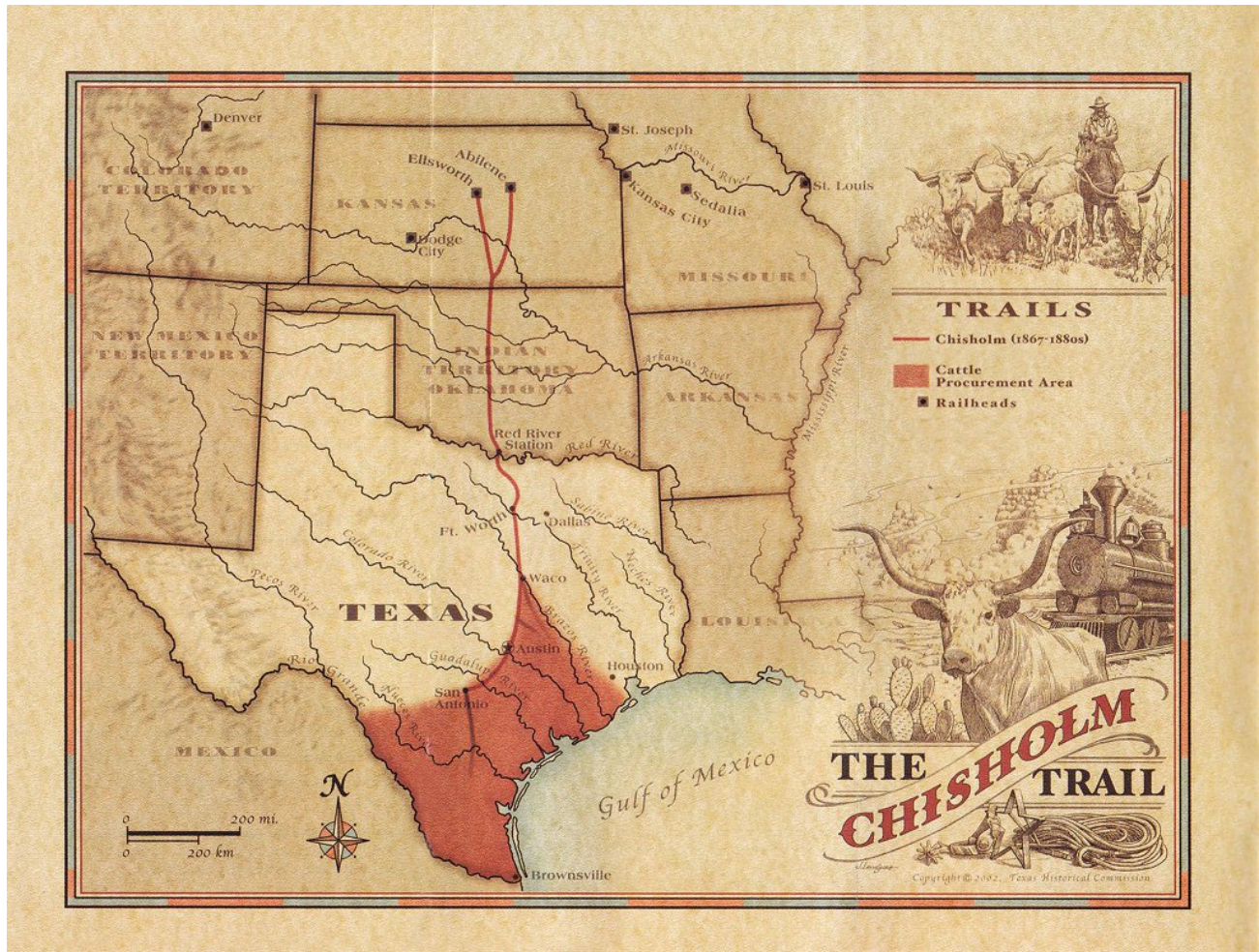


2014
CHISHOLM TRAIL MARKER RESTORATION PROJECT



November 2014

Original correspondence from the Texas Department of Highways (TxDOT) with minutes from the Texas Highway Commission meeting Dated May, 19th 1930, Directional Maps, proposed marker locations with seven original markers and their locations across the state.

