

# TEXAS HERITAGE

A PUBLICATION OF THE TEXAS HISTORICAL FOUNDATION | EST. 1954 | \$5 ISSUE | Volume 1 2018

## HISTORIC ROAD TRIP

A red pickup truck is driving away from the viewer on a two-lane asphalt road that curves to the right. The road has a white edge line and a double yellow center line. To the left of the road is a white post-and-rail fence that follows the curve of the road. The background is a lush green landscape with trees and a clear blue sky.

TRAMMEL'S TRACE

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THE FARM-TO-MARKET  
ROAD SYSTEM

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# TEXAS HERITAGE

A PUBLICATION OF THE TEXAS HISTORICAL FOUNDATION | EST. 1954 | \$5 ISSUE | Volume 1 2018

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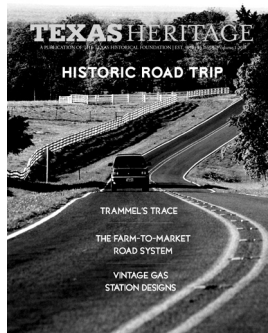
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## ON THE COVER

FM 390 is part of the La Bahia Scenic Highway. The road links the historic towns of Washington-on-the-Brazos, Independence, and Goliad. Courtesy of TxDOT.

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# South Texas and Dallas Grants Awarded by THF

Descendants of Charles Stillman were on hand recently to accept a Texas Historical Foundation grant to the Brownsville Historical Association. The financial gift will be used to rehabilitate the shutters on the 18 windows of the 1850 Stillman House, among the city's oldest surviving structures.

Charles Stillman was one of the founders of the South Texas city and part owner of a river boat company on the Rio Grande.

At another presentation ceremony, the Dallas Jewish Historical Society received assistance to make a documentary about the last Queen Anne Victorian residence left in the Cedars neighborhood of Dallas.

Other recent THF grant awards were given to the following organizations:

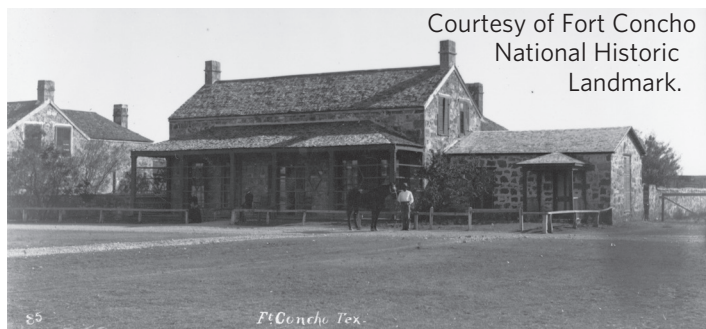
- **Whitehead Memorial Museum**, Del Rio, won approval for a matching grant project to enhance its exhibition space by purchasing a portable display wall.
- The **Commerce Public Library**, in North Texas, received assistance that will complete work on the building's remaining 11 parapet spindles.
- The **Kosse Heritage Society** will use matching Foundation grant funds to restore the 1894 Hearne-Gidden House, built for two cotton farming families. Kosse is located near Marlin in Limestone County.

Thus far, the KHS has completed the following work on the historic structure: repaired the roof, leveled the structure, replaced deteriorating floor beams, and added new concrete footings for the piers. Some window restoration also has been done. THF funds will be used for paint, wood siding, and window glass.

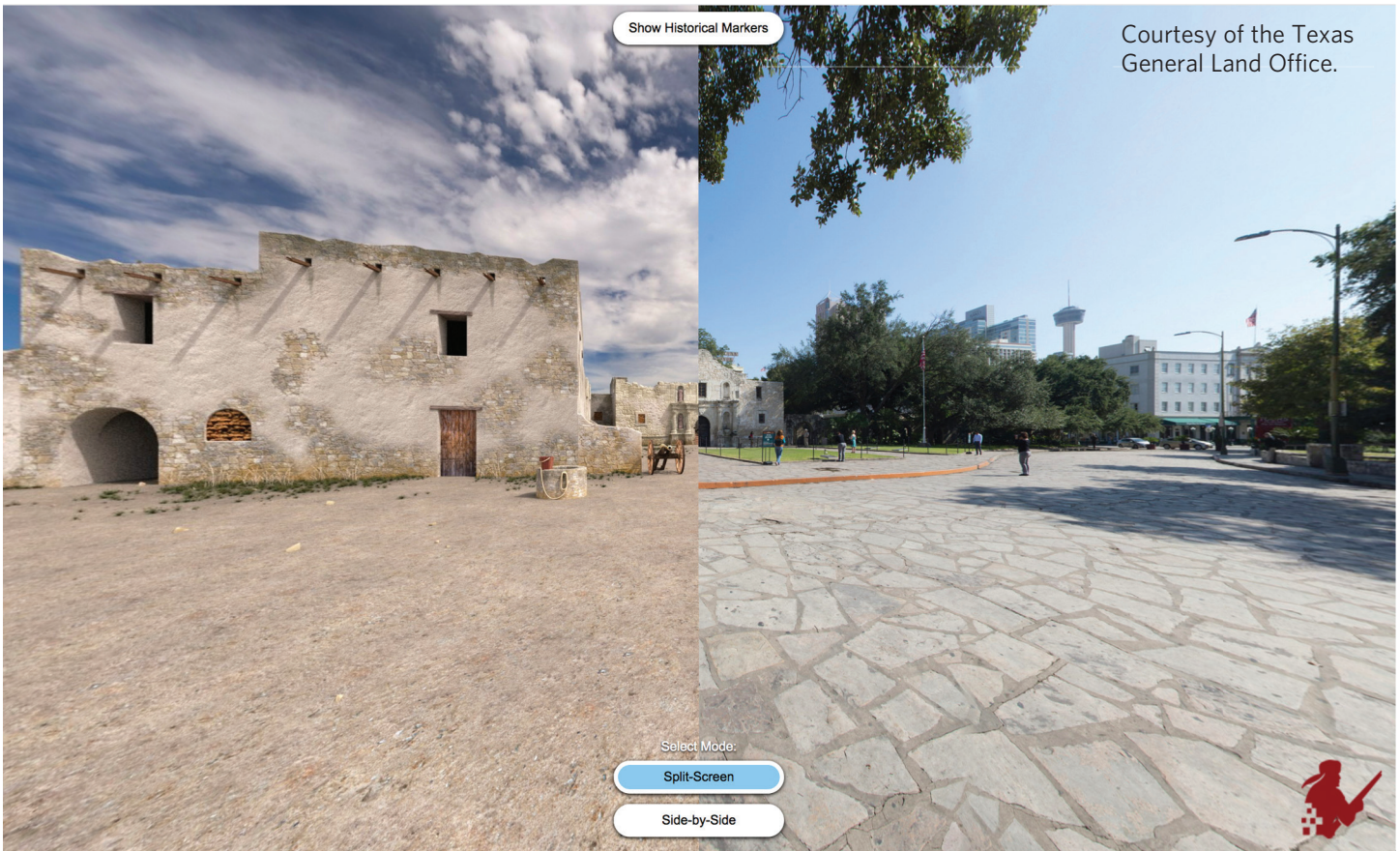
Finally, the **Fort Concho Foundation**, in San Angelo, received assistance to help restore the Officer's Quarters 1 and bring bathrooms up to current Americans with Disabilities Act standards.

