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Wagons, Trains, Trucks, and Bottles: Transportation Networks and Commodity Access in Castroville, Texas

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**Wagons, Trains, Trucks, and Bottles:
Transportation Networks and Commodity Access in Castroville, Texas.**
Kellam Throgmorton
(Society for Historical Archaeology, Ft. Worth, Texas, January 4-8 2017)

Introduction

The premise of this paper is that changing modes of transportation significantly affected how residents of Castroville, Texas, acquired commodities, which in turn influenced how they expressed particular ethnic, regional, and class identities through consumption. Castroville residents lived (and continue to live) within a broader world system of commodity exchange. As we strive to understand how identities are reflected in and co-created through the objects we surround ourselves with, it is important to remember that economic relations that extend well beyond the local can structure a community's access to commodities. Geographic space becomes a meaningful variable when we think about economic relations in concrete rather than abstract terms. The geography of economic relations is mediated by modes of transportation, and transportation is a technology that affects the process of subjectification by altering the relations of commodity acquisition.

This paper begins with the analysis of commodity flow that led me to the ideas I just outlined. I will describe how I compared part of the Biry/Tschirhart property glass bottle assemblage to an economic model of market access and commodity flow. This analysis raised several questions for me, which I address in the second half of the paper when I consider how wagon freighting, railroads, and trucking may have affected commodity flow in Castroville between the 1850s and the 1930s.

Commodity Flow and Market Accessibility

Allan Pred (1964) developed a model of commodity movement in the 1960s that has been very attractive to archaeologists. It was geographically meaningful, comparative between sites, and it applied to durable, market-oriented commodities that preserve well in the archaeological record. Commodity flow involves relations of exchange between consumers and producers. Markets for exchange, like Castroville, for example, have different potential depending on the number of consumers and the distance from major manufacturing centers, like New York City. Market access can be characterized as High, such as Boston, Intermediate, for example Atlanta, or Low, like Castroville.

Allan Pred's commodity flow model created a series of generalizations about the relative volume and distance of commodity flow for areas with different market access. The model has held up fairly well under archaeological scrutiny, with analyses of late nineteenth and early twentieth century sites in several parts of the country confirming Pred's generalizations (Riordan and Adams 1985; Adams et al. 2001).

So I applied the commodity flow model to a sample of forty-seven whole and fragmentary glass bottles for which the bottle manufacturing locations could be identified from makers marks, factory codes, or embossing (Appendix 1). Where possible, I also identified the location where the bottle was filled and used this as the manufacturing location. The majority of the bottles were recovered from a lime-slaking pit dated between 1920-1940, when the Groff family inhabited the Biry/Tschirhart property. The excavators surmised the bottles had been deposited as a unit in the pit, possible when part of the house was cleaned.

I compared the results of the sample of bottles from the Biry/Tschirhart property to data presented by Riordan, Adams, and others (Riordan and Adams 1985; Adams et al. 2001)

from eight sites or site clusters of similar age. The results suggested that the Biry/Tschirhart bottle assemblage reflects very low commodity access, on par with assemblages from distant Fairbanks, Alaska (Table 1). By this measure, Castroville was pretty far off the beaten path during the 1920s and 1930s, at least in comparison to several other parts of the country. But somewhat paradoxically the results also showed that Castroville residents were sourcing bottles, and products that came in bottles, from the area of Intermediate market access at a rate that exceeded other sites of similar age and geographic market accessibility.

Table 1. Proportions of Artifacts from Low, Intermediate, and High market accessibility manufacturing locales. Data from Riordan and Adams (1985) and Adams et al. (2001).

Sites		Artifact Percentages				
Area	Site	Dates	State	Low	Interm	High
High	Sandy Ground	1890-1930	NY	1%	0%	99%
Inter	Bay Springs	1840-1890	MS	0%	18%	82%
Inter	Ashley	1876-1950	SC	3%	22%	75%
Inter	Waverly	1880-1950	MS	4%	23%	73%
Inter	Peoria	1910+	IL	1%	30%	68%
low	All Oregon Homesteads	1906-1938	OR	21%	14%	64%
low	All Alaska Sites	1901-1941	AK	18%	18%	64%
low	Fairbanks (bottles only)	1901-1941	AK	35%	8%	57%
Low	Silcott	1900-1930	WA	21%	18%	61%
Low	Biry/Tschirhart Property*	1920-1940	TX	34%	17%	49%

