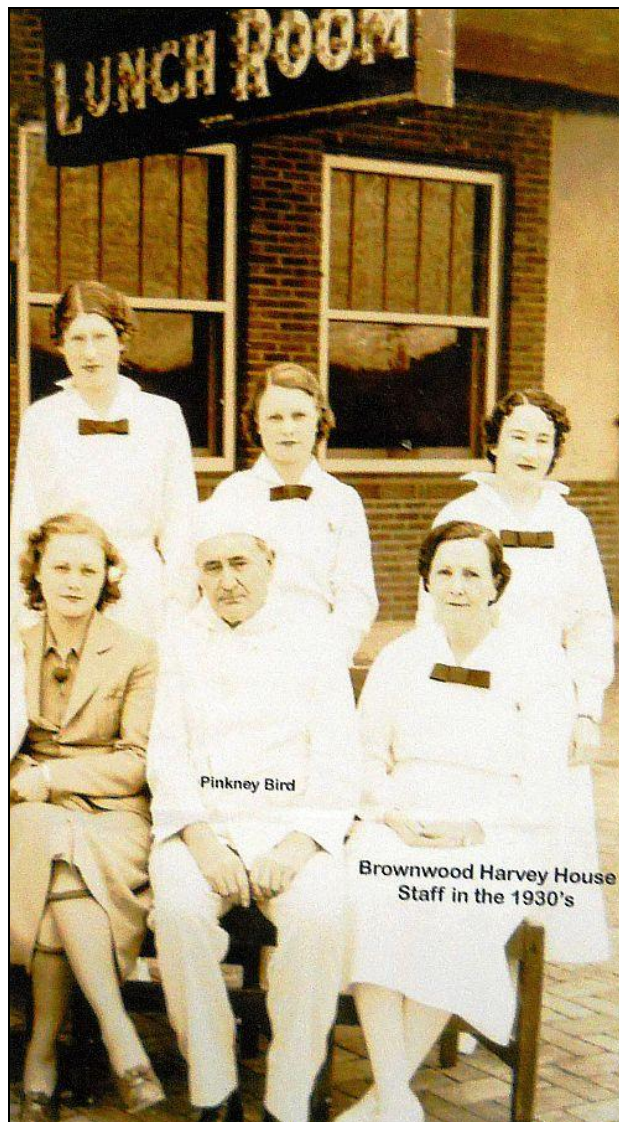
INDEPENDENCE DAY — This picture taken July 4, 1922, at the old Frisco train depot in Brownwood was submitted by Hilton Gilliam. The cycle exhibit in the July 4th parade was

sponsored by Calvin Gilliam, who is standing near the airplane bicycle decoration. That decoration won first prize in a contest for Eynon Gilliam.

September 22, 1924: The Railroad Commission had dismissed without prejudice the application of the Brownwood North & South Railroad to discontinue the operation of its twenty-two miles of line between Brownwood and May. The commission held that it did not have the authority in law to permit the abandonment of any railroad in Texas or assent to a cessation of service.

April 8, 1926: The Interstate Commerce Commission had allowed the Frisco to cease moving interstate traffic over the line which ran from Brownwood to May. But that left it still seized of the burden of moving such intrastate traffic as may be offered for shipment under the compulsion of the State, which had steadily refused to consent to the abandonment of the line.

1927: The Brownwood North and South Railroad to May was abandoned.



Staff at Brownwood Harvey House 1930's

Save TIRES
and **TIME**

Save rubber for
defense and time
for business or
pleasure by traveling
via **Santa Fe**



"The Ranger"
To HOUSTON
GALVESTON
A Fast Overnight
Train

Lv. Dallas 10:00 P.M.
Ar. Houston ... 7:40 A.M.
Ar. Galveston... 9:25 A.M.

Air-Conditioned
Pullman lounge and Chair
Car Service.

"The Angelo"
To BROWNWOOD
SAN ANGELO
Fast Overnight
Service

Lv. Dallas 10:00 P.M.
Ar. Brownwood. 4:00 A.M.
Ar. San Angelo 8:55 A.M.

Air-Conditioned
Standard Pullman and Chair
Car Service.

Santa Fe "66"
To OKLA. CITY
WICHITA
Fast Overnight
Service

Lv. Dallas 10:00 P.M.
Ar. Okla. City 4:15 A.M.
Ar. Wichita ... 8:50 A.M.

Air-Conditioned
Pullman and Chair Car to
Oklahoma City and Wichita.

** Pullman may be occupied at Oklahoma City until 8:30 A.M. Streamliner between Oklahoma City and Wichita, Diner and Club Chair Car between Oklahoma City and Wichita.

Step aboard any of these three fine trains to enjoy
travel comforts and service.

For friendly assistance with your
travel plans, call or write

Santa Fe Ticket Office, R. R. Hunley, Div. Pass. Agent
1116 Commerce St. Phone Central 8441. Dallas, Texas

270

Santa Fe "all the way"

"The Angelo"

a new train
a new way

between Dallas---Ft.
Worth and San Angelo
Beginning, Nov. 13th

Lv. Dallas 9:30 P. M. at nite
Lv. Fort Worth 10:50 P. M. at nite
Ar. San Angelo 8:30 A. M. next morning

Lv. San Angelo 8:30 P. M. at nite
Ar. Fort Worth 6:20 A. M. next morning
Ar. Dallas 7:35 A. M. next morning

Through Pullmans between Dallas-Fort Worth and San
Angelo. Also Through Pullman between Dallas-Fort
Worth and Brownwood handled on California Special
between Temple and Brownwood. (Ar. Brownwood 7:40
A. M., Lv. Brownwood 8:40 P. M.)



For details and reservations
Call on, phone or write

A. C. Ater, Div. Pass. Agent
Santa Fe Bldg., Phone 2-4000
Dallas, Texas

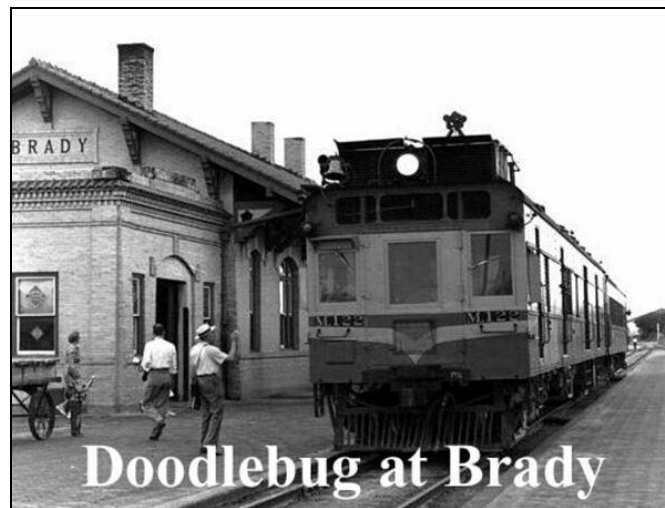
Advertising in the local newspaper

November 13, 1931: "The Angelo" was a new named train between Dallas...Ft. Worth and San Angelo began November 13, 1931. It ran to and from San Angelo and from San Angelo to Fort Worth daily. Train No.77 was the east bound train and Train No. 78 was the westbound train. It arrived in Brownwood at 8:30 a.m., having left Dallas at 9:30 p.m. the previous night. Some cars from "The Angelo" were switched on to the "California Special" at Brownwood providing through service from Dallas to California. It then continued on to San Angelo. It then left San Angelo a 8:30 p.m. that night and arrived back in Dallas at 8:30 a.m. the next morning.