May 19, 1930

Minutes of the One Hundred and Forty-fifth Meeting of the State Highway Commission held in the State Office Building, with the following members present:

E. S. Sterling, Chairman,
Cone Johnson, Member,
W. R. Ely, Member,
Gibb Gilchrist, State Highway Engineer.

2860. In Jackson County the State Highway Engineer is directed to make tentative survey or location for continuing Highway #111 south to a direct connection with Highway #57. Also a location from Ganado to Blessing, in Matagorda County, with a view to eliminating that portion of Highway #111, as the same now exists from about the Jackson County line to Blessing.
2861. Moved by Mr. Johnson, seconded by Judge Ely, that the Chisholm Trail Association is authorized by the State Highway Commission to place appropriate markers and monuments along said trail as the same has been laid out and located by said Association, provided that such markers and monuments are so located as to not interfere with the highway, and with the understanding that the location and markers will first be submitted to the Commission or the State Highway Engineer for approval.
2862. Moved by Judge Ely, seconded by Mr. Johnson, that the application of Colorado, Lavaca and Gonzales Counties for the designation of a State Highway from Eagle Lake, in Colorado County, to Gonzales, in Gonzales County, via Hallettsville, in Lavaca County be passed until the State Highway Engineer has had an opportunity to make investigation and report to the Commission; and State Highway Engineer is directed to make up estimates for Gonzales and Lavaca Counties as to the sum total of funds which the counties would be required to contribute to complete their existing system of highways, together with the above requested designation from Gonzales towards Hallettsville.
2863. It appearing that the State of Oklahoma is ready and in funds to construct bridge over Red River to connect with Texas Highway #23 north of Vernon, it is ordered by the Commission that the State Highway Engineer be requested to prepare plans and specification for the construction of said bridge, with the understanding that Wilbarger County will pay one-fourth of the cost.
2864. In Mitchell County on bids received May 19, 1930, contract for construction of crusher run broken stone base course, water bound macadam surface course with triple bituminous surface treatment from a point 6.4 miles east of Colorado to the Nolan County line, a distance of 5.293 miles, on State Highway #1, F.A.P. 444-A, S.P. 637, Unit II, will be awarded on the date plans are approved by the Federal Bureau of Public Roads, to Trinity Farm Gravel Company, Dallas, Texas, for \$73,213.50, which is the lowest and best bid; on condition that work order will not be issued until Mitchell County has placed in escrow \$105,000.00 to apply on the two main projects and in addition the sum of \$1,348.95 on S.P. 847-B, same being short section adjacent to the east city limits of Colorado, and in case the latter amount is not escrowed the construction on the project will eliminate that short section. (Approved by Federal Department July 29, 1930)
2865. In Mitchell County on bids received May 19, 1930, contract for construction of concrete pavement from Sta. 1051.45 to Sta. 1054.87 between Westbrook and 6.5 miles east of Colorado, a distance of 0.64 miles on Highway #1, S.P. 847-B, Unit II, is awarded to Ben Flynn, Amarillo, Texas, for \$1,348.95, which is the lowest and best bid.
2866. In Fort Bend County on bids received May 19, 1930, contract for construction of grading, drainage structures and concrete pavement from Rosenberg to the Peak School, a distance of 4.583 miles, on State Highway #36, S.P. 889-A, is awarded to Russ Mitchell, Houston, Texas, for \$117,929.74 which is the lowest and best bid, on condition that Fort Bend County will put up the money for the entire construction.

CHAMBER OF COMMERCE

BROWNSVILLE, TEXAS
"IN THE LOWER RIO GRANDE VALLEY"

Engineer
Austin, Texas
DEC 4 1930
RECEIVED
Referred to STAFF

December 3, 1930

DIRECTORS
C. P. BARREDA
JOE CELAYA
B. CREAGER
DE LA GARZA
A. A. HARGROVE
FRANK LOPEZ
AM PERL
OTTIS SINGER
GORDON STREET
J. J. TUCKER
GEORGE WHITE
WAYNE WOOD

G. C. RICHARDSON,
MANAGER
J. F. BLANTON,
TRAFFIC MANAGER
MRS. A. V. SMITH,
OFFICE SECRETARY
MISS MALVINA GARIBAY,
INFORMATION DEPARTMENT
MRS. E. A. WARDEN,
TOURIST DEPARTMENT

State Highway Department
Austin, Texas

Gentlemen:

We understand that at one of your meetings last spring a representative appeared before your body and requested that the highway from Brownsville to San Antonio, Austin, Fort Worth to Vernon and the Red River be named and designated the Chisholm Trail and that your body took favorable action on the matter.

A party by the name of Mr. Ackley has interested himself very much in this matter and is asking the Chambers of Commerce to cooperate in the proper marking of this highway. We feel that it would be rather interesting and perhaps be good publicity to have markers indicating the Chisholm Trail and it has been suggested that some sort of a design, perhaps a long horned skull, be used. Of course, there should be some uniformity in the marking and such markers should receive the approval of your honorable body. In fact, to make the designation successful it should have your cooperation.