Fort Concho (see historic photograph below) was established in 1867 and functioned for 22 years. The 10th Cavalry Buffalo Soldiers served here, as did many other military units.

Find more grant information on the THF website: [www.texashistoricalfoundation.org/thf-projects](http://www.texashistoricalfoundation.org/thf-projects).



Above: During its winter board meeting in South Texas, the THF board gave a preservation grant to the Brownsville Historical Association for the repair of shutters on the 1850 Stillman House. Photograph courtesy of BHA. Middle: Two members of the Charles Stillman family, standing on front row at left, also were in attendance at the ceremony in Brownsville. Photograph by Gene Krane. Bottom: Texas Historical Foundation directors Shannon Callewart, right, and Kathy Myers, center, made a ceremonial grant check presentation to Debra Polsky of the Dallas Jewish Historical Society. Photograph courtesy of the DJHS.



## A New Way of Looking at The Alamo—Digitally


As the state agency charged with overseeing the preservation of The Alamo in San Antonio, the Texas General Land Office is devising a conservation plan and engaging in important public outreach and educational efforts.

As part of that work, the GLO has produced a digital program that allows the user to visualize the battlefield site as it appeared in 1836 side-by-side with today's Alamo. Historical markers, which note the locations of key places, such as Colonel William Travis' headquarters and the south gate, can be turned off and on. Other features are also available to digital explorers.


This unique visualization tool—which might be of particular interest to Texas history educators—can be accessed around the world at [thealamo.org/remember/savethealamo/digitalbattlefield/index.html](http://thealamo.org/remember/savethealamo/digitalbattlefield/index.html).

The aim of the master plan is to protect The Alamo and the Long Barrack, the only two structures that survive from 1836. Age, the elements, and the battle itself have taken their toll on these historic landmarks. Rising damp and vibrations from traffic on Alamo Street are also issues that are being addressed. The latest information can be found at [savethealamo.com](http://savethealamo.com).


PRESERVING THE PAST  
FOR THE FUTURE



Excavations at San Felipe Spring,  
Val Verde County, 1998



Excavating Confederate Veterans,  
Texas State Cemetery, Travis County, 1995



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# Historical Volunteerism

*“For sooner or later, a mood is going to commit you to something more or less lasting.”*

John Graves, *Hardscrabble, Observations on a Patch of Land*

By Bruce Elsom

While Graves' point was made within the context of land acquisition following a nomadic phase of life, the same is true of almost all of us, though what stirs us may not be something tangible. As with Sir John (I hold him in highest esteem among Texas authors), ownership may be the sort of thing that first comes to mind for many. Belonging is the answer for others. Acclaim and notoriety make the list, too. Yet, for commitment to be truly lasting, that “something” has to be beyond one's mortal self.

As you reflect on the object of your own commitment, might I suggest for your consideration historical volunteerism. If you've never heard the term, don't fret—Google hasn't either. Nonetheless, the concept is obvious, and there are as many avenues in which to participate as the imagination will allow. Docents, reenactors, researchers, diggers, and detectors are all needed. Administrators and authors play important roles as well. And if you think any contribution you could make would be too small, repetitive, unoriginal, or insignificant, I offer the example of Gary Pinkerton, whose article on Trammel's Trace appears in this issue.

From a story about some ruts in a family pasture, Pinkerton has been the driving force in resurrecting the history of a road that was arguably as important to Texas as El Camino Real de los Tejas. His article will tell the tale, but what should not be overlooked is that through research, countless presentations to local historical organizations, and one-on-one education of land owners, he has reconnected Trammel's Trace and brought the historic pathway back into the current consciousness.



Another example of passionate commitment is Gregg J. Dimmick. A pediatrician by profession, the Wharton physician is a self-described avocational archeologist. Do you think the Texas Revolution was completely decided at San Jacinto? Read his book, *Sea of Mud: The Retreat of the Mexican Army after San Jacinto, An Archeological Investigation*, for a more complete picture.

These are but two among countless individuals who have made a difference through their passion for Texas history. Pinkerton refers to this act as “paying it forward,” but I cannot think of a better example of “committing to something more or less lasting.”

On another subject, it is my privilege to tell you that Texas HERITAGE editor-in-chief and Texas Historical Foundation Executive Director Gene Krane was honored by the Texas Historical Commission with the Ruth Lester Lifetime Achievement Award in January. The Foundation board feels extremely fortunate to work with Krane, as she is an invaluable asset to the organization. Her networking, consultation, and support have strengthened the bonds between state and private institutions, and Texas is better off because of her efforts. Well done one and all—and thank you.

*Bruce Elsom is a sixth generation Texan who traces his roots back to the Texas Revolution. He has enjoyed living in several areas of the state and currently resides in Houston. Send comments regarding this column to: THF, P. O. Box 50314, Austin, Texas 78763 or via email to [admin@texashistoricalfoundation.org](mailto:admin@texashistoricalfoundation.org).*

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Texas travelers enjoy scenic vistas along the state's expansive farm-to-market road system. Wildflowers, pictured here off of FM 1347 in Wilson County, are a common sight in the spring. All photos are courtesy of the Texas Department of Transportation (TxDOT).