The train carried a diner and lounge. In the late 50's two Alco 51 Class locomotives would bring the Fort Worth and Dallas train #77 to Brownwood, while two more of the class diesels would bring train #46 up from Houston. At Brownwood, three of the units would couple to train #75 to Clovis, New Mexico, while the third diesel could take the heavyweight stub on to San Angelo.

By 1942 the train was leaving Dallas at 10:00 p.m. and arriving in Brownwood at 4:00 a.m. in the morning and in San Angelo by 8:55 a.m.

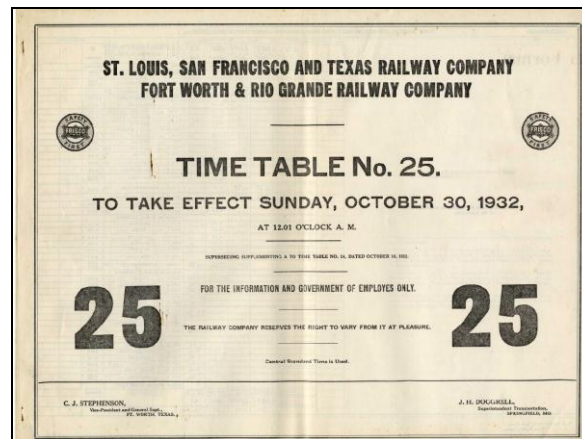
As one person remembered, the train consisted of five cars including the Pullman. Towards the last, it was reduced to three cars. It always had a baggage-PRO and at least a baggage-express car plus the passenger equipment. In June 1965, service on the 94-mile stretch between Brownwood and San Angelo was ended and the rest of the route became "freight only" in July 1968. Note that the "California Special" and "The Angelo" all stopped in Brownwood in the middle of the night.



1932: Doodlebug - On short runs, when it became too expensive to use steam locomotives, the railroad used gas electric Motor Cars (Doodlebugs) which were locomotives that included in one piece, the locomotive, a freight section, and a passenger section all in one car. Doodlebugs were used on trains No. 75 & 76 in 1930 that ran to and from San Angelo and Brownwood. By 1932 the Doodlebugs ran from Temple to San Angelo. Apparently that was too long a stretch for the Doodle Bug as the next year it was from Brownwood to San Angelo only. By 1934, that was shortened to run only between Coleman and San Angelo. Once again, in 1936, the Doodlebug pulled trains from Temple to Brownwood. This continued until 1956.

Starting in 1940, the Doodlebug ran trains from Brownwood to and from Menard on trains No. 81 & 82. This continued until April 30, 1954, when passenger service was discontinued between the two communities.

Motor Cars numbered M150 and M151 were eventually discontinued and laid up in Brownwood at the roundhouse as of November 6, 1959. They were later scrapped.



Time Tables were published.

September 4, 1934: Authority granted by Railroad Commission of Texas to discontinue passenger service, certain trains between Temple and San Angelo.

September 6, 1934: Authority granted by the Railroad Commission of Texas to discontinue operation of passenger trains Nos. 91 and 92 between Coleman and San Angelo. The trains could be discontinued five days after the notice, which was dated September 5.



Santa Fe Employees in 1935

May 9, 1936: Dining car service began on the Santa Fe' Railway's Brownwood to Belen, New Mexico, using two cars, both air-conditioned. The dining car was opened for service in Brownwood at 7 o'clock every morning. The train would leave at 7:50 a.m. daily. The dining cars were watered, iced and cleaned in Brownwood. Three meals were served daily on the diners. Brownwood was the headquarters for the diners. Two cars were used, both air-conditioned. Two regular crews and a swing crew of eight men each were brought in from Chicago to work on the diners.

Conductor on No. 80 leaving San Angelo each day, would advise conductor No. 76 at Buffalo Gap if any passengers on No. 80 that desire using the dining car between Coleman and Brownwood. Conductor on No. 76 would promptly relay this information to the Steward in charge of the dining car.

1937: Harvey House in Brownwood closed.

March 1, 1937: Fort Worth & Rio Grande Line was purchased by Santa Fe. The line ran from Birds (Fort Worth) to Brady, then parallel to G.C.&S.F. line to Whiteland, then southwest to Menard, 216 miles. The second line permitted a reduction of the haul of about 117 miles between Fort Worth and points in West Texas and New Mexico as compared with the route through Temple.



Campsite at 1937 National Boy Scout Jamboree

June 24, 1937: On Thursday, June 24, 1937, twenty-five Boy Scouts entrained for Washington at 12:30 a.m. from Brownwood. The troop traveled in a special car on the regular Santa Fe train from Brownwood to Fort Worth, where it was attached to a special Jamboree train at 3:30 p.m. to Washington. Other cars on the special train out of Fort Worth had Boy Scout troops from Abilene, Lubbock, Sweetwater, San Angelo, Fort Worth and finally Texarkana. They arrived in Washington Saturday, June 26, and returned to Brownwood on July 12, 1937.

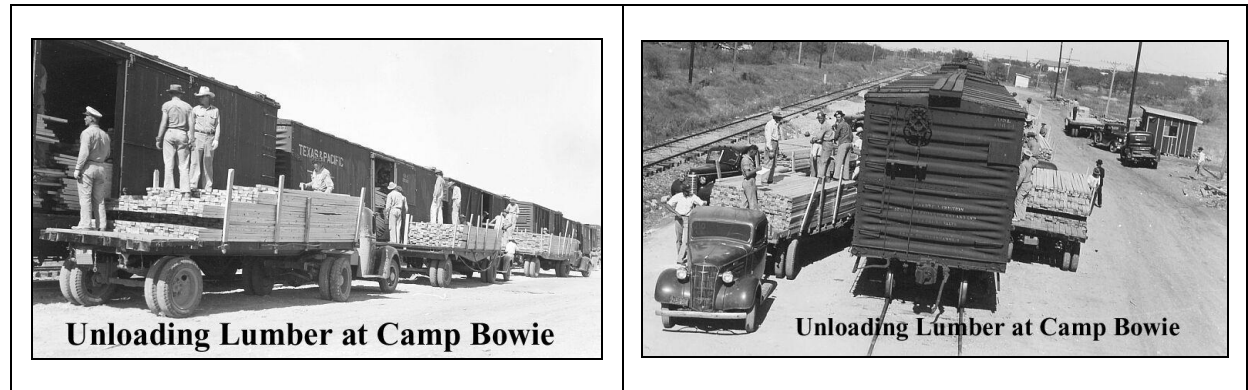
April 5, 1938: Authority was granted by the Railroad Commission of Texas to discontinue passenger service, Trains 73 & 74, from Temple to Brownwood.

September 21, 1938: Authority was granted by the Railroad Commission of Texas to discontinue passenger service between San Saba and Menard. However, the line had to establish, maintain and

operate a freight train each way, each day, on the Menard district between Brownwood, via Brady and Menard.

September 22, 1940: Construction of a 25 car siding at Freeman switch, near the 2,000-acre Texas National Guard (Camp Bowie) campsite in Brownwood was started by the Santa Fe Railroad. Material shipped would be by rail for the building work and supplies for the camp itself would be unloaded at the new siding. Information from Washington indicates that the 36th Division would be called into federal service Nov. 1 or 15, 1940.