Will you kindly advise if you would permit a proper marker to be placed on your present road markers and if they were furnished would you consider erecting them on your present signs?

Will be glad to hear from you regarding this matter.

Yours very truly,

G. C. Richardson
Manager.



"WHERE MEXICO MEETS UNCLE SAM"

December 5, 1930

Mr. G. G. Richardson, Mgr.,
Brownsville Chamber of Commerce,
Brownsville, Texas.

Dear Sir:

This will acknowledge your letter of
December 3rd regarding the Chisholm Trail.

Mr. Walter H. Long, Manager of the
Austin Chamber of Commerce, is now working on the
design for marking this highway and we have been co-
operating with him in the matter. I would suggest
that you write to him.

Answering the last paragraph of your
letter, we would not want any signs placed on our pres-
ent posts and have asked the people working on this to
cooperate with us in the proper design and proper plac-
ing.

Yours very truly,

gg/c

Gibb Gilchrist
State Highway Engineer

December 12, 1930

CG

Chisholm Trail

Mr. F. P. Ackley,
R. R. #1,
Donna, Texas.

Dear Mr. Ackley:-

Your letter of Dec. 9th, received. We are working now with Mr. Long, of the Austin Chamber of Commerce, on a suitable design to mark the Chisholm Trail.

I do not know how far Mr. Long has gotten with this but I do know that he is working on it. Would suggest that you communicate with him for further information.

Yours very truly,

Gibb Gischrist,
State Highway Engineer.

CG:m

December 16, 1950

GG

Chisholm Trail Markers

Mr. G. G. Richardson, Mgr.,
Chamber of Commerce,
Brownsville, Texas.

Dear Mr. Richardson:

Mr. W. R. Long, of
the Austin Chamber of Commerce, has been
working on a design for the Old Chisholm
Trail and we are working with him on the
matter. As soon as he submits a design we
will be glad to pass on it and the same design
should be used throughout.

Yours very truly,

Gibb Gilchrist
State Highway Engineer

GG/c

cc - Mr. W. R. Long,
Manager Chamber of Commerce,
Austin, Texas.

Grab Yore Hardware, Pardner, We-uns Is Headin' for Houston

Hombres With Spine-Chilling Names, Their Day Long Gone, Will Show Up as Proof of Adage It Paid to Shoot Straight Back When Men Wore the Trousers

HOUSTON, Texas, Nov. 6 (AP)—Two-gun men of old, notched hardware at the hip and the fading glint of frontier battles in their eyes, Saturday were headed for the last roundup for many. They are living proof of the first rule of the old West: "It pays to shoot straight." Oldtimers who forgot it will not be with them at the

National Frontiersmen's Convention here through Thursday. Hombres whose names sent cold chills down the spines of timid Westerners in the trigger finger era are riding at the head of the bunch. El Fago Baca, pal of Billy the Kid, as good a gunman as ever shot up a saloon, and Al Jennings, the Oklahoma badman, are close up front.

Buffalo Hunters to Convene.

The gun-fanning men of Fore drew a bead on Houston months ago. Trail drivers, buffalo hunters, Indian fighters, ex-outlaws and peace officers are riding in from the upper reaches of the Pecos, Brazos, Colorado, Platte and Red, the hills and badlands of the old West.

The 124th Cavalry camp will be their range. A chuck wagon has been rolled out and riders have hit the trail to spread the news of the meeting.

Ben J. Blanton of Marshall, an old trail driver, and P. P. Ackley of Elk City, Okla., president of the Longhorn Chisholm Trail—the trail that led through Texas and the Indian Territory to Abilene, Kan., and the end of steele—want to talk to them.

Finale on Armistice Day.

Honors for May Lillie, Pawnee Bill's wife and the only woman who ever outshot Annie Oakley, will be unveiled. Markers for the Chisholm Trail and the business of preserving Judge Roy Bean's Law West of the Pecos emporium at Langtry, must be post-wowed over.

The convention will come to a grand finale Armistice Day. A big parade will feature the bang-bang boys of the rip-roaring old West.

Celebrities expected are Chris Madson, scout for General Custer at the Battle of the Little Big Horn; George Coe, last living man of the Lincoln County cattle war; Col. E. D. Nix, former United States Marshal of Oklahoma who fired the starting gun at the opening of the Cherokee Strip in 1893; Baldwin Parker, son of the late Indian chief, Quanah Parker, and a host of others including the council of the Alabama-Coushatta Indian tribe living near Livingston.

Old Chisholm Trail

Marker Is Unveiled

WICHITA FALLS, Texas, July 25 (AP)—Pioneers gathered here Tuesday for the unveiling of a marker commemorating the old Chisholm trail from Mexico to Canada.