# Farm-to-Market Roads Connect Texas Towns

By **Rebekah Dobrasko**

From historic American Indian trails to early exploration routes, Texas roads have always linked people and goods. In 1917, the State Legislature created the Texas Highway Department (THD), which is now the Texas Department of Transportation, to ease travel and increase safety for a growing population. Before then, roads and bridges were the responsibility of county governments, but much of that infrastructure was primitive and difficult for people traveling by wagons and horses.



County roads were unpaved and impassable after a soaking rain. This muddy path became FM 543 in Collin County after being paved in 1949.

## MAKING THE CASE

When the THD was authorized, new roads intended to connect cities also were planned to link counties and extend into other states. The huge expanse of Texas, though, necessitated a vast transportation network to replace the piecemeal, scattered, and mostly unpaved roads that existed at the time.

In addition to the sheer size of Texas, there were also economic issues to consider. The state was mainly rural and agriculturally diverse. A vast assortment of crops was grown around Texas, and farmers needed to get those goods to market in a timely manner.

Cotton and corn were planted in East Texas, while rice was a mainstay in the southeast portion of the state. Near Fort Worth and Dallas, wheat was the main crop. In the Lower Rio Grande Valley, oranges and grapefruits were cultivated, in addition to cabbage, lettuce, and spinach. In West Texas, ranchers raised and sold cattle and hogs. An interconnected and efficient transportation system was essential to bringing these diverse products to consumers, and the establishment of the THD offered much hope.

## A SLOW START

In spite of this great need, civic leaders and the state agency took an unhurried approach, developing Texas' road system throughout the first few decades of the 20th century. This sluggish pace was partially due to a lack of financing. Some monetary help with bridge and road construction eventually came from federal New Deal programs designed to put people to work during the Great Depression of the 1930s.

## FROM WAR TO WORK

When the United States entered World War II in 1941, the U. S. Armed Forces noted that Texas had 6,375 miles of highway considered to be of "prime military importance" that required improvement. A national survey also found that the state needed to upgrade or replace at least 600 bridges to make room for troop maneuvers, heavier equipment, and shipment of materials. Due to a lack of steel and labor (both were being consumed by the war effort), THD was not able to complete many improvements at the time.

Using the difficult situation to his advantage, the agency's shrewd State Highway Engineer Dewitt Greer stockpiled all the fees collected from car registrations, driver licenses, and the gas tax during World War II for future infrastructure upgrades. He also directed THD staff to continue to plan new roads and bridges so that once the conflict ended, Texas would be ready to hit the ground running.

When peacetime resumed in 1945, the state's economic and business development was in need of a jump start. Oil companies struggled to get their product from the rural fields into market towns. Farmers and ranchers still needed enhanced transportation routes to bring food, cotton, and livestock to consumers. To resolve these issues, THD used its cash reserve accumulated during war time to plan and implement the nation's first network of farm-to-market (FM) roads. The inaugural rural route opened in East Texas in 1941\* and connected U. S. Highway 96 to the Temple Lumber Company sawmill in Rusk County. Four years after this success, the



Top: TxDOT crews install new signage for FM 563 in Southeast Texas. Opened in 1945, this roadway was one of the state's first FM roads, connecting rural communities in Liberty and Chambers counties. Bottom: Dewitt Greer, the state highway engineer in the 1940s, is credited with the expansion of Texas roads and bridges after World War II.

Texas Legislature authorized a pilot program to increase the number of FM roads. By the end of the decade, that initiative had added more than 7,000 miles of freshly paved, two-lane highways.

### ATEXAS-SIZED SOLUTION

The state's farm-to-market system (known as ranch-to-market roads in the western half of the state) is a one-of-a-kind national network. Unlike the rudimentary and unreliable motorways that counties initially provided, the new rural roads were paved and, in time, evolved into public school bus and mail carrier routes. These roadways also connected to existing state or federal highways. In 1949, Texas fully committed to the innovative concept by permanently funding the farm-to-market infrastructure, which ultimately established more than 35,000 miles of routes across the state.

### REAPING THE REWARDS

For many locales, this new road network determined whether a community became a ghost town or a boom town. For instance, Lometa, in Lampasas County, began to thrive when FM 581 opened in 1945. The Central Texas community's agricultural auction barn became operational one year later, and Lometa blossomed because of this ease of access to larger cities and employers in Fort Hood, Killeen, and Temple.

In North Texas, Olney, a commercial center for surrounding oil fields, also grew because of the new roads. Further, the expanded transportation system better served several gins and mills situated along a rail line, benefitting area cotton farmers. The small town even attracted early tourists when a roadside park was built south of downtown.