October 30, 1940: First supplies for Camp Bowie were unloaded November 18 and during the week from that date and November 25 between 400 and 500 carloads were to be stored in the 16 warehouses that were under construction.



1940: Harvey House in Brownwood reopened with the influx of soldiers coming by train at Camp Bowie.



German Prisoner of War at Camp Bowie

July 10, 2043: The Camp Bowie prisoner of war camp was activated. Troop trains brought several thousand German Prisoners of War to the prison camp at Camp Bowie. They would get off the train at the Santa Fe Depot and were marched to the prison singing German songs. The prisoners came by train and were unloaded at the Brownwood Santa Fe Depot, marched to the campsite, a distance of 3 1/2 miles. The prisoners were dressed in their woolen field gear and wearing knee-high boots, with taps on the heels. They sang German Army marching songs as they marched to the compound.

1943: During World War II troop trains travel to and through Brownwood. The Red Cross, upon notified when a troop train was going to stop in Brownwood, would provide sandwiches, drinks and cookies for the men on the train.

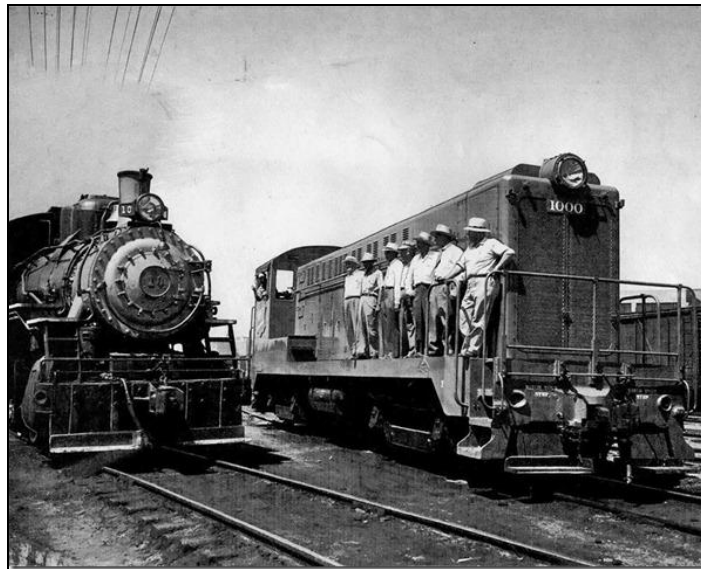
1945: Harvey House in Brownwood was finally closed at the end of World War II.

May 11, 1946: Authority was granted by Railroad Commission of Texas to discontinue passenger service, Trains 73 & 74 Fort Worth - Brownwood.

July 10, 1946: Authority was granted by the Railroad Commission of Texas to discontinue passenger service, Motor Car Service, Brownwood to San Angelo.

February 19, 1949: Authority was granted by Railroad Commission of Texas to discontinue passenger service Trains 73 & 74 Brownwood - San Angelo.

February 20, 1949: Effective at midnight the motor train between Brownwood and San Angelo was discontinued.



Diesels take over the task of the old steam locomotives

February 20, 1949: Operation was launched of diesel semi-streamlined Santa Fe passenger trains on new, faster schedules through Brownwood was launched with a group of eight Brownwood men on the inaugural run out of Houston. Pulled by a 720-ton diesel locomotive, the nine-car train left Houston on its inaugural run, at 8:50 p.m. Sunday, arriving in Brownwood at 2:38 a.m., one hour and 30 minutes faster than the old schedule. On the inaugural run the train was composed of three Pullmans, two chair cars, one coach, a diner, lounge and baggage car.

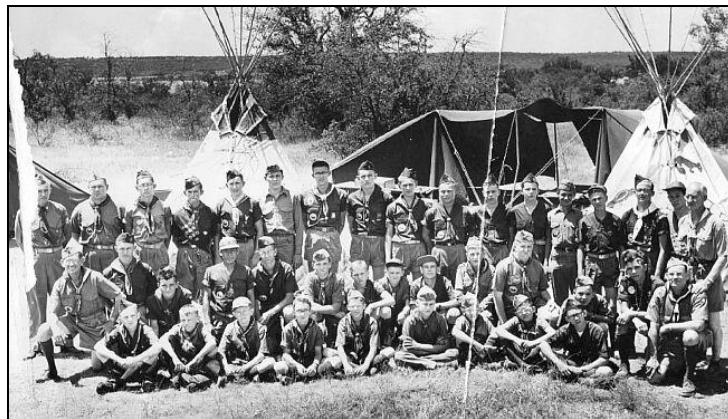
February 21, 1949: A story in the Brownwood Bulletin, February 21, 1949, said "Operation through Brownwood of Diesel semi-streamlined Santa Fe passenger trains on new, faster schedules was launched last night with a group of eight Brownwood men on the inaugural run out of Houston. Pulled by a 720-ton Diesel locomotive, the nine-car train left Houston on its inaugural run at 6:50 p.m. Sunday, arriving in Brownwood at 2:38 a.m. today; one hour and thirty minutes faster than the old schedule. On the inaugural run the train was composed of three Pullmans, two chair cars, one coach, a diner, lounge and baggage car."



Campsite at 1950 National Jamboree

June 24, 1950: The groups loaded equipment on a Santa Fe train Friday night and then proceed to Fort Worth with Scout groups from the San Angelo and Lubbock areas. Other Scout groups boarded the special train out of Fort Worth for Valley Forge. Seventy Boy Scouts and Scouters boarded a special Santa Fe passenger train at 1:45 a.m. for Fort Worth. Several cars of the train were then hooked to a larger special to the National Scout Jamboree in Valley Forge, PA., which included a total of 22 cars. The special out of Brownwood also included Boy Scout groups from Lubbock and San Angelo. The Lubbock cars were added to the special out of Brownwood.

They arrived in Fort Worth at 6:15 a.m., Saturday, where additional cars were added. Another car was picked up at Ardmore, OK at 9:45 a.m. Another section was attached to the special at Newton, Kansas at 6:15 p.m. They took a steam engine train to Chicago, and then out of Chicago a diesel engine took them to Pittsburgh, PA where a steam engine added on in front of the diesel to get them over the Allegheny Mountains. From Harrisburg, Penn., they took an electric engine into Washington, C. C., via Baltimore, Md. The special train arrived at Washington, D.C. at 6:30 a.m. Monday, June 26, 8 hours late.



Contingent to the 1953 Boy Scout National Jamboree

July 11, 1953: Some 43 Boy Scouts and Scout leaders from the eight counties of the Comanche Trail Council boarded a special train here at 3 a.m. Saturday for a trip to the Third National Boy Scout Jamboree at Santa Anna, California, July 17-23, 1953. This time they departed on a Santa Fe train that came into Brownwood from Houston. The special train was composed of 15 cars carrying scouts from the Comanche Trail, Concho Valley and Houston Councils. The group arrived at the Jamboree site three days early to set up camp before the Jamboree got underway.