The marker was given by Col. P. P. Ackley of Elk City, Ok., who rode the trail as a cowboy and who also observed his seventy-fifth birthday Tuesday. Mrs. E. V. Vinzant of Wichita Falls, who before her marriage was a Chisholm, was among those present. Others included old-timers who had actually ridden on cattle drives to Dodge City and other Kansas points.

More Highway Contracts Let

Work to Cost More Than \$2,000,000 Awarded by Commission.

Special to The News.

AUSTIN, Texas, April 24.—One hundred and sixty-five miles of new highway construction, including one interstate bridge across Red River and a three-mile causeway across Lavaca Bay, were contracted for by the Highway Commission Wednesday, at a total cost of \$2,099,413, which, with the \$90,511 work awarded Tuesday, has brought the total contracts by the commission at the April session to \$3,089,924.

Contracts for work in Fayette, Navarro, McLennan and Wheeler Counties were awarded pending approval by the Federal Government, while the contract for the Red River bridge, being built jointly with Oklahoma, was taken under advisement, pending a conference with Oklahoma officials. Numerous delegations were heard Wednesday, but few construction orders were entered. Most of the requests for designations were taken under advisement after Chairman R. S. Sterling informed the delegations that no designations would be considered unless they were of State-wide necessity and that designation of a route would indicate that the commission intended to improve it soon after the designation. It will not be the policy to designate as State highways many miles of roads and allow them to remain unimproved over long periods, he told those seeking assistance.

Policies Outlined.

Delegations seeking State aid without offering sufficient county funds to meet the expected portion of construction were met with the announcement from Commissioner W. R. Ely that Texas counties had available \$22,000,000 in cash to be matched with State funds for the construction of highways and that it would be the policy of the commission to match State funds with available county funds before constructing highways in counties and districts now overtaxed or unable otherwise to procure funds to bear the county's share.

With these two statements of policy, the commission agreed that the State bear one-fourth of the cost of building two grade separations, probably overpasses, on Highways Nos. 5 and 51 in Hardeman County, along the Quanah, Acme & Pacific Railroad, now being constructed, and extending from Quanah to Floydada, if Hardeman County will bear one-fourth and the railroad one-half the cost. The two projects will cost \$22,000, it was estimated.

The first allotment of State aid during the day was to Hopkins County, in which the commission allowed 50 per cent for the construction of Highway No. 11 on the condition that the county furnish the remaining half of the cost and the right of way. This is a \$200,000 project and calls for reshouldering and graveling Highway No. 11 from Commerce to Willsboro.

A plea by J. F. Dubie, professor in the University of Texas and authority on Texas folk lore; P. P. Ackley of Donna, a pioneer, and others for the commission to name Highway No. 2 through Texas the "Chisholm Trail," was taken under advisement with instruction to the delegations to prepare accurately the route they desire to be so named.

Request East-West Highway. A request of a delegation from Williamson and Milam Counties, headed by A. E. Wood and Claude Teer, for an east-west highway designation from Liberty Hill in Williamson

County to Cameron in Milam County, via Georgetown, Granger and San Gabriel, shortening the distance for West Texas traffic to East Texas by thirty miles and connecting two large areas now separated by the lack of a highway, was taken under advisement.

All applications for designation of new highways not previously considered were postponed for at least thirty days.

The original application of all counties between Houston and San Antonio for a new and more direct route between those cities was withdrawn and in its stead was presented a modified application by Gonzales, Lavaca and Colorado Counties for the designation of a highway from Eagle Lake in Colorado County to Gonzales in Gonzales County. This would effect the same purpose desired in the original application over a large portion of the route. The application was taken under advisement.

A request for an extension of Highway No. 119 from Yorktown to Davy on the Karnes County line, a distance of 12.6 miles, which is now paved, was referred to the highway engineer. The county desired this strip to be designated a State highway and maintenance of it taken over by the department.

Madison County was assured that a contract would be awarded soon for grading a seven-mile gap on Highway No. 90.

Contracts awarded were as follows: Calhoun County: 3.1 miles of concrete and timber bridges on Highway No. 57 across Lavaca Bay; J. Depuy, San Antonio, \$428,747.

Fayette County: 7.5 miles of gravel base with double bituminous surface treatment on Highway No. 71 from Bastrop County line to two and one-half miles east of Plum; J. W. Gwin, Birmingham, Ala., \$57,245.

Navarro County: 10.9 miles of grading and drainage structures on Highway No. 31, from two miles east of Powell to Trinity River bridge; Reynolds & Sutton, Tyler, \$128,891.