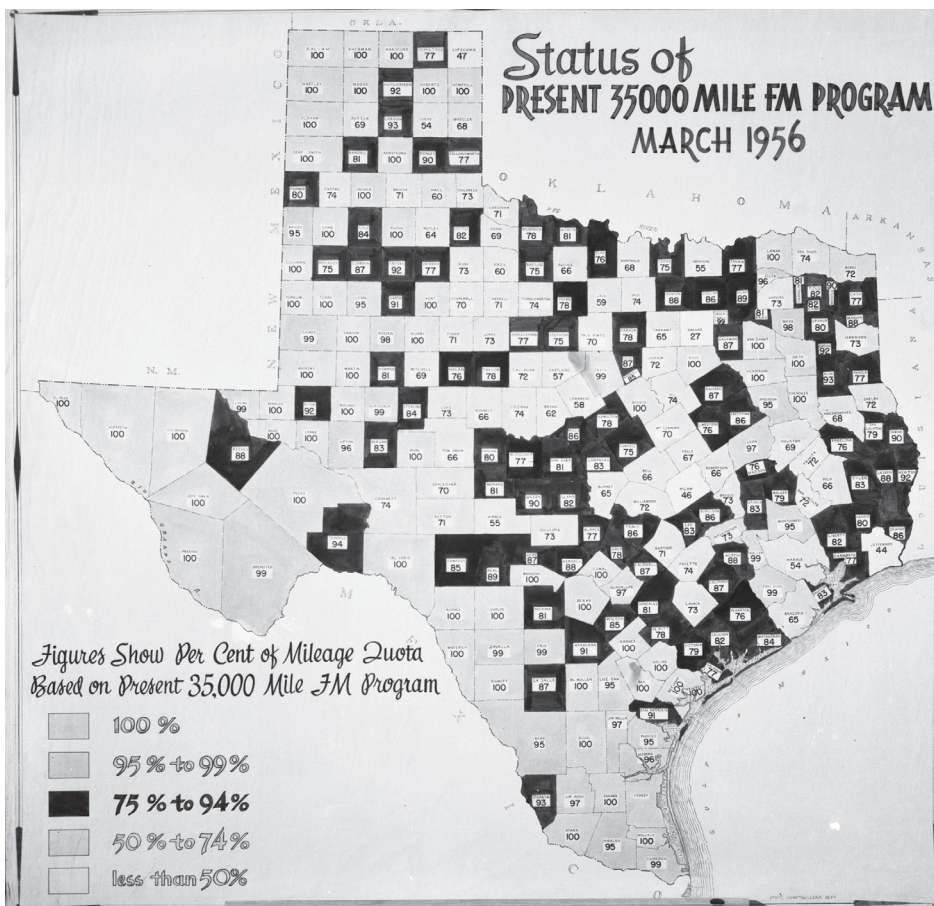
### HITTING THE ROAD

After the war, more and more people would take to their vehicles to explore the state and its vistas, with FM roads providing an important option for these explorers.

By 1950, automobile tourism had become the fifth largest industry in Texas. To encourage breaks from driving, THD constructed roadside parks, complete with picnic tables and native landscaping, on some of the rural routes. These improvements helped bring tourists and travel dollars to the smaller communities along the way (see page 22 for examples of these public structures).

Today, the farm-to-market system continues to serve Lone Star citizens and visitors. While some components of the network, such as Parmer Lane (FM 734) in Austin and Westheimer Road (FM 1093) in Houston, are completely urbanized, more than 40,000 miles of these roadways connect rural areas of the state—establishing the enduring legacy of Dewitt Greer and the Texas Highway Department. ★

*Rebekah Dobrasko is a historic preservation specialist for the Texas Department of Transportation in Austin.*



#### \*Author's Note:

Technically, the first, but unimproved (and unofficial), farm-to-market road was completed in 1937 in Rusk County, linking Mount Enterprise and Shiloh. It is now part of Texas State Highway 315. FM 1, built in 1941 in that same county, was the first certified, paved two-lane highway in the rural route system.

At left: After a slow start, installation of the farm-to-market route system gained momentum. This map shows that by 1956, THD had completed a significant amount of initial FM road construction.



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## Driving the Historic Bankhead Highway

The emergence of paved motorways in this country meant the birth of the American road trip. One of the earliest transcontinental hard-surface roads, the Bankhead Highway, stretched from Washington, D. C., to San Diego, California. The Texas portion ran 850 miles from Texarkana to El Paso. Often called “The Broadway of America,” the Bankhead Highway helped transform turn-of-the-century communities into modern cities. Established in 1916, the road is named for a key congressional supporter, U. S. Senator John H. Bankhead of Alabama. The engineered roadway accommodated local and regional traffic, as well as military use, and it laid the foundation for the state and federal highway systems of today.

The Bankhead and other improved motorways also ushered a new industry into the Lone Star State—highway tourism. Many Americans had never journeyed more than 20 miles from their homes. That began to change when the mass market appeal of the automobile in the 1920s provided them with the opportunity to travel for pleasure, seeking out new landscapes and experiences along the open road. Roadside parks and rest areas, often with amenities

designed to reflect local heritage, were created along with larger state parks. In the 1930s, the Texas Centennial Commission placed more than 260 markers across the state commemorating Lone Star history and further encouraging tourism.

Today, neighboring communities are welcoming their connection to the Bankhead Highway, its heritage, and distinction as the first named state highway in Texas. Local signage marking the historic route is being installed in many towns. In Mount Vernon, new businesses have embraced the charm of the city’s downtown square, rehabilitating commercial buildings and creating a vibrant mix of retail and restaurants. Events such as Weatherford’s Speakeasy Stroll and Street Fair and Big Spring’s Summers on the Green began as nods to the Bankhead and local history. Classic car associations, recreational vehicle adventure groups, and even a military convoy retracing a 1920 event are using the Bankhead Highway as heritage travel experiences.

A rich architectural legacy from the early to mid 20th century remains along the Bankhead, including gas stations, motor courts and hotels, diners and cafes, auto dealerships and repair shops, parks, signage, bridges, and tourist attrac-



tions. Some segments of the original road exist in towns like Eastland and Cisco.

A great way to experience the Bankhead Highway is to travel with the Texas Historical Commission’s Texas Time Travel Tours mobile app. Available in the App Store and Google Play, or on the web at [texashistoryapp.com](http://texashistoryapp.com), the transportation excursion highlights historic places on the road—some restored, some repurposed, and some abandoned.—*Susan Shore, Texas Historical Commission*

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M. L. Edwards in Mount Vernon served as a hardware store from 1900 to 1946. Today, the rehabilitated building is a general store, cafe, and event center. Photographs courtesy of the Texas Historical Commission and Mount Vernon Main Street Alliance. Originals in color.

# **A Historic Road Trip**

Paying History Forward:  
Trammel's Trace and the Family Land

**By Gary L. Pinkerton**

About 12 years ago, my late father and I were riding the backroads around Mount Enterprise (Rusk County in Northeast Texas), where he had grown up and where we still have family-owned land. He mentioned Trammel's Trace, a name I had not heard before or perhaps did not remember. I asked, "What is Trammel's Trace?" His reply surprised me—and changed my life.





Above, left to right: Ben Hudson, James Hudson, and Clay Hudson represent three generations of landowners who have remnants of Trammel's Trace on family land. All photographs are courtesy of the author. Originals in color.



*Trammel's Trace was the first road leading from American states and territories to the northern part of Spanish Texas.*

**M**y father said, "Trammel's Trace is that rut in front of the farm house, across the pasture where you used to play when you were little."