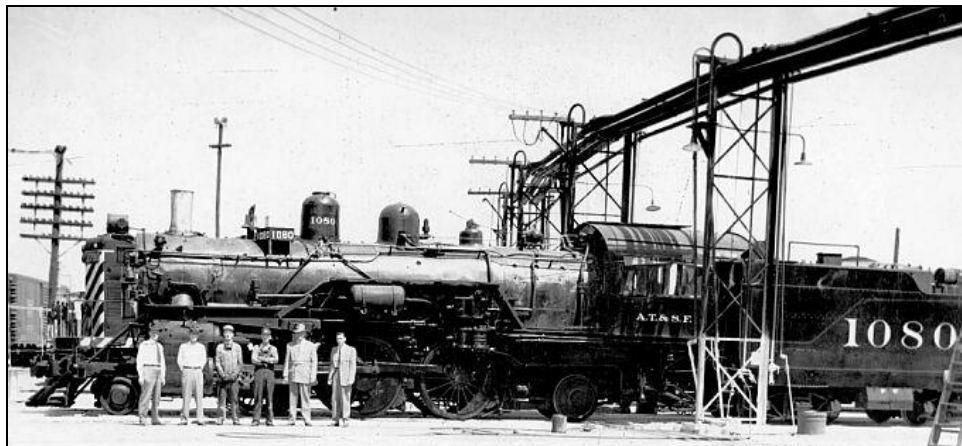
Comanche Trail Scouts went to the Jamboree dressed as Comanche Indians and lived in teepees while at the California camp site. The Scouts took part in the program that officially opens the Jamboree on the night of July 17.

They spent a day at the Grand Canyon on the way to Irving Ranch and visited San Francisco, Salt Lake City, the Redwood Forest, Ogden and Pueblo on their way home. The Jamboree itself ran from July 17-23.

March 28, 1954: The Santa Fe Railroad dedicated an 8.2-mile cutoff from a point near Ricker on the line's Lampasas branch to Brownwood. The cutoff eliminated 10 curves, some steep grades and street crossing hazards. Trains would no longer have to back into the Brownwood station.

April 16, 1954: Authority was granted by Railroad Commission of Texas to discontinue passenger service Trains 81 & 82 Brownwood - Menard. The last passenger train from Menard to Brownwood was on April 30, 1954.

June 6, 1954: "The San Francisco Chief" was placed in service. The new train offered through service to and from San Francisco from New Orleans and Texas points by way of Clovis, N.M. Texas cities would be served through connections with the new "San Francisco Chief." These included the cities of Beaumont, Houston, Brenham, Temple, Brownwood, Dallas and Fort Worth. So the schedule for the "California Special" was changed so that it left Houston at 6:45 p.m. each night and arrived at Clovis, New Mexico at 10:30 a.m. the next morning (two hours before the arrival of the Train # 1, the "San Francisco Chief", from Chicago to California). The train, now # 75, left Brownwood at 2:00 am and arrived in Sweetwater at 4:25 am. The eastbound "California Special," #76 left Clovis at 4:45 p.m. (one hour after the arrival of Train #2 of the "San Francisco Chief," California to Chicago), arriving in Houston at 8:15 a.m. the following morning. The train #76 made its 12:25-12:50 a.m. in Brownwood."



1080 Before it is prepared to present to the City of Brownwood

July 29, 1954: Formal dedication ceremonies for the Santa Fe steam locomotive No. 1080, given to the city of Brownwood, were held Friday at 10 a.m. in Riverside Park. The locomotive was given to Brownwood by Fred B. Garley, president of the Santa Fe System, and was named after him in his honor.

Santa Fe moved the locomotive to Riverside Park permanent location the afternoon of July 29, 1954 on Santa Fe tracks prior to the tracks being taken out. The city had constructed a special site for the steam engine, near the lower entrance to the park. A wire fence was built around the engine and a floodlight was placed on each side. Dean Wyatt drove the 1080 on the Frisco line to Riverside Park.

The 1080 was named "The Fred Gurley" locomotive and that name was painted on the side of the tender.



1080 Locomotive after it was refurbished to present to the City of Brownwood

Photo above was taken after locomotive and tender were cleaned and painted by Santa Fe employees at roundhouse in Brownwood in preparation of giving the 1080 officially to the City of Brownwood on July 30, 1954. In the background is the Brownwood Roundhouse.

June 1, 1956: Authority was granted by Railroad Commission of Texas to discontinue passenger service Trains 73 & 74 Brownwood - Temple.



Contingent to 1957 National Boy Scout Jamboree

1957: Seventy-four Scouts from the Concho Valley Council, San Angelo made the trip to the 1957 National Jamboree by special train to the event. Special coaches and a baggage car on the train accommodated the Scouts. Jackie Jones relates that he went by car from Del Rio to San Angelo to the train station. He remembers there being an engine and two passenger cars. In Brownwood, they joined a delegation of forty-eight Scouts, Explorers, and leaders of the Comanche Trail Council who boarded the train at midnight for the fourth annual National Jamboree. The special train, which made the trip to Valley Forge, was organized in Fort Worth. Houston-Galveston coaches were added to the train and more cars were added at St. Louis. They arrived at Valley Forge at 7 a.m. on a Tuesday, three days prior to the official opening of the Jamboree on Thursday. This was the last time that the Boy Scouts went to a Jamboree by train.

June 4, 1958: Authority was granted by Railroad Commission of Texas to discontinue passenger service Trains 77 & 78 San Angelo Junction – Coleman

December 26, 1958: Santa Fe Yards in Brownwood were to be enlarged. The Santa Fe Railway announced that it had bought 70 acres in Brownwood to increase the capacity of its east yards there by almost a third. The capacity of the yard would be enlarged enough to accommodate 507 more cars. Present tracks accommodated 1,213 cars. The enlargement also provided 13 additional tracks. Construction started in early 1959 and was scheduled to be finished in about nine months.

1959: Several sections of the former Fort Worth and Rio Grande were abandoned by the Santa Fe, including the 44 miles of rail between Brownwood and Brady.

October 6-7, 1961: "Texas Aggie Band Special" On October 6-7, 1961 when the "Texas Aggie Band Special" operated to Lubbock for a Southwest Conference matchup between cross state rivals Texas A&M and Texas Tech. This was a 350 piece marching band, with all their band instruments, including something like two dozen tubas, percussion equipment, uniforms, and chaperones across the state of Texas. The train, consisting of a baggage car and five, 72 seat El Capitan Hi-level chair cars, operated 437 miles to Temple, Brownwood, Sweetwater and Lubbock as a second section of Train No. 66-75, the "California Special."

September 21, 1962: A twenty-car Santa Fe "Football Special" train ran from Brownwood to Cleburne for the opening high school game of the season. The train traveled to Cleburne via Comanche, Dublin, Stephenville and Cresson. Each car carried from 48-66 passengers. The train left Brownwood Santa Fe passenger depot at 3:30 p.m. and returned to Brownwood about 1 a.m. in the morning. Eighteen of the cars were for passengers, one for baggage and one for concessions. The Brownwood Lions Club sponsored the trip and manned the concession car. During seven hours on the train over 2,500 soft drinks were consumed.

Sold on the train were 30 boxes of candy; 1,200 sandwiches of 1,300 made; 36 dozen boiled eggs; 88 pounds of hot dog wieners and 120 packages of buns. Over 900 tickets were sold for the train. The Brownwood Bulletin published a "Lion Special Souvenir Edition" on September 21, 1962. Ten school buses at Cleburne transported passengers from the cars to the stadium and then back after the game. The first group transported from the train to the game was the band, drill team and cheerleaders. Brownwood Lions won the game 20-0 under Coach Gordon Wood.