*excluding IGCo, products and bottle manufacturers

One factor influencing this result is that glass manufacturing requires lots of cheap, easily accessible energy, and thus glass manufacturers in the early 20th century were clustered around the natural gas and coal fields of Illinois, Indiana, Ohio, West Virginia, and Pennsylvania (Department of Commerce 1917:11-13, 187, 215-216), many of which fell into the Intermediate market access area. Second, soft-drinks became popular in the early 20th century, which resulted in a very localized circulation of soft-drink bottles because they were usually filled and

manufactured locally, resulting in higher proportions of Low market access products when only considering bottles. Looking at a wider range of artifact types from the Biry/Tschirhart property may overcome these issues, but it will not overcome a third issue that I want to address with the remainder of my time, which is transportation. The commodity flow model was designed with railroad-based transportation of products in mind, but ethnohistorical evidence suggests a much wider range of technologies were used to bring commodities into Castroville.

One Hundred Years of Transportation in South Texas

In the century between the founding of Castroville and the 1940s, there were three successive transportation technologies: freight wagons, railroads, and automobiles. To understand the intersection between these transportation technologies and Castroville residents I performed a content analysis of the dozens of personal recollections, family histories, and short articles collected within a volume published by the Castro Colonies Heritage Association. I focused on transportation related keywords like truck, train, and wagon to identify key passages and then examined those passages in greater detail (Appendix 2). ~~Table 2~~ summarizes the results.

Castroville residents were highly involved in the wagon freighting business in southern Texas between 1850 and 1880. Wagons transported goods between the ports of Indianola and Port Lavaca on the south Texas coast and San Antonio in the interior. They supplied U.S. military forts along the frontier to the west of Castroville and made occasional forays into the Mexican state of Chihuahua. Several Castroville men owned freighting companies and many others worked as wagoners. A large portion of the freight wagon trade was devoted to fulfilling contracts with the U.S. military, but cattle, cotton, and pecans were exported from Indianola

while building materials and retail supplies were brought from the U.S. East Coast and Europe (Urbano 2011:95).

The freighting industry declined rapidly after 1881 when the Southern Pacific and International-Great Northern Railroads were constructed through Medina County (Werner 2015a, Werner 2015b, Wernder 2015c; Hofsommer 2015). The reintegration of Southern and Northern railroads was a goal of wealthy Northern industrialists after the Civil War (Meinig 1998:211). Therefore, in addition to linking Medina County to Galveston and San Diego, these rails also linked the county to Kansas City, St. Louis, and the U.S. manufacturing belt in the north. However, Castroville residents chose not to pay the “bonus” that would ensure that the railroad would pass through the community and both the Southern Pacific and International-Great Northern Railroads bypassed Castroville (Hackebeil 1994:18). Ranchers relied on the railroads to transport cattle to markets in Kansas, farmers used it to export cotton and corn, and many people used the train for personal and business travel far beyond the confines of Medina County. However, few people within the community were directly involved with the railroad as employees. While the railroad integrated south Texas into the U.S. national economy, it did so on terms largely beyond the control of local residents, and Castroville itself was only indirectly connected to the railroad through nearby towns like Devine and Hondo.

Railroads dominated Texas for forty years between 1880 and the 1920s, but beginning in the late teens and early twenties the U.S. government began to develop a federal highway system that was augmented by state investment in similar infrastructure improvements (Meinig 2004). The trucking industry immediately began to compete with railroads for freight traffic, particularly for hauls less than 200 miles, and private automobile ownership greatly increased

the frequency of trips between rural and urban spaces (Meinig 2004:26, 29), like Castroville and San Antonio. Many Medina County residents owned trucks or trucking companies and several others drove trucks for a living, though Hondo figured more prominently in the trucking business than Castroville. However, the advent of the automobile reduced the trip from Castroville to San Antonio from a full day to a couple hours, and greatly increased the local circulation of perishable commodities.

Table 2. Summary of Changes in South Texas Transportation Technology

	Freight Wagon 1850-1881	Railroad 1881-1920s	Automobile 1920s-1940s
Primary Connections	San Antonio, Indianola/Port Lavaca, U.S. military forts to the west, Mexico, Europe	Hondo, Devine, San Antonio, Kansas City, St. Louis, U.S. Manufacturing Belt	San Antonio, Hondo, Medina County, Austin, Dallas/Ft. Worth
Local Involvement	Owner/Operator	Shipping/Receiving	Owner/Operator
Primary Uses	Immigration, Military Supply, Import/Export	Travel, Import/Export	Travel, Import/Export