All he really knew was that the ditch on our family property was once a section of an old road. Trammel's Trace is also mentioned on the historical marker in front of the Old Shiloh Baptist Church Cemetery where my grandparents are buried, but that citation had gone unnoticed by me during earlier visits.

Seeking more information, I turned to the *Handbook of Texas*

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Above: Brinda Mandella, left, and Larry Collins discovered that their adjacent properties were once part of Trammel's Trace. Collins owns the piece of land shown here, which is located in Hughes Springs.

*Online.* I learned that in the early 1800s, Trammel's Trace was the first road leading from American states and territories to the northern part of Spanish Texas. At that time, this pathway and the El Camino Real de los Tejas, from the east, were the only two routes into Nacogdoches, the lone settlement in the entire northeastern quadrant of the state.

In an instant, that rut across my family's pasture land became sacred ground.

Legends like James Bowie, David Crockett, and Sam Houston had traveled the long-ago pathway. Down that historic trail, hundreds of families had migrated into Texas, bringing only what they could carry on horseback or in a wagon. This discovery quickly became an indulgence of curiosity that led me to author a book on Trammel's

Trace and instilled a commitment to help preserve the remains of this historic road.

#### **A UNIQUELY EAST TEXAS TRAIL**

The story of Trammel's Trace crosses every period in the state's history. Early on, the route was a series of former American Indian trails used by Nicholas Trammell, whose name the path would later bear, to smuggle horses from the Red River prairies to markets in Natchez and New Orleans.

When Spanish Texas became Mexican Texas in 1821, liberal colonization laws attracted Anglo settlers in growing numbers. People from Tennessee, Kentucky, Missouri Territory, and the Carolinas traveled down Trammel's Trace from two separate points of origin along the Red River: one at Fulton, Arkansas, by that tributary's Great

Bend, and a second location near the early settlements of Pecan Point and Jonesborough, farther west along the river.

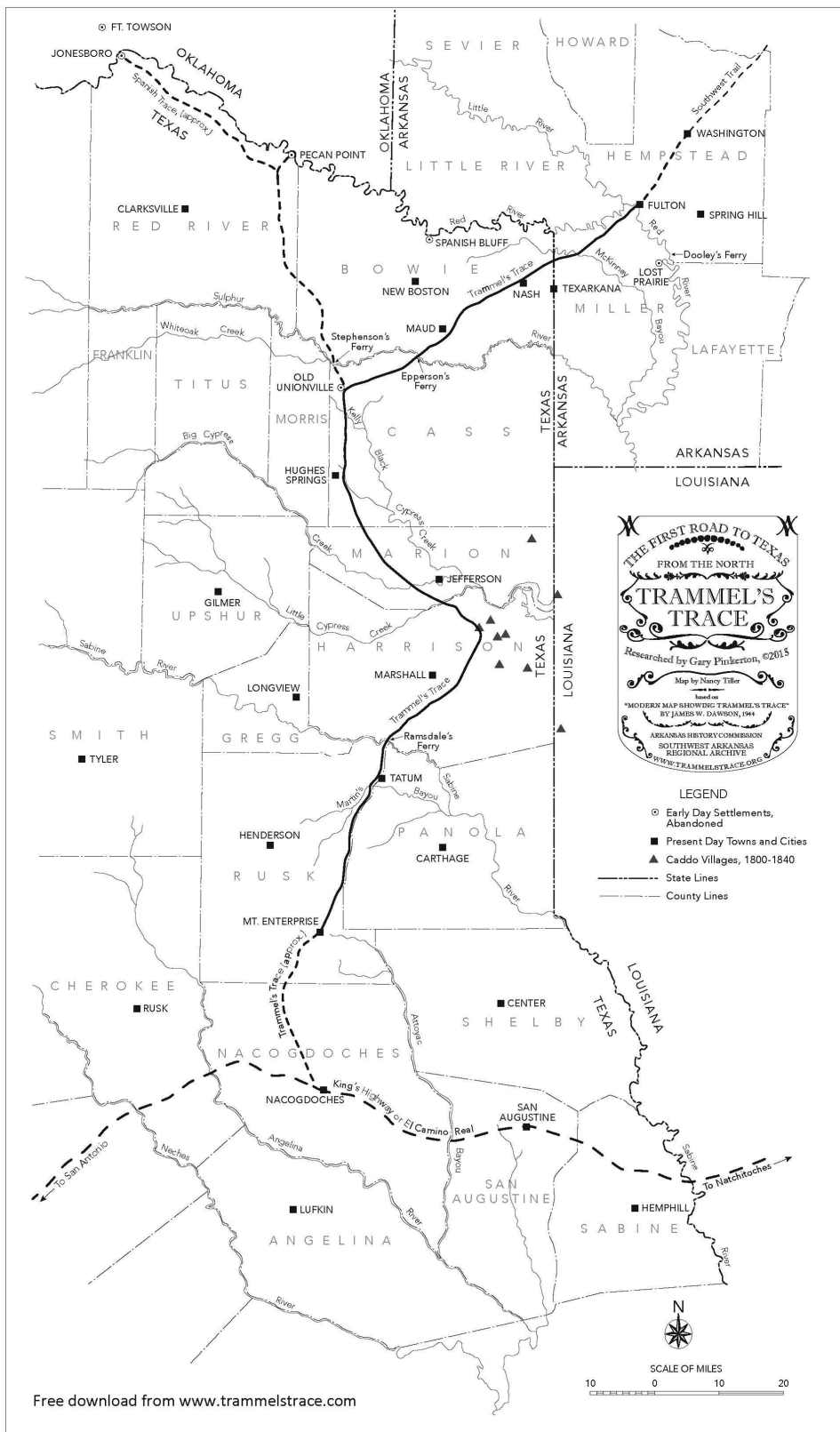
When the Republic of Texas began making land grants in 1838, surveyors' notes called out the crossing of Trammel's Trace on many of the original headright surveys spanning seven counties. The Texas Congress, responsible for laying out new counties, designated the trail as two thirds of the boundary between Rusk and Panola counties in 1843. Newer roads often followed or were near the original path of Trammel's Trace.