March 31, 1964: Interstate Commerce Commission issues Examiner's report, recommending approval of application to merge G.C.&S.F. and P&SF into A.T.&S.F.

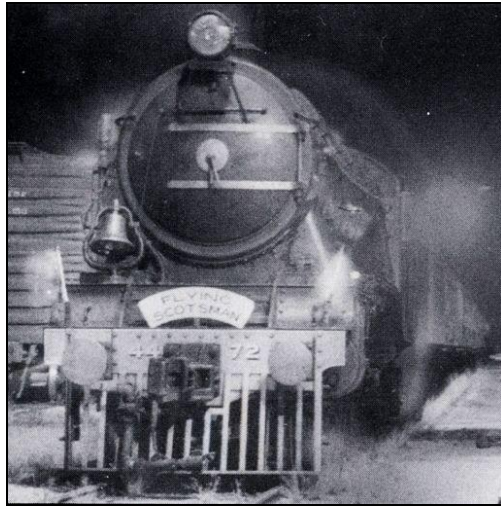
March 2, 1965: Interstate Commerce Commission signed order approving merger of G.C.&S.F. and P&SF into A.T.&S.F.

June 18, 1965: The Texas Railroad Commission granted authority to discontinue passenger trains No. 77 & 78 between Brownwood and San Angelo by the Gulf, Colorado and Santa Fe Railway Company.

June 20, 1965: "The Angelo" trains Nos.77 and 78 were discontinued west of Brownwood on June 20, 1965. No longer serving San Angelo, the trains officially operated as un-named locals between Fort Worth and Brownwood until July 19, 1968 when they were discontinued.

August 1, 1965: Dissolution of G.C.& S.F. as a separate corporate entity and merger with larger A.T.& S.F. system.

July 20, 1968: Last passenger train to stop in Brownwood pulled out a 6:10 a.m. Saturday. Only a handful of people were at the depot to see an era end with the last train's departure. The "California Special," Nos. 66-75 from Houston-Temple-Brownwood-Clovis and the "California Special" Nos. 65-76 from Clovis-Brownwood-Temple-Houston were discontinued July 19-20, 1968. By then, passenger service and dwindled to one train a day.

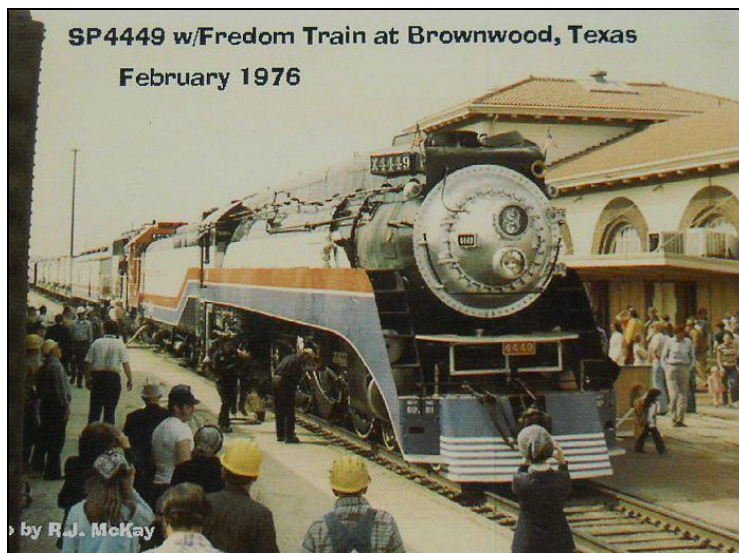


"Flying Dutchman" steam locomotive

1969: The British steam locomotive the "Flying Dutchman" stops at Brownwood during a tour of the U.S. in 1969

1972: Santa Fe abandoned the 31 miles of rail between Brady and Menard.

August 19, 1974: The railroad freight office, trainmaster, claim adjusters, and special service office were moved, leaving the Santa Fe Depot in Brownwood vacant.



SP4449 w/Freedom Train at Brownwood February 1976

January 2, 1976: The Texas Historical Commission nominated the Santa Fe Railroad station in Brownwood to be among the National Register of Historic Places with National Park Service identification number 76002012. It had been entered on the register and was afforded the privilege granted under the Historic Preservation Act of 1986.



February 12, 1976: The Texas Railroad Commission granted the Atchison, Topeka and Santa Fe Railway authority to withdraw its services from San Saba and close the railway station due to decrease in freight traffic that could be handled at Lometa 18 miles away.

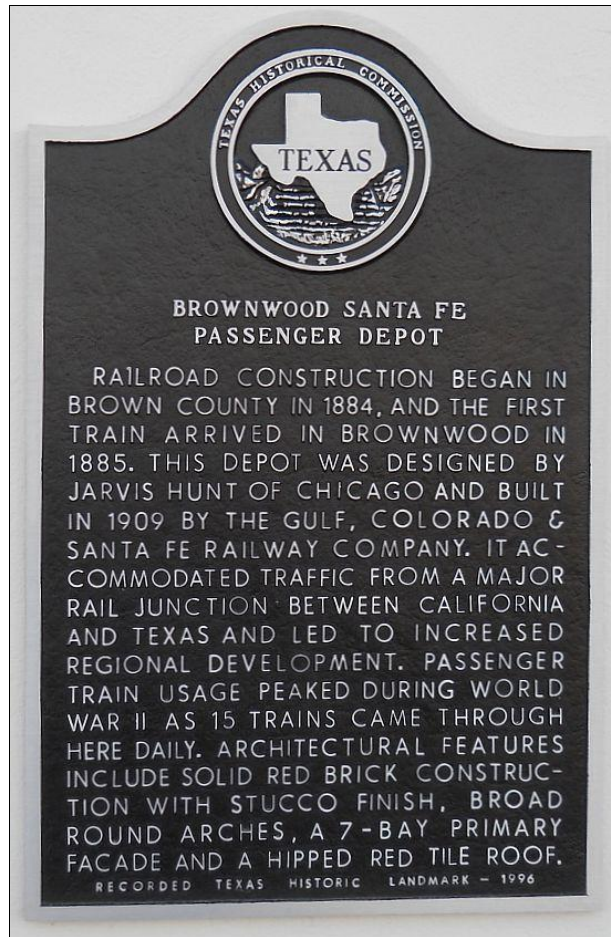
October 14, 1983: A 1.395 acre tract that was the land that the Santa Fe Depot and Harvey House in Brownwood occupied was deeded to Kelly and Susan Lewis.

January 17, 1984: The land that the Santa Fe Depot and Harvey House had occupied was granted to the Depot Development, Inc. The Interfirst Bank (now Bank of America) which held the mortgage on the property had to foreclose. The property was next in the hand of the Pecan Valley Economic Development Board.



Steam Locomotive 1080 in front of Santa Fe Depot

January 22, 1991: Brownwood Civic Improvement Foundation met for the first time and chose the Santa Fe Depot in Brownwood as its first project.



Historical Marker for Santa Fe Depot



BNSF Hauling a mile long string of freight cars through Brownwood.

September 22, 1995: The name of the A.T. & S.F. railroad was changed to the Burlington Northern & Santa Fe Railway. The name was shortened to BNSF. This change came about from the merger of the

Burlington Northern Inc. (parent company of Burlington Northern Railroad) and the Santa Fe Pacific Corporation (parent company of the Atchison, Topeka and Santa Fe Railway.)