Discussion and Conclusions

So now I want to tie together the ideas on transportation technology, bottles, and Castroville. Bottles are only the entry point to the conversation, and as I have shown, perhaps a rather poor one on several counts. But the patterns of bottle acquisition do exemplify several of the changes in society and technology evident with the advent of automobiles in Castroville. They demonstrate a greater than expected circulation of local goods and a funneling of bottle products from the Midwest into Castroville. This probably occurred as automobiles helped Castroville residents tap into the markets of San Antonio to a greater degree than before. Automobiles may not have dramatically increased the long distance mobility of Castroville residents or the long-distance flow of commodities, but they did strengthen commercial

connections within the county and enveloped Castroville more fully within the sphere of San Antonio.

However, as we explore the ways in which Castroville residents developed and altered identities over time, we should move beyond treating objects as only representations of underlying economic relationships (cf. Miller 2009). People and objects are involved in a process of co-creation, but this process is not so simple as a matter of choices and consequences. The objects around us are often invisible to us, we don't notice them, but they still do work, even when we are not fully cognizant of it (Miller 2005:5). And it is the system of objects, not just individual objects, that helps to create order and structure in society (Miller 2009:53; Bourdieu 1979). When dealing with capitalist relations we often refer to these objects and systems of objects as commodities, though it is important to remember that commoditization is a process of becoming a commodity, not only a state of being a commodity (Kopytoff 1986:73). In addition, the way that objects, such as bottles, move into and through the world of commodities is an outgrowth of the technologies of exchange (Kopytoff 1986:72).

It is here that changes in transportation technologies affected how Castroville residents engaged in a process of subjectification through the objects around them. Transportation technologies, like freight wagons, trains, and trucks, are extensions of human societies that involve labor and the transformation of resources through production. These technologies harness heterogeneous elements into an ever-changing assemblage that must always be interpreted within the context of particular historical relations. Marx suggested that what has been denied to people within the relations of capitalism is the ability to make themselves through their own labor, and as a consequence power relations are found in the alienation of

people from their own materiality (Miller 2005:17). Therefore, within each of these transportation technologies are different power relations between people and objects, relations which affected the process of subjectification.

Initially, Castroville residents were intimately involved in the technology of transport, owning and operating the freight wagons that brought goods into the community and they directly contributed to the processes of commoditization and subjectification. But with the advent of the railroad, Castroville residents were largely alienated from the process of commoditization as they were alienated from the technology that facilitated it. Somewhat paradoxically, the arrival of the railroad opened up Castroville to much wider market access but it did so on its own terms, without the agency of local residents, and placed them in a position of subjectification largely outside of their own control. People's agency became largely an expression of the aesthetics and structures of particular institutions (like the national government and the broader U.S. economy) rather than a source for change, direction, or identity within those institutions (Miller 2005:20). The advent of the automobile shifted relations back towards a system of local control over processes of commoditization and commodity acquisition, but by this point the broader national context was significantly different than that which existed during the era of the Castroville wagon freighters.

And so, as we consider how the identities of Castroville residents changed over time and were wrapped up in the material world they were surrounded by, we have to keep the following in mind. The relations that are both constituted and represented by the objects we recover are historically situated. The nature of these relations will be distinct depending on the transportation technologies that brought objects into and out of Castroville. Identities are not

just found in the commodities that people consumed, it is also found in *how* they acquired those commodities. How people acquired objects entailed not just the range of objects made available by different transportation technologies, but also how the objects participated in the process of subjectification because the relations involved in their acquisition were different. As we investigate Alsatian, Texan, and American identities at various points in Castroville's past, the way those identities existed with and were created by material objects will be different during the era of wagon freighting, the era of the railroad, and the era of the automobile.

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Appendix 1. Raw Data on Biry/Tschirhart Feature 9 Bottle Assemblage