McLennan County: 13.5 miles of grading and drainage structures on Highway No. 31 from Waco east to Hill County line; grading and small drainage structures, W. W. Vann, Mercedes, \$97,207; large drainage structures, D. H. Buchanan, Temple, \$70,041.

Wheeler County: 17.2 miles of grading and drainage structures on Highway No. 4, Williamsport to Collinsworth County line; grading and small drainage structures, Maney & Alley, Oklahoma City, \$96,333; large drainage structures, Gaines & Yoakum, Oklahoma City, \$23,921.

Parker and Wise Counties: 25.2 miles of grading and drainage structures on Highway No. 34, Tarrant County line to Jack County line; grading and small drainage structures, G. F. Davis, Abilene, \$127,990; large drainage structures, F. P. McElwath, Corsicana, \$56,580.

In Grayson County.

Grayson County: 15.3 miles of grading and drainage structures on Highways Nos. 42 and 78, Bells to Collin County line; J. T. Ables, Madill, Ok., \$93,907.

Wilbarger County: 17.2 miles of grading and drainage structures on Highway No. 23, from north of Vernon to Red River; Huddleston & Work, Crosbyton, \$62,614.

San Patricio County: 7.8 miles of two-course limestone rock asphalt surface on Highway No. 128, Sinton to Aransas River; Brown & Root, Austin, \$106,591.

Dimmit County: 19.7 miles of two-course limestone rock asphalt surface course on Highway No. 4, Zavala County line to a point 1.5 miles south Asherton, and 31.5 miles of two-course limestone rock asphalt surface course on Highway No. 4 from Uvalde County line to Dimmit County line, and Uvalde County, 9.6 miles of two-course rock limestone asphalt surface course on Highway No. 4, from city limits of Uvalde to Zavala County line, were awarded to Dexter Construction Company of Dallas in one joint contract for \$245,924.

Tarrant County: 485-foot reinforced concrete bridge on Highway No. 34, across West Fork of Trinity River; Frank Parrott, Dallas, \$126,216.

Polk County: Three-tenths mile consisting of twelve trestle bridges on Highway No. 106, from Carmona to the Tyler County line; Thomas & Ratliff, Rogers, \$72,401.

Cooke County: Texas, and Love County, Ok.: Steel and concrete toll free bridge on United States Highway No. 77 and Texas Highway No. 40, between Gainesville and Marietta, Ok. The following bids were taken under advisement, with recommendation that the contract be awarded to the low bidder, pending a conference with Oklahoma officials: Earl W. Baker & Co., Oklahoma City, \$304,700 (low bidder); Missouri Valley Bridge and Iron Company, Leavenworth, Kan., \$375,732, and Tom L. Green, Oklahoma City, \$446,317.

Donna, Texas.

R. R. 1

December 9, 1930

The State Highway Board,

Mr. President of State Highway Board of Texas.

Sometime in last May I was told by Mr. Walter Long, Manager of the Chamber of Commerce there at Austin, that your organization granted us the Traildrivers and Cowboys of Old, the privilege of naming and marking a highway in honor of the Old Timers from Brownsville, Texas, to the crossing of the trail at or near Doans Store, just north of Vernon, Texas.

Well in Oklahoma we organized a Lone-Horn Chisholm Trail through Western Oklahoma and as I had been working on promotion of the movement, they elected me President of the organization through Oklahoma only. I dont think Texas has done so yet. It was my understanding that the Texas people were going to get busy right away towards marking a route as nearly followed by the Traildrivers as could well be done but since coming down here this fall I find there is no definite action taken towards the work I have talked with different chambers of commerce all the way down through Texas and they seem to think on account of such dull and hard times we cannot count upon much action to be taken before spring.

It seems if we could get the Highway Departments all over the United States to start more Federal and National Highways the better it would be for everybody. The unemployment and all, for we are going to build these Highways and now is the proper time to build them for the people need the work and they can never be built any cheaper. Mr. President, it seems that I can look away down the lane of time when this Longhorn Trail will become an International Highway and called the Longhorn Trail Highway and connect all the Americas. With this Trail it may leave off the Chisholm part of it only through the United States. I think we oldtimers ought to be awfully thankful and I myself am, that there were enough members on your Honorable Board to consider our place in the History of the West where the West was and where the West began, and give us the privilege of naming and marking a highway in honor of the early days in Texas and all of the West, and I for one do thank you, Gentlemen, from the bottom of my heart for same. You see Texas has no other road to build just permit us to put our emblem and name on the Road Markers. It seems like us old times could raise enough money to put a few markers after all you have done for us. I am sending some good letters from the United States Good Roads Association and you can see what they think about it as I have become a member of it now. Please when you read these good letters over and return them for I would want to keep in touch with them.