### A HISTORIC JOURNEY DOWN TRAMMEL'S TRACE

Stepping onto the primitive roadway at the Red River meant traversing unsettled lands in, what was until 1845, a foreign country for Americans. Given the pace of a loaded wagon, travel from Fulton, Arkansas, to Nacogdoches took roughly two and a half weeks.

After crossing the Red River at Fulton, those making the journey were then faced with seven miles of cane thickets standing 20 to 30 feet tall, a route a mapmaker later simply would label as "impracticable." At the time, the prairies of what would become Bowie County were lush with equal parts of open grassland and wooded areas dispersed across low, rolling hills, where wild horses roamed in large numbers. Hardwood forests of oak, ash, and cedar, tangled with vines, lined the creeks. Small streams located in close proximity resulted in a continuous, thick undergrowth that complicated travel.

Not all of the journey, though, was as formidable. The Trammel's Trace Sulphur River crossing was one of the most significant natural landmarks in Northeast Texas. A nearby creek had deposited a shoal of silt and debris that created a convenient river ford. The Spanish explorer Luis de Moscoso Alvarado crossed here twice in 1542, and



This map illustrates Trammel's Trace's historic route from Fulton, Arkansas, to Nacogdoches. That journey was thought to have taken about two and a half weeks to complete. A volunteer-led effort currently is underway to locate, verify, and protect the visible remnants of "the first road to Texas."



René-Robert de La Salle's surviving crew made use of the spot in 1687. Epperson's Ferry operated at this crossing after 1837.

Farther south, the route passed near the site of an old Choctaw village, located on the east side of present-day Hughes Springs. It then ran southwest of Jefferson, traversing Big Cypress and Little Cypress bayous. The low-water crossing over the Sabine River was atop an outcropping of dark brown lignite coal that created a natural passageway for hundreds of years. This location later became known as Ramsdale's Ferry. The final two days of travel along Trammel's Trace led travelers through immense pine trees before arriving in Nacogdoches.

**RUTS REMAIN,  
PROTECTION IS NECESSARY**

In the trail's 200-year history, much has changed across the landscape. Despite no conscious or concerted effort to preserve or protect any remains of the route, vestiges of the old road still can be found.



Evidence exists in the form of ruts that are overgrown and scattered through forests or across pasture land that has been cultivated for decades.

Most of the old trail is on private property and inaccessible. However, noticeable remains of Trammel's Trace can be found today on Highway 77 at Dalton in Cass County. Near the Missionary Baptist Church, a historical marker stands where several still-visible ruts angle across an open pasture.<sup>1</sup> Those swales are significant because a fork in the route, the point at which a trail from Pecan Point joined the main track from Fulton, Arkansas, and continued southward, was situated close by.

Since I began researching and

writing about Trammel's Trace, I have coordinated a parallel effort to identify and pinpoint trail remains. Using original headright surveys, mapping software, and online GIS (geographic information system) tools, I have worked with fellow volunteer "rut nuts" to uncover known points along the 180-mile historic route. Once a potential trail location is identified, information found in surveyor's notes main-

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Top: The Epperson's Ferry crossing on the Sulphur River, at the boundary of Bowie and Cass counties, was a significant landmark for many years. Below: Ruts from Trammel's Trace are still evident on the land of Paul and Casey Betts in Cass County.

tained by the Texas General Land Office serves as the starting point. Those observations often describe specific, measurable positions on the ground where Trammel's Trace was documented during the early days of the Republic of Texas.

Unlike El Camino Real de los Tejas, a designated National Historic Trail and part of the National Park Service, with Trammel's Trace, there is only a loosely organized effort to protect and preserve the road. Volunteers reach out to landowners and, when access is granted, perform field work to confirm existing segments of the primitive path. By networking within each county, committed trail preservationists have been able to contact property owners and walk their land together, photographing and documenting the road. Just as significantly, these interactions are an opportunity to tell the story of Trammel's Trace and convey the importance of preserving the physical remains of that history.

## FAMILY LAND, SHARED HISTORY

What has been clear throughout this effort is that when landowners learn more about Trammel's Trace, they universally embrace the concept of protecting and preserving their piece of the old trail. One committed family includes brothers Paul and Casey Betts, who share Cass County roots. Casey lives with his wife Melinda and their teenage son Michael on land that has been in his family since 1850.

After initial conversations with the owners, I was able to explore the property with several other volunteers. Even though the head-right survey did not call out Trammel's Trace specifically, by using satellite images, mapping tools,

and *ground-truthing*, information collected on site, the group determined that an ordinary-looking rut across a long-used pasture was a portion of the original trail. Paul Betts now has a photograph of those historic swales on the wall of his Austin office, and he enthusiastically shares the story behind that image with others.

Another interested landowner, Larry Collins learned about Trammel's Trace from a neighbor, Brinda Mandella. With his interest piqued, Collins led me to an old roadway near his grandmother's house. Much like assembling a jigsaw puzzle, with known points of Trammel's Trace both north and south of that site, we were able to follow the terrain and verify the authenticity of the location.

The evolution of Trammel's Trace is of particular importance to James N. Hudson of Austin, son Clay, and grandson Ben. A section of the trail on their property, located near my family's land north of Mount Enterprise, also was part of the first (unofficial) farm-to-market route in 1937, which ran from Old Shiloh Baptist Church, just off Highway 315, to Mount Enterprise, following along the old trace. The two historic roads occupied the same corridor, and ruts remain on both sides of the long ago right-of-way that runs through Hudson-owned land. The family is committed to preserving their special piece of the state's transportation history.

When I began this research more than a decade ago, there were a few people, like my father, who knew a little about Trammel's Trace. However, hardly anyone fully understood or appreciated the path's significance. Now that the road's role in Texas and American settlement

is better understood, landowners have begun to recognize that the ditch across their property may be a remnant of a roadway that was an essential part of early Texas travel and immigration. By choosing to protect the existing remains of Trammel's Trace, these families are paying Lone Star history forward for the next generation. ★

*Gary L. Pinkerton, of Houston, is the author of Trammel's Trace: The First Road to Texas from the North, published by Texas A&M University Press. Order the book online at [www.trammelstrace.com](http://www.trammelstrace.com).*

<sup>1</sup> These remaining vestiges of Trammel's Trace are visible in Google Maps™ satellite images. Go to: <http://tinyurl.com/daltonruts>.