Vessel							
No	Vessel Type	Vessel Manufacturer	City	State	Area	Mfg. Date	Reference
1	Orange Crush Soda Bottle	Three Rivers Glass co.	Three Rivers	TX	L	1928-1937	Hinson 1996
2	Hobble Skirt Coca-Cola Bottle	Owens-Illinois Glass Co.	Evansville	IN	I	1935	Lockhart and Hoenig 2015:13; Lockhart and Porter 2010:55 Lockhart et al. 2005:4; Lockhart and Hoenig 2015:20
3	"Lyric" style 3 oz medicine bottle	Illinois Glass Co.	Alton*	IL	I	1929-1949 (1935)	
4	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
5	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
6	Aqua RC Cola Bottle	Laurens Glass Works	Laurens	SC	I	1934-1936	Lockhart 2010:400
7	Condiment bottle?	Owens-Illinois Glass Co.	Huntington	WV	H	1938	Lockhart and Hoenig 2015:6, 21
8	Brown glass bottle (beer?)	Owens-Illinois Glass Co.	Alton	IL	I	1933	Lockhart and Hoenig 2015:6
9	Light aqua glass bottle (soda?)	Obear-Nestor Glass Co.	East St. Louis	IL	I	1915-1978 (1923?)	Bottle Research Group n.d.
10	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
11	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
12	Clear glass bottle with threaded finish	Owens-Illinois Glass Co.	Clarksburg	WV	H	1929-1954 (1934)	Lockhart and Hoenig 2015:6
13	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
14	Medicine bottle	Owens-Illinois Glass Co.				1929-1954 (1936)	Lockhart and Hoenig 2015
15	Druggist/prescription bottle	Three Rivers Glass co.	Three Rivers	TX	L	1928-1937	Hinson 1996
16	Linament bottle	Owens-Illinois Glass Co.	Glassboro	NJ	H	1929-1954 (1934)	Lockhart and Hoenig 2015:19
19	8 oz clear glass "Lyric" medicine bottle.	Illinois Glass Co.	Gas City	IN	H	1915-1929 (late 1920s)	Lockhart and Hoenig 2015:20
20	brown glass liquor flask	Dominion Glass Co.	Unknown	ON/QB	F	1913-1935?	Lockhart et al. n.d
21	Aqua glass druggists bottle	Illinois Glass Co.	Alton*	IL	I	1915-1929	Lockhart et al. 2005:3
22	Brown glass bottle (beer)	Owens-Illinois Glass Co.	Charleston	WV	H	1937	Lockhart and Hoenig 2015:5,6
25	Paneled medicine bottle (or extract bottle)	Owens-Illinois Glass Co.	Alton	IL	I	1929-1954 (1933)	Lockhart and Hoenig 2015:6 Lockhart and Hoenig 2015:6;
26	Mrs. Stewarts Bluing	Owens-Illinois Glass Co.	Alton** Pittsburg/ Royersford	IL	I	1935 1905-1928/1920-	Mrs. Stewart's Company Lockhart et al. 2007; Whitten 2015
28	Perfume bottle	C.L. Flaccus or Newborn Glass	Royersford	PA	H	1925	
29	Shoe polish bottle	Hazel-Atlas Glass Co.	Zanesville	OH	H	1923-1964	Whitten 2015
31	Ball Perfect Mason Jar	Ball Brothers Glass Mfg. Co.	Muncie	IN	H	1910-1923	Lockhart et al. n.d.
32	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	

Wagons, Trains, Trucks, and Bottles.

Kellam Throgmorton. SHA 2017.

33	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
36	Old Quaker Flask	Owens-Illinois Glass Co.	Clarksburg	WV	H	1929-1954 (1935)	Lockhart and Hoenig 2015
37	Perfume bottle?	Three Rivers Glass co.	Three Rivers	TX	L	1928-1937	Hinson 1996
38	Medina Beverage Bottle	Three Rivers Glass co.	Three Rivers	TX	L	1928-1937	Hinson 1996
39	Graduated medicine bottle	Knox Glass Bottle Co.	Knox or Marienville	PA	H	1932-1968	Lockhart et al. 2008:6
40	Extract bottle?	Owens-Illinois Glass Co.	Alton	IL	I	1929-1954 (1932, or 1943?)	Lockhart and Hoenig 2015
42	Henry Wampole Bottle	T.C. Wheaton Glass Co?	Millville?	NJ	H	1900-1950	Whitten 2015
43	Jar base	Hazel-Atlas Glass Co.	Ada	OK	L	1923-1982	Whitten 2015
44	Whiskey flask	Fairmount Glass Works	Indianapolis	IN	H	1933-1971 (1938)	Lockhart 2010
46	Unknown rectangular bottle	Owens-Illinois Glass Co.	Gas City	IN	H	1930-1980 (1938? 1943?)	Lockhart and Hoenig 2015
51	Footed concave toilet water bottle?	Illinois Glass Co.?	Alton*	IL	I	1920-1929	
57	Soda bottle	William Franzen and Son	Milwaukee	WI	H	1896-1929	Whitten 2015
58	French's Mustard jar	unknown				1915-?	French's
59	Polish bottle?	Hazel-Atlas Glass Co.	unknown			1923-1982	Whitten 2015
62	Packer jar base?	Unknown				1903 (pre-1917)	
63	Mason Jar	Ball Brothers Glass Mfg. Co.	Muncie	IN	H	1910-1923	Lockhart et al. n.d.
65	Flask	Owens Glass Co.	Charleston	WV	H	1923-1927	Lockhart et al. 2010:60
66	Mrs. Stewart's Bluing	Owens-Illinois Glass Co.	Alton**	IL	I	1929-1954 (1933)	Lockhart and Hoenig 2015
71	Kerr canning jar	Kerr Glass Manufacturing Company	Sand Springs	OK	L	1912-?	Whitten 2015
81	Kerr canning jar	Kerr Glass Manufacturing Company	Sand Springs	OK	L	1912-?	Whitten 2015
86	Medina Beverage Bottle	Three Rivers Glass co.	Three Rivers	TX	L	1928-1937	Hinson 1996