Please Sir, are you going to allow us to use your position to put our markers on as they would have more protection in that way than they would otherwise either let us put our marker at the top or at the bottom would be good enough for

me. I believe this route would follow from Brownsville to Pharr over 96 and 4 then to Falfurrias over 96 and 12. Then, I believe to San Antonio over 2 and 12, then over 81 and 2 to Bowie, then to Vernon over 5 and some- toher number.

Hoping to hear from you sometime, I am yours very truly,

P. P. Ackley

Fax Transmittal Memo

of Pages 2

To: Stephen Walker	From: TX Archives
Co.: TX DOT	Co.: TSLAC
Dept.:	Phone # 512-463-5480
Fax # 956-702-6142	Fax # 512-463-5430

RCPX14

961-30900

Wichita County – Wichita Falls, Wichita County Court House (1)
Burkburnett US 281 (1).

Clay County – Henrietta, Clay County Court House (1)
Wichita River Crossing US 281 (1).

Montague County – Montague, Montague County Court House (1)
Ringgold / Red River Station US 81 river Crossing(1).

Wise County – Decatur, Wise County Court House (one existing)
Alvord US 81/IH35 (1).

Tarrant County – Fort Worth Tarrant County Court House (1)
Fort Worth Stock Yards (river crossing) (1).

Johnson County – Cleburne, Johnson County
Court House (1)
Alvarado US 81/IH35 (1).

Hill County – Hillsboro, Hill County
Court House (1)
Abbott US 81/IH35 (1).

Wilbarger County – Vernon, Wilbarger County Court House (1)
SH 283 / FM 924 Rest Area (1).

McLennan County – Waco County
Court House (1)
Waco Texas Ranger Museum
(river crossing) US 81/I35 (1).

Bell County – Belton US 81/IH35 (one existing)
Temple, Bell County Court House (1).

Hays County – San Marcos US 281 (1)
Buda US 281 (1).

Travis County – Austin (one existing at
the State Capital), Congress Colorado Bridge (1)
Travis County Court House (1).

Williamson County – Georgetown Main Street BU 81 (one existing)
Round Rock, Williamson County Court House US 81 (1).

Atascosa County – Jourdanton, Atascosa County Court House US 281 (1)
Cambellton City Hall US 281 (1).

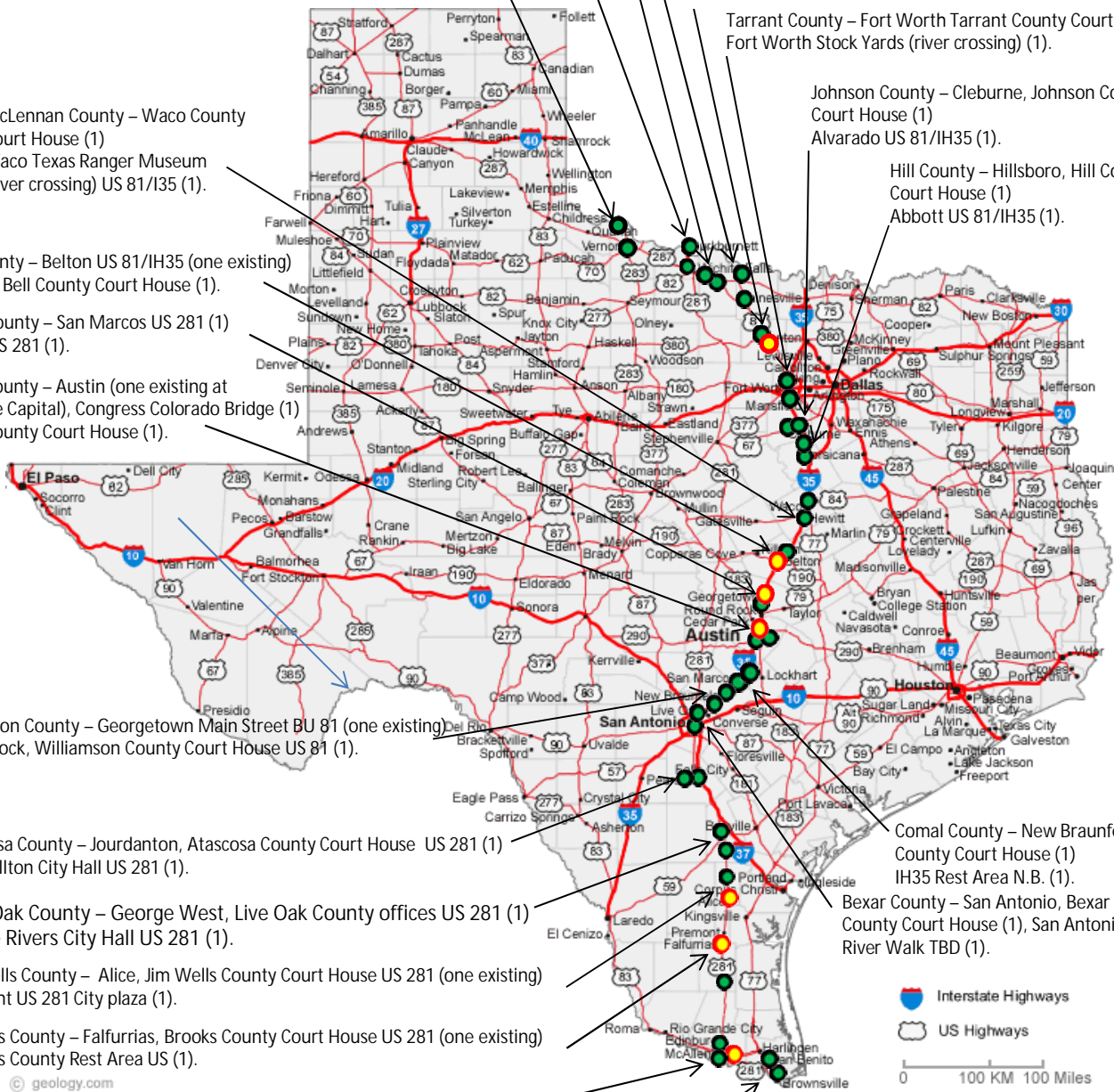
Live Oak County – George West, Live Oak County offices US 281 (1)
Three Rivers City Hall US 281 (1).

