

AUGUST 1, 1945

MEETING OF THE COUNCIL SITTING AS A COMMITTEE OF THE WHOLE,
HELD IN THE COUNCIL CHAMBER OF THE CITY HALL AT 10:00 A. M.,
ON WEDNESDAY, AUGUST FIRST, 1945.

PRESENT: Mauermann, Callaghan, Hein, Steffler, Anderson; Mayor Mauermann presiding.

Present for the discussion were: K. H. Hanger, Chief Engineer; G. L. Staley, Bridge Engineer, and H. W. Davidson, Superintendent, representing Missouri-Kansas-Texas Railroad; W. E. Babel, Executive General Agent, and C. S. Kirkpatrick, Chief Engineer, representing Missouri-Pacific Lines; I. W. Barnes, Vice President, and T. M. Spence, General Manager, and W. L. Matthews, Counsel, representing Southern-Pacific Railroad; J. L. Dickson, Engineer-Manager, San Antonio Express Highways, Texas Highway Dept., and R. A. Bossy, Assistant District Engineer, Texas Highway Dept.; City Attorney T. D. Cobbs, Jr., City Engineer T. H. Coghill, City Post-War Planning Engineer M. L. Diver, and City Building Inspector Carl Wideman.

Mayor Mauermann opened the meeting with an explanation of its purpose: To bring the City officials and railroad representatives together for a "heart to heart" talk and try to reach as good an understanding as possible on the City's master plan for post-war improvement. He referred to a meeting held several months ago between virtually the same group of railroad representatives and a Chamber of Commerce Committee, at which the railroads agreed to have their engineers work with any engineer the Chamber of Commerce might select. He added that the Inter-Regional Highway plan for San Antonio is ready and that the Planning Board of San Antonio and Bexar County would report the next day (Thursday, August 2) on proposed improvements to be undertaken by the City government.

Mr. Kirkpatrick, as spokesman for the Missouri-Pacific, said his railroad's post-war plans were "just roughly sketched". He said the MoPac had its switching yards and roundhouse here, "all but the shops," and wanted to keep them here as it would cost millions to move. He said they were working on the drainage problem at the switching yards and on plans to eliminate conflict between the railroad traffic and City traffic. He said the MoPac would have a great deal of roadbed work to do after the war and did not know if they would have funds available.

Mr. Hanger, as spokesman for the M-K-T, spoke of the roadbed and rail work to be done by his railroad. He said the yards here were small but adequate since this is the end of the line. He said the railroad's earnings had been good during the war, but expenditures had also been considerable; and no money had been set aside for a post-war program. He said some planning had been done, but the program would have to be adjusted to the railroad's post-war earnings, which "surely will decline".

Mr. Barnes, speaking for the Southern Pacific, stressed that while the railroad's earnings had increased, 80 to 85% of them goes to federal taxes, leaving 15% of gross earnings to cover all interest and sinking fund and all indebtedness and investments. He said his company could not set up any reserves. As a whole, he added, rail conditions are much worse than before the war. He spoke of the manpower shortage with which the S-P is faced, pointing out that the railroad men taken by the army were the men the company would need to work on any post-war plans. He said the company's yards in San Antonio had been greatly expanded to handle the heavy war-time traffic, and that there was no plan to move them.

Commissioner Anderson pointed out San Antonio's need for a Union Station, praising highly

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the union stations in Houston and Dallas.

Mayor Mauermann referred to San Antonio's population growth -- probably 25% greater than before the war -- and said the City had reached the point where some things will have to be done "even if they hurt". He spoke of the crowding of the city by the railroads, a situation that must be remedied, and said it was his intention to make the "hurt" as little as possible. He outlined the possibilities of joint use of trackage by the three railroads serving the City, the need for a Union Station, and the urgency of grade separations for safety reasons as well as to avoid delays in traffic.

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Mr. Dickson explained the Inter-Regional Highway plan for San Antonio and its effect on the railroads. Mr. Diver outlined some of the City's plans for street improvements and needed grade separations.

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City Attorney Cobbs explained the City's police powers, which he said are unlimited, to require grade separations for public safety.

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In the general discussion which followed, the railroad representatives indicated their companies would not favor a Union Station and that they thought the construction of grade separations would be better for them than the joint use of track proposal. They said they would take back to their directors copies of the City's plans and maps as discussed in this meeting and report back later on their findings.

Mayor Mauermann assured them they would be furnished all the material they requested for these discussions with their directors and officials.

The Mayor thanked the railroad representatives for their attendance and discussion of mutual post-war problems and expressed a hope the meetings would continue until the necessary solutions are worked out and needed improvements made.

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There being no further business at this time, the meeting adjourned Wednesday, August 1, 1945.

APPROVED:

George M. Mauermann

MAYOR

ATTEST:

Frank B. Bandy
City Clerk

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