*Illinois Glass Co had several plants within the HIGH accessibility area, but Alton was still the primary one.

**the closest Mrs. Stewart's plant to the Alton, IL glass factory. According to Mrs. Stewart's Co., there were factories in Portland, S.F., St. Louis, Pasadena, Winnepeg and Minneapolis as of 1925.

Appendix 2. Content Analysis of *The History of Medina County*, by Castro Colonies Historical Association.

Mode of Transport	Name and Description	Dates	References
Wagon train	Joseph Bader of Castroville had one of the largest wagon trains hauling freight. Laurence Rihn helped, as did his sons James and Alfred. Mostly made trips to Marfa, TX.	1870s-1890s?	Bader, Mrs. F. 1994:162
Wagon Train	Jacob "Jack" Biry of Castroville drove ox-wagons for his uncle Joe Bilhartz's freighting company. Trade went overland through Mexico and on to Europe to avoid Federal blockade during the Civil War. Jacob "Jack" Biry continued as long distance freighter until G.H. & S.A. railroad was completed to San Antonio in late 1870s [1877].	1860s-1870s	Biry 1994:184
Wagon Train	and August Santelben, Mr. La Batt, and Mr. Wolfring organized the San Antonio Transfer Company, which delivered commercial freight brought into San Antonio by the railroad.	1870s-1880s	Biry 1994:184
Wagon Train	August Santelben of Castroville had a large freighting company. Route began at Indianola/Port Lavaca on coast and looped through San Antonio, Castroville, Ft. Stockton, into Mexico, and back.	1870s	Biry 1994:184
Wagon Train	Men of the Emil Haby settlement would go by wagon train to get supplies from Port Lavaca [Indianola]. Wagon trains often passed by the Haby home on their way from Port Lavaca.	1860s-1870s?	Jungman 1994:300
Wagon Train	Harm Lindeburg of Quihi was a freight hauler in the 1880s and later and went from Indianola [Port Lavaca] to Bracketville, Tx. Business was largely for Fort Clark, but private businesses and individuals were also included. The railroad in 1882-3 reduced business, but Fort Clark wasn't on the railroad and still required wagon trains.	1880s-1890s	Lindeburg 1994:379
Wagon Train	Harm Lindeburg hauled logs from Quihi to San Antonio, stopping in Castroville, and may have occasionally carried passengers to and from San Antonio	1880s-1890s	Lindeburg 1994:379
Wagon Train	John Louis Mann from Castroville made a living as a wagon freighter moving goods from Port Lavaca to San Antonio and elsewhere.	1850s-1880s?	Mechler 1994:387
Wagon Train	Louis Naegelin was a Castroville cowboy who often worked with his brother, Charles, who ran mule trains with corn for the government to Fort Griffin.	1870s-1880s?	Kilhorn, Irvin A. 1994:424
Wagon Train	Henry Vonflie, Jr. was a freight wagoner from Castroville who made trips to Mexico in the 1870s, but the railroad drove him out of business.	1870s-1880s	Kilhorn, Irwin 1994:542
Wagon Train	Freighters hauled between coastal towns and inland, as well as to and from Mexico.	1850s-1880s?	Rihn 1994:65
Wagon Train	Castroville was the focus of a large freight hauling and wagon business in the 1870s prior to the railroad.	1870s-1880s	Noonan 1994:11
Wagon Train	The coming of the railroad led to the end of the wagon freighters.	1880s	Hackebeil 1994:18
Train	Galveston, Harrisburg, and San Antonio Railroad reaches San Antonio in 1877, and pushes westward, bypassing Castroville in 1881. Becomes Southern Pacific in 1883 and connects Galveston to San Diego.	1877-1883	Hackebeil 1994:18-19; Rihn 1994:65; Noonan 1994:99; Werner 2015b
Train	International & Great Northern Railroad constructed through Devine, Medina County, in 1881. Bypasses Castroville.	1881	Rihn 1994:65; Russell 1994:78; Noonan, Martin 1994:10-11
Train	Lack of train line in Castroville leads to county seat being moved to Hondo in 1892. Castroville suffers from lack of commerce.	1892	Hackebeil 1994:18; Rihn 1994:65; Noonan 1994:99
Train	Before federal and state highway system trains were the main transportation system. First hauled cotton out of Medina County, then corn.	1881-1920s	Noonan, Martin 1994:100
Train	Devine was the depot for the I. & G.N. railroad and this was a major	1880s-early	Briscoe 1994:84