Jim Wells County – Alice, Jim Wells County Court House US 281 (one existing)
Premont US 281 City plaza (1).

Brooks County – Falfurrias, Brooks County Court House US 281 (one existing)
Brooks County Rest Area US (1).

Hidalgo County – Edinburg, Hidalgo County Court House BU 281 (1)
Donna BU 83 (one existing), Hidalgo (1).

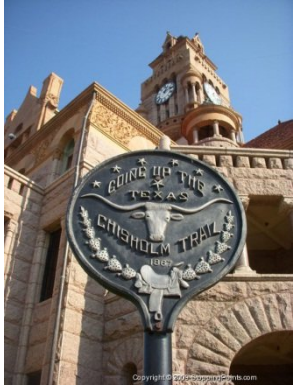
Cameron County –Brownsville, Cameron Courthouse (1)
Brownsville Tourist Information Center US 83/281 (1).



Proposed Trail Markers (37)
Existing Trail Markers (7)



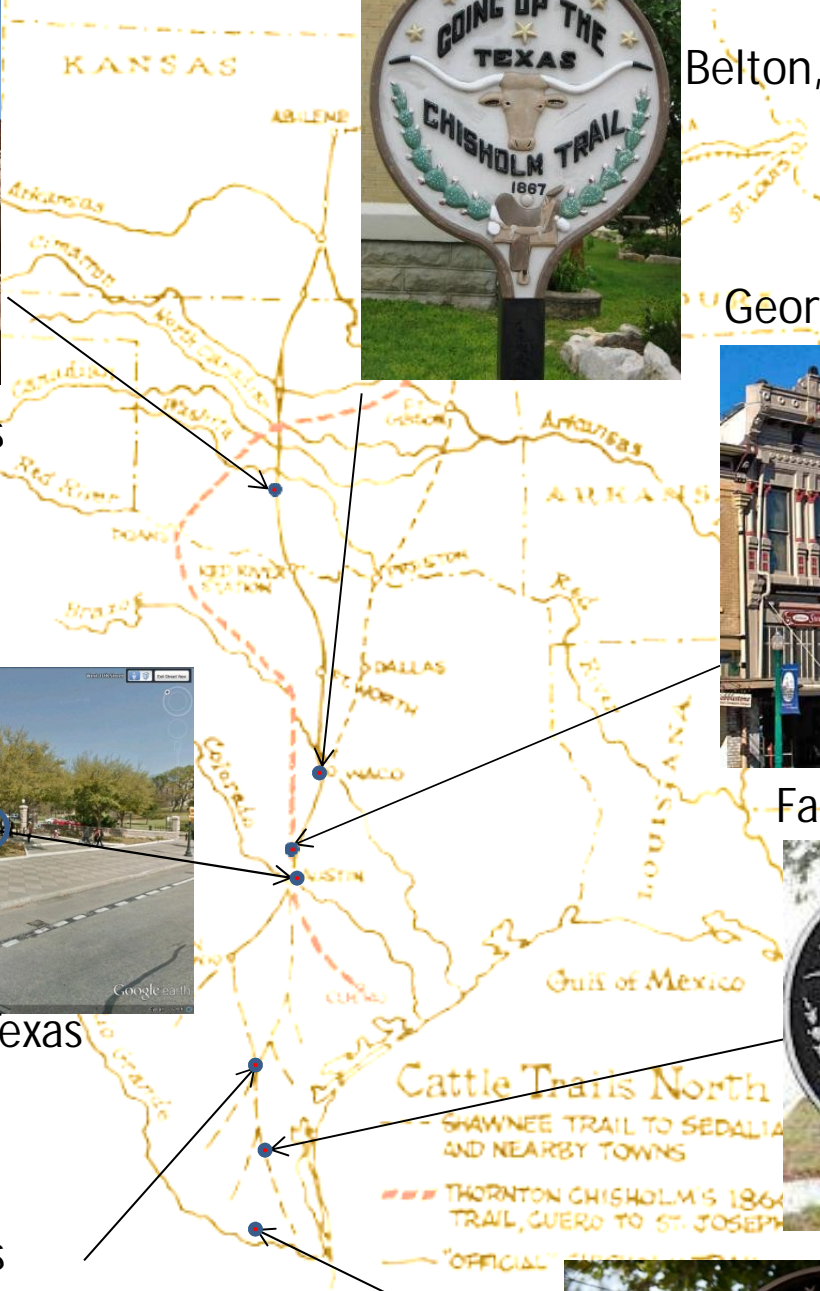
7 EXISTING P.P. ACKLEY CHISHOLM TRAIL MARKERS IN TEXAS



Decatur, Texas



Belton, Texas



Georgetown, Texas



Austin, Texas



Falfurrias, Texas



Alice, Texas



Donna, Texas



Chisholm Trail proposed marker locations and by district and county

TxDOT Districts to receive 37 markers (22 counties, two markers at each county):

Pharr District (5 markers)

Cameron County –Brownsville, Cameron Courthouse (1), Brownsville Tourist Information Center US 83/281 (1).

Hidalgo County – Edinburg, Hidalgo County Court House BU 281 (1) Donna BU 83 (one existing), Hidalgo (1).

Brooks County – Falfurrias, Brooks County Court House US 281 (one existing), Brooks County Rest Area US (1).

Corpus Christi District (3 markers)

Jim Wells County – Alice, Jim Wells County Court House US 281 (one existing), Premont US 281 City plaza (1).

Live Oak County – George West, Live Oak County offices US 281 (1), Three Rivers City Hall US 281 (1).

San Antonio (6 markers)