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## ROADSIDE PARKS OF TEXAS

Beginning in the 1930s, the Texas Department of Transportation (TxDOT), formerly known as the Texas Highway Department, created stops along roadsides that enabled motorists to relax, refresh, and enjoy the state's natural beauty and landscapes. Here are a few interesting rest spots. All images courtesy of Texas Department of Transportation Photo Library.



### A TRAVELERS' OASIS

One sunny summer day, Gibb Gilchrist, TxDOT's state highway engineer during the 1920s and 1930s, packed a picnic and took his family for a Sunday drive. Hungry and hot, they looked for a spot to pull over, cool off, and enjoy the scenery. The story goes that Gilchrist, unable to find a suitable location, decided then that TxDOT should build parks along the highways where travelers could take a driving break. Thus, the roadside park was born. (Picnic at a Roadside Park.)

### HAPPY BIRTHDAY, TEXAS!

To celebrate the state's 100th birthday in 1936, Texas made big plans. Since roads were the primary way for tourists to visit historic sites and interesting locales, centennial travel markers were placed along the way. Those signposts, designed by TxDOT as gray and pink granite monuments, recounted brief stories about the people, places, and events that shaped the Lone Star State. (Dedication of centennial marker at a roadside park near Paris, circa 1936.)



### A RUSTIC REPRIEVE

Construction of early roadside parks was labor intensive and mostly done by hand. Travelers today can recognize Depression-era facilities because of their rustic style and stone furnishings. (National Youth Administration working on a table for a roadside park five miles east of Gainesville on Highway 5.)



### REGIONAL FLAIR

Inspired by local and regional landscapes and traditions, TxDOT built playful, new types of roadside parks during the 1960s. These designs created excitement and interest for motorists young and old. (Teepee roadside park along the Rio Grande on FM 170, the River Road in Presidio County. Original in color.)

### ATOMIC STYLE



After World War II, the vastness of the interstate highway system required hundreds of new roadside parks and rest areas that would improve safety—about one every 37 miles. Engineers applied the aerodynamic style popular in the 1950s and 1960s to these public structures. The booming postwar economy supplied plentiful amounts of steel to efficiently manufacture prefabricated arbors and picnic tables, which glimmered like the chrome on a new car. (Safety rest area along an interstate highway at unknown location, circa 1960.)



### SHOWCASING TEXAS

Driving on Lone Star motorways can be more than just a journey to a destination. It is also about the experience—one that puts a focus on the state's natural beauty. Many of the roadside parks in use today were built more than 50 years ago, allowing travelers to relax and stretch their legs, just as countless other motorists before had done. (Park at the foot of the Guadalupe Mountains on U. S. Highway 62/180. Original in color.)—*Laura Cruzada, of Austin, is the public involvement specialist for TxDOT.*

# Roadside Landmarks of Change

## Gas Station Design Marks the Passage of Time

By Brett Fuller



Today, old gas stations, ubiquitous elements of the Lone Star landscape, sit in plain sight in cities, along highways, and sometimes in abandoned towns. Individually, these deserted, dusty boxes with rusted canopies offer little of interest for the touring public. However, together these overlooked landmarks speak to a narrative more than a century in the making and stand in testimony to the important role Texas played in the proliferation of automobiles in America.

That chapter in transportation history began in 1901 at Spindletop, outside of Beaumont, with the discovery of oil, the sheer volume of which created a 100-

foot geyser that spewed for days. Production boomed statewide, and by the end of the following year, more than 17 million barrels of crude had been pumped from Texas soil. The most common use of refined kerosene at the time was for lamp illumination; however, another byproduct, gasoline, soon gained prominence as a reliable source for the nascent combustion engines that powered automobiles.

As oil derricks appeared across the state, so, too, did small refineries, each one focused on undercutting their competitors to sell more fuel. Abundant sources of cheap gas made Texas a mecca for early auto-related businesses.

In 1909, Ford Motor Company established a Dallas corporate branch and five years later opened the state's first automobile factory, proudly labeling its vehicles "Built in Texas By Texans."

Along with the explosive rise in car ownership came consumer demands for higher quality roads and more refueling stations. Early Texas-based oil companies sought to meet this need by building the first roadside filling stations in a network radiating out from refineries near Dallas and Houston.

These fueling depots began as little more than pumps set along the pavement but quickly evolved into service centers with garages and a host of auto products and





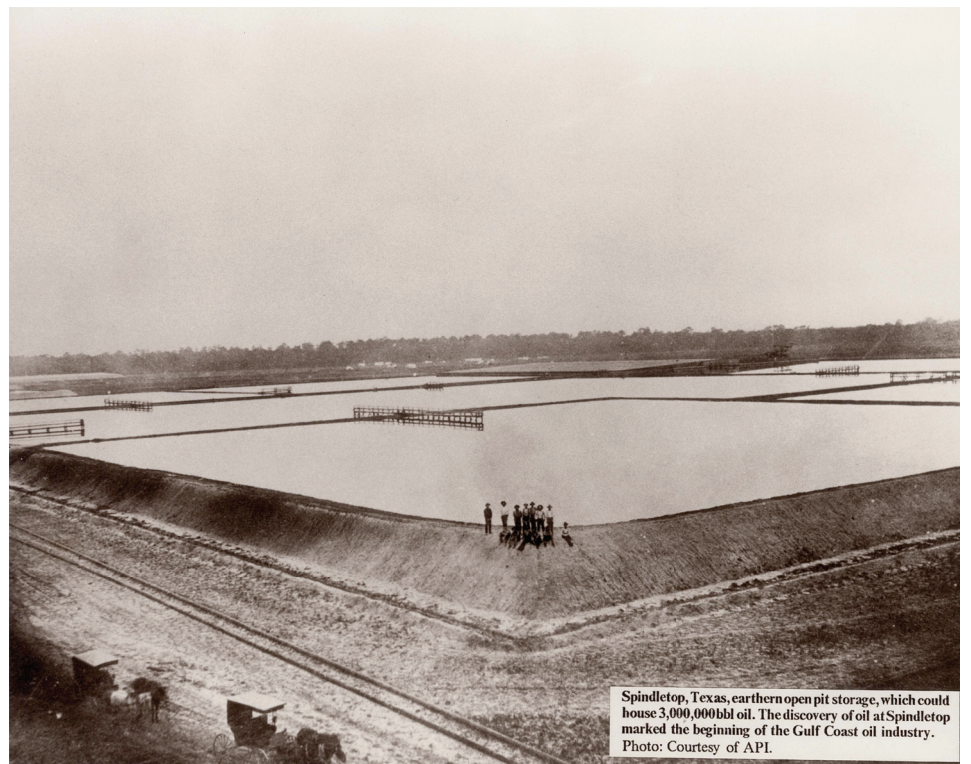
Opposite page: At its peak in the 1940s, the Good Luck Oil Company, the state's largest independent discount chain, had stations all across Dallas/Fort Worth. Courtesy of Good Luck Oil Company Online Museum and Virtual Store. This page, left: This brick beauty is a 1920's Magnolia gas station in Burkburnett, near Wichita Falls. Courtesy of TxDOT. Middle: Historic gas stations, such as this one in Gonzales, still stand in many Texas towns. Image courtesy of TxDOT. Bottom: Open pits at Spindletop could hold as much as three million barrels of oil. Courtesy of the United States Department of Energy.