	source of communication with rest of state.	1900s?	
Train	New D'Hanis got a train depot in 1884 that was open until 1962. Freight was unloaded there and mail, lumber, and merchandise transported by wagon to outlying areas.	1880s-1920s	Koch et al. 1994:87
Trains	Mathias Koch operated a butcher shop in New D'Hanis that shipped fresh meat to different towns along the railroad.	1880s-1890s	Bowen 1994b:369
Trains	James Caulder Newton of Medina County used to move cattle by train after the Southern Pacific was constructed.	1880s-1890s	Marrs 1994:436
Trains	Peter Rihn was one of the first mail carriers in Castroville. He would travel to La Coste by horse and buggy to pick up mail at the train station.	1890s-1930s?	Lehman 1994:467
Trains	Edward Schmidt opened an ice house in La Coste in 1907 that brought ice from San Antonio by train.	1907-1910s	Batto 1994:488
Trains	Andrew Schuehle of Quihi used to ride along on the freight train with his cattle when he shipped them to Kansas prior to his death in 1929.	1880s-1920s	Bader 1994a:396
Trains	Lee Ward apparently used to ride the train back into Medina County after cattle drives to Kansas in the 1880s.	1880s	Nixon 1994:545
Trains	Garret Wilson would raise cattle and ship them by train from Devine to Fort Worth.	1880s-1890s	Wilson, W. 1994:566
Trains	Pauline Wilson recalled that cattle would be rounded up and driven to the train yard where they would be shipped to market. After automobiles, people switched to using big trucks for this.	1880s-1920s	Wilson, Pauline 1994:564
Trains	Into the 1930s cattle were driven to La Coste where they were loaded onto trains.	1880s-1930s	Christilles 1994:123
Trucks	Railroads found themselves in competition with the automobile and truck for passenger and freight service.	1920s-1930s	Hackebeil 1994:18
Trucks	Before the advent of the state and federal highway system the passenger and freight trains were depended on for transport.	1920s-1930s	Noonan, Martin 1994:100
Trucks	Livestock used to be shipped by train, but that switched to trucks before World War II.	1880s-1930s	Noonan, Martin 1994:100
Trucks	Luciano Barrientes owned a store in Hondo. He brought produce from San Antonio by train, using a wagon to convey it from the station to his store. By 1918 he also had a trucking company that moved produce to San Antonio by truck, returning with other goods.	1910s-1930s	Rios 1994:168-169
Trucks	Milton and Lillian Heyen of Hondo owned a trucking company.	1920s-1960s?	Stiegler et al. 1994:268
Trucks	Bernard Koch from D'Hanis trucked cattle to market for local ranchers in the Depression years.	1930s	Bowen 1994:364
Trucks	Walter McClaughtery of Hondo ran a trucking business as early as the 'teens, beginning with the construction of the Medina Dam [1911-1912].	1910s-1930s	Eggen 1994:397
Trucks	Matthaus Rath delivered fresh baked goods via truck from Hondo beginning in the late 1920s.	1920s-1930s	Christopher 1994:453
Trucks	James Stroud drove a truck for the New York Buyers Association, buying and delivering turkeys and chickens to processing plants in the early 1920s.	1920s	Tubbs 1994:511
Trucks	Ralph "Blackie" Tschirhart opened a grocery store and ice cream parlor in Castroville in 1928 and ran it for about twenty years. He would truck supplies in from San Antonio, and delivered them in town and to rural areas.	1928-1940s	Rihn 1994b:533
Trucks	William Weynand was remembered as a trucker.	1920s-1950s?	Schmidt 1994:556