Atascosa County – Jourdanton, Atascosa County Court House US 281 (1), Cambellton City Hall US 281 (1).

Bexar County – San Antonio, Bexar County Court House (1), San Antonio River Walk TBD (1).

Comal County – New Braunfels County Court House (1), IH35 Rest Area N.B. (1).

Austin (5 markers)

Hays County – San Marcos US 281 (1), Buda US 281 (1).

Travis County – Austin (one existing at the State Capital), Congress Colorado Bridge (1), Travis County Court House (1).

Williamson County – Georgetown Main Street BU 81 (one existing), Round Rock, Williamson County Court House US 81 (1).

Waco (6 markers)

Bell County – Belton US 81/IH35 (one existing), Temple, Bell County Court House (1).

McLennan County – Waco County Court House (1), Waco Texas Ranger Museum (river crossing) US 81/I35 (1).

Hill County – Hillsboro, Hill County Court House (1), Abbott US 81/IH35 (1).

Fort Worth (5 markers)

Johnson County – Cleburne, Johnson County Court House (1), Alvarado US 81/IH35 (1).

Tarrant County – Fort Worth Tarrant County Court House (1), Fort Worth Stock Yards (river crossing) (1).

Wise County – Decatur, Wise County Court House (one existing), Alvord US 81/IH35 (1).

Wichita Falls (8 markers)

Montague County – Montague, Montague County Court House (1), Ringgold / Red River Station US 81 river Crossing(1).

Clay County – Henrietta, Clay County Court House (1), Wichita River Crossing US 281 (1).

Wichita County – Wichita Falls, Wichita County Court House (1), Burkburnett US 281 (1).

Wilbarger County – Vernon, Wilbarger County Court House (1), SH 283 / FM 924 Rest Area (1).