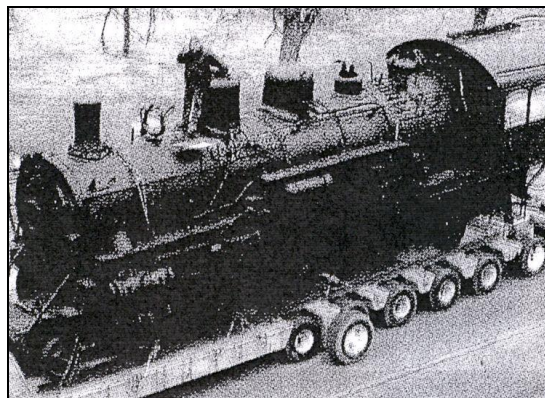
Texas Rock Crusher Diesels 101, 102, 103, 104

March, 1998 - The Texas Rock Crusher railroad began operations in March 1998 when it acquired 5.65 miles of trackage on two former BNSF (ex-ATSF) industrial spurs in Brownwood. Texas Rock Crusher serves several customers on the Camp Bowie industrial spur, which branches off the former Santa Fe main line west of the Brownwood yard and meanders through the southern sections of town. Its other customer is the Vulcan limestone quarry, which is located on the side of a hill on the west side of Brownwood, south of the BNSF Lampasas Subdivision main line.



The refurbished Santa Fe Depot

1998: The Santa Fe Depot preservation project in Brownwood was completed.



1080 Steam Locomotive moved from Riverside Park to Santa Fe Depot



Locomotive 1080 Steam Locomotive in front of Santa Fe Depot and Harvey House

March 30, 1999: When the 1080 steam locomotive was repainted and moved from Riverside Park to the front of the Santa Fe Depot and Harvey House by the Texas Department of Highways, on March 30, 1999, the name "The Fred Gurley" was removed.

January 28, 2000: Congressman Charlie Stenholm announced approval of federal funds by the Texas Department of Transportation (TxDOT) through the Statewide Transportation Enhancement Program. The approved \$1 million would go toward preservation of the Harvey House Visitors and Tourism Center next to the recently restored former Santa Fe Depot in Brownwood.

January 6, 2001: State-contracted crews closed Austin Avenue in Brownwood at the railroad underpass in preparation for construction of a new overpass. The original underpass was built in 1913.

May 2, 2002: Reception held to honor restorers of the Old Santa Fe Depot, now known as the Brownwood Civic and Cultural Center. The depot was shut down in the late 1974 and the depot building and the two surrounding blocks had become a blighted downtown area. The depot preservation project was completed in 1998.

December 11, 2002: The head of the Brownwood Civic Improvement Foundation, Greg Dodds, offered the City of Brownwood ownership of the Santa Fe Depot and the Harvey House. Brownwood Mayor Bert Massey said he welcomed the offer and said the city would begin janitorial services at the buildings right away. Massey appointed council members Charles Lockwood and Pat Coursey to a committee to work out the protocols for the transfer of the title to the city. Brownwood City Manager Gary Butts said he had no reservations about the city taking over management of the facility.

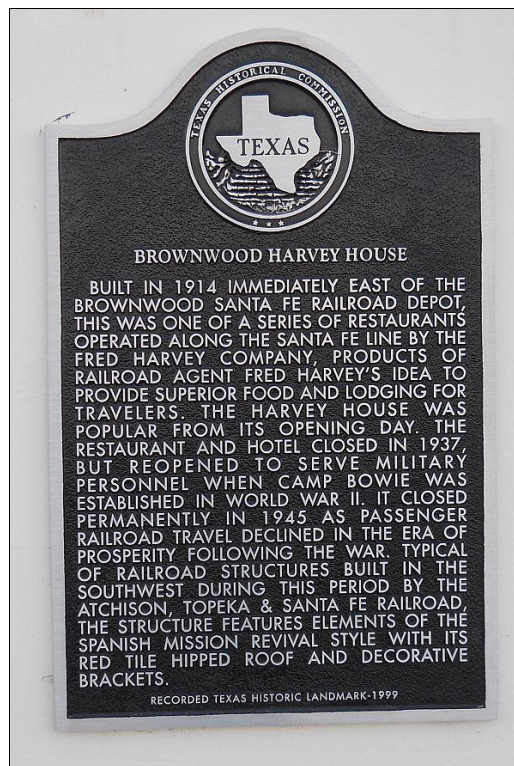
August 18, 2003: Debbie Morelock, president of the Brownwood Civic Improvement Foundation, said she hoped the details (from the final check list) could be worked out in the next few weeks and the restoration of the Harvey House would be complete.



Restoration of the Harvey House Completed

August 20, 2003: Through the Brownwood Economic Development Corporation, the City of Brownwood assumed a \$304,000 debt for the Santa Fe Depot Civic & Cultural Center and Harvey House. The BCIF received grants from the Texas Department of Transportation for the projects and nurtured the restoration of the buildings.

January 12, 2004: Brownwood City Council members considered approving a contract to purchase the Harvey House and Depot from the Brownwood Civic Improvement Foundation. The council also considered a contract to lease space in the Harvey House for the foundation.



Historical Marker for Harvey House

April 18, 2005: A Texas Historical Marker was dedicated at the Harvey House. Dorothy Cason, a former Harvey Girl in Brownwood and W. T. Powers, who was a cook at the Harvey House, attended the dedication.

October 10, 2005: Brownwood City Council members approved an agreement Tuesday that placed the management of the Harvey House under the management of the Brownwood Economic Development Corporation. The BEDC staff moved its offices out of City Hall to the second floor of the Harvey House. The BEDC developed tentative agreements with the board of directors of the Gordon Wood Museum and Hall of Champions to occupy the portion of the second floor of the Harvey House that is not used by the BEDC until the museum finds a permanent home.



Harvey Girl Room in Harvey House

March 31, 2006: Ladon Spence decorated a Harvey Girl room on the second floor of the Harvey House. Fred Harvey is credited with creating the first restaurant chain in the United States. Harvey and his company also became leaders in promoting tourism in the American Southwest in the late 19th century. The company and its employees, including the famous waitresses who came to be known as "Harvey Girls", successfully brought new higher standards of both civility and dining to a region widely regarded in the era as "the Wild West".

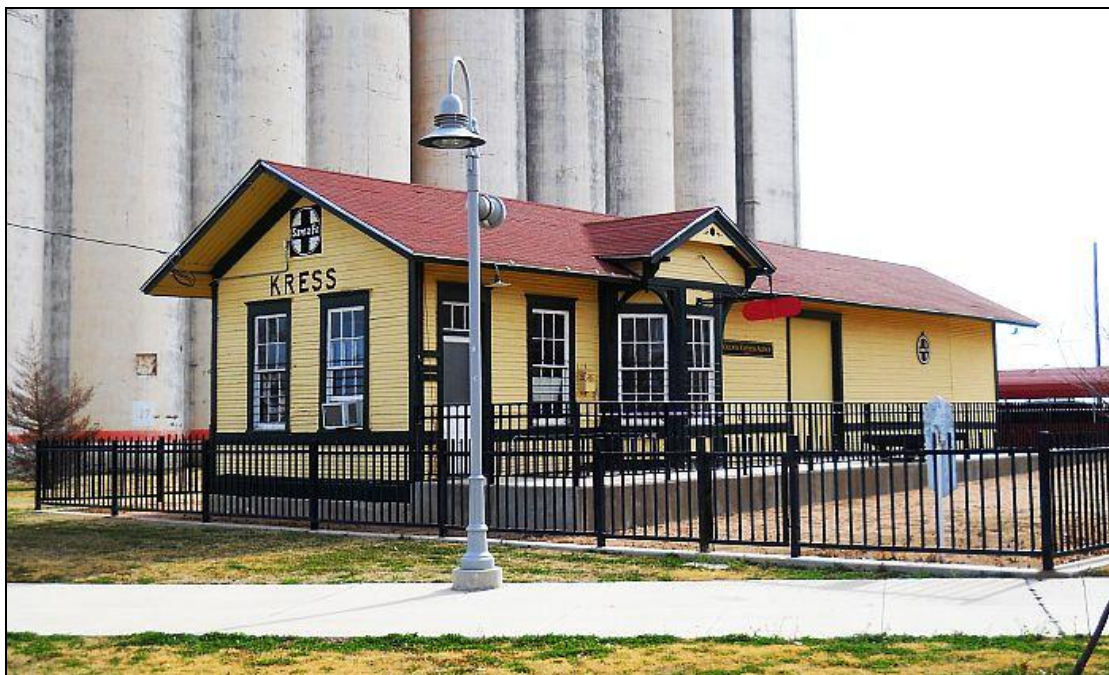


Martin and Frances Lehnis Railroad Museum

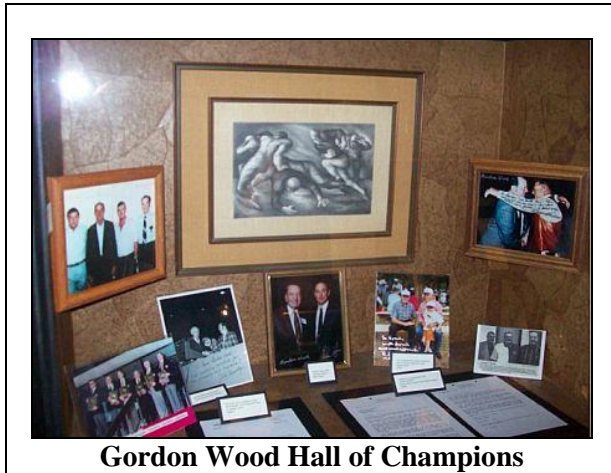
September 14, 2007 – The Martin and Frances Lehnis Railroad Museum opens for the first time during the Brownwood Reunion. The museum houses the collection of Martin and Frances Lehnis included railroad artifacts, model trains and a 7 ½ in gauge live steam locomotive. Mary Irving was named the curator in July of 2007. It exhibits the railroad history of Brownwood and Brown County The exhibits include railroad lanterns, model trains of all sizes and ages, railroad equipment, railroad videos, photographs of railroad employees, structures and trains. The Martin & Frances Lehnis Railroad Museum is located across the street from the Brownwood Santa Fe Depot and Fred Harvey House.



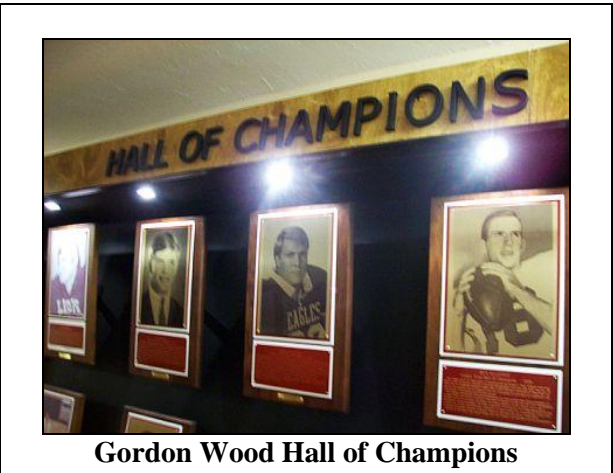
Business Car and Caboose at Lehnis Train Museum



Martin Lehnis purchased the Kress depot, when the railroad sold it after closing the depot in Kress, Texas, in the panhandle of Texas, and moved it to his place. He later gave it to the Martin and Frances Lehnis Railroad Museum.



Gordon Wood Hall of Champions



Gordon Wood Hall of Champions

May 2, 2008: The Gordon Wood Hall of Champions museum was located on the second floor of the Harvey House and was opened to the public for the first time. The intent of the Gordon Wood Hall of Champions Museum was to honor Coach Gordon Wood for his championship service, and in addition, the winning spirit exemplified in his protégée, those young men who distinguished themselves both on and off the field, who are true champions. The museum collects memorabilia related to Wood, who won 396 games as a head football coach in Texas. Wood died in 2003.



Dorothy Jean Walker Carson

Visitors at 100th Anniversary

August 6, 2010: Brownwood Chamber of Commerce and The Martin & Frances Lehnis Railroad host a reception in the Santa Fe Depot to celebrate the 100th Anniversary of the opening of the depot on August 6, 1910. Over 100 people attended the reception and looked at the many displays. The special guest of the day was Dorothy Jean Walker Cason, a “Harvey Girl” from the 1940s. She shared special memories of her time living in Brownwood and working at the Harvey House, calling it a “wonderful ride” working for Fred Harvey. When the Harvey House closed in Brownwood, Cason transferred to Kansas City to work in the Harvey House there until it eventually closed.



Harvey House and Santa Fe Depot in 2014

September 16, 2011 – The new seven and a half inch gauge mini railroad opens during the Brownwood Reunion. There were two live steam locomotives running during that Saturday, September 17th. Nick Edwards and Bob Hornsby of the Wimberley, Blanco and Southern Railroad, came up from Wimberley to fire up the locomotives and run them that Saturday.



New seven and a half inch gauge mini railroad at Martin and Frances Train Museum

Next Page

Some Other Interesting Railroad Information

Other Passenger Trains

There was train service from Temple to Brownwood on trains #73 & 74 until late in 1956.

Known Named Passenger Trains through Brownwood

There were three known named trains that came through Brownwood at one time or another. They were the California Special," the "Texan," and "The Angelo." The last passenger train through Brownwood left the Santa Fe Station on July 21, 1968.

Locomotives Used in Passenger Trains

Of course, the first locomotives were the old steam ones that were required to stop often to replenish their water supply in the tender. This created many new communities on their route and depots to be serviced by the passenger train. They were required at first to stop at least 10 minutes at each community that had a depot. Steam locomotives were later replaced by other more cost efficient means of moving passenger trains. The Diesel Locomotive was the most recognized, and still in service today. But, there was also the gas electric Motor Cars, known as the "Doodlebug."

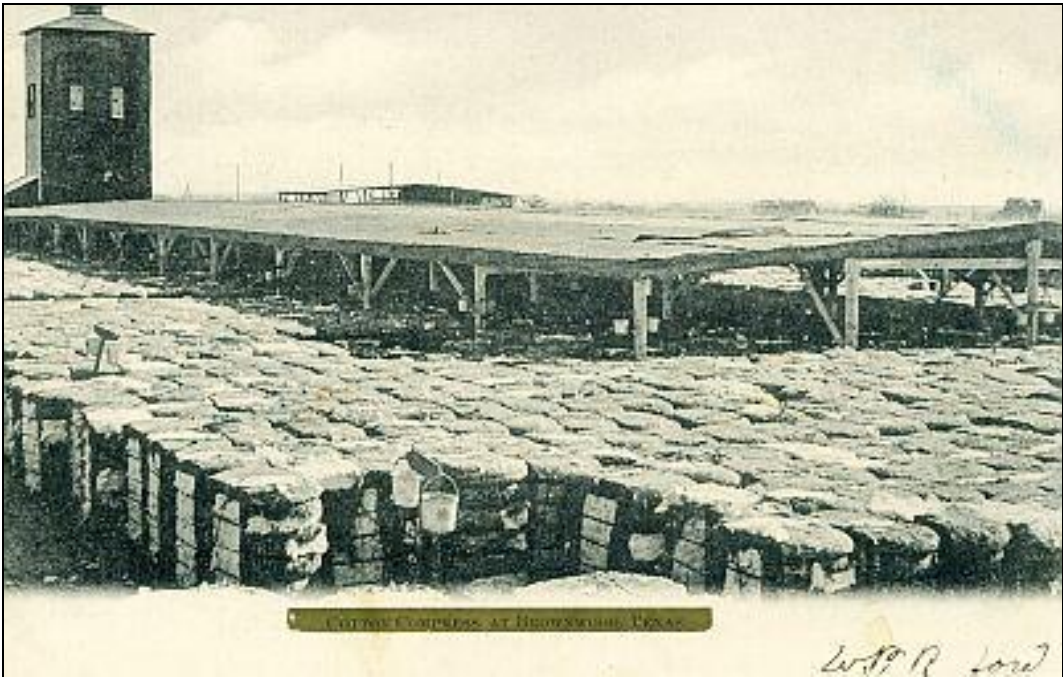


**Bangs Depot move to Brownwood – Now a residence
The depot has been modified.**

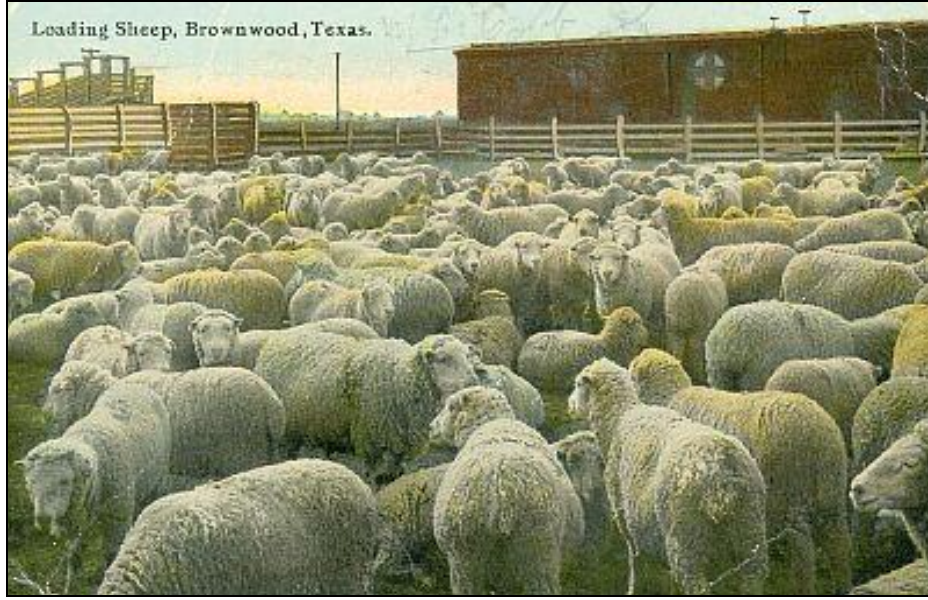
Santa Fe's "Cyrus K. Holliday"
Locomotive in Brownwood



Santa Fe's "Cyrus K. Holiday" Locomotive in Brownwood



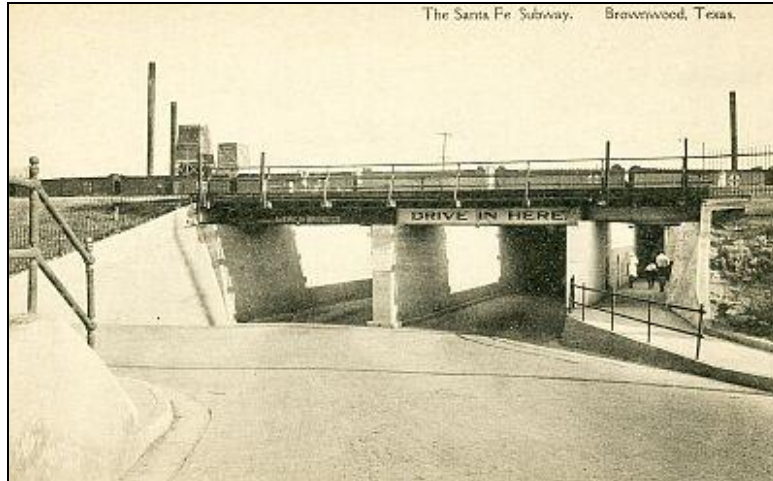
Once the railroads were built, cotton became King in Brownwood



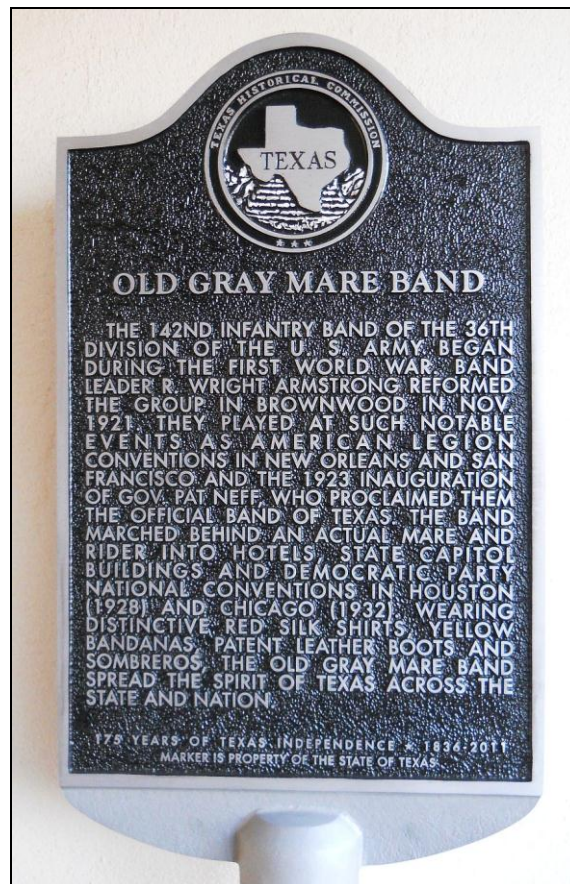
Sheep and Cattle were shipped out of Brownwood



BNSF Track Maintenance Train used to upgrade line between Coleman and San Angelo



The Vine Street railroad underpass, below the railroad, was built in 1913. The speed limit was 6 miles an hour.



Old Gray Mare Band Historical Marker located between the Harvey House and Santa Fe Depot

The End