amenities. These historic businesses often reflected beauty and style in their design as a means of attracting patronage. Architecturally, some buildings captured elements of the state's heritage, while others represented progress and modernity. For much of the 20th century, structures of Spanish Colonial Revival, Art Deco, Streamline Moderne, and various other styles were common.

Today, many early gas stations lie abandoned, while others continue to serve local communities, albeit in different ways. Some are substantially altered, but their distinctive canopies, bays, plate glass windows, and raised concrete *plinths* (square slabs at the base of support columns) are elements that harken back to a past era. Regardless, historic Lone Star gas stations collectively speak to a story that began in Southeast Texas but eventually stretched to all corners of the state and well beyond.

*Brett Fuller, who completed an internship with the Texas Department of Transportation, recently graduated from Texas State University with a master's degree in public history.*

For more information about historic gas stations, visit this TxDOT website: <http://arcg.is/1PbvTC>.



Spindletop, Texas, earthen open pit storage, which could house 3,000,000 bbl oil. The discovery of oil at Spindletop marked the beginning of the Gulf Coast oil industry. Photo: Courtesy of API.



## Philanthropic Visionaries

### Abilene's Legett-Jones-Matthews Family



*When Abilene was founded in 1881, Kirvin Kade Legett, a young attorney, was among the first to buy a plot of land in the frontier town that boasted little more than tent businesses and a train stop.*

Here, he established a legal practice, built a home, and, in 1886, married Lora Bryan, daughter of pioneering cattleman Wash C. Bryan. The couple had three children, Julia, Kade, and Ruth. Legett rose to become one of the state's most influential lawyers, earning the honorary title of "judge." Even more so, his civic leadership was an integral part of Abilene's transition from a fledgling railroad town to a flourishing city.

Judge Legett was a member of Abilene's Progressive Committee (a precursor to the Chamber of Commerce), which worked to attract new businesses and add community amenities, such as sidewalks and electric lights, to the downtown area. Often, he personally financed local improvement projects. The civic leader also cofounded Simmons College, now Hardin-Simmons University, and served on several committees that added to the city's educational offerings. In the early 1900s, Legett was appointed to the Board of the Agricultural and Mechanical College of Texas (now Texas A&M University) and was a strong advocate for farming and industrial development in the region and state.

When Judge Legett passed away in 1926, Abilene's urban landscape stood, in part, as testimony to his generosity and civic mindedness. Not surprisingly, daughter Ruth Legett Jones followed in her father's footsteps and earned a reputation as the city's "quiet philanthro-

Above: Ruth Legett Jones, left, [photo credit: The Portal to Texas History and McMurry University Library] and Judy Jones Matthews, right, [photo courtesy of the Dodge Jones Foundation] established their family philanthropical organization in 1954.

pist.” Born in 1892, she attended local schools and graduated from Simmons College. On Christmas Day in 1915, she married Welshman Percy Jones, a civil engineer who immigrated to the United States to work with his uncle, Morgan Jones, during the construction of frontier railroads. Daughters Julia (Judy) and Edith and son Grenville Dodge completed their family. An oil discovery in 1951 on the Jones’ ranch in remote Kent County became the cornerstone of the family’s wealth—beginning a lifetime of philanthropy, now continuing through several generations. Anonymity was the hallmark of their largess, which was directed to advance the city’s development and the wellbeing of others within their West Texas community.

Early on, Ruth Jones sponsored a home economics class for local African-American women and helped them further their education. However, her role as a community leader and unassuming benefactor fully blossomed with the founding of an organization that became the vehicle for the family’s philanthropic work. On Christmas Day in 1954, Jones, along with her daughters Judy Jones Matthews and Edith Jones O’Donnell, established the Dodge Jones Foundation (DJF), named in memory of the son and brother who had died at the young age of 22. Gifts were made, generally, without attribution or publicity. Under the family matriarch’s leadership, the Foundation funded diverse projects benefitting area universities and schools, churches, and medical facilities; underwriting social welfare programs; adding parks and recreational facilities; and supporting medical, archeological, and historical research, among other efforts. Ruth Legett Jones died on October 16, 1978, leaving Judy Jones Matthews at the helm of the Dodge Jones Foundation.

Through the work of the DJF, Matthews is credited with saving and restoring Abilene’s Paramount Theatre, as well as the Grace Hotel, which is now a museum. These efforts, along with other foundation-supported projects, were the catalyst for the revitalization of the city’s downtown during the 1980s and ’90s. Additionally, a 1985 Dodge Jones Foundation grant provided seed money for the creation of the Community Foundation of Abilene (CFA). Matthews envisioned the organization as a resource that not only offered grant support to local nonprofits but also provided individuals and agencies with the opportunity to establish their own charitable legacies. Today, the CFA manages and administers a host of endowments, including named funds and scholarships, comprising more than \$100 million.



Above: The 1909 building housing the Grace Museum was restored in the late 1980s with assistance from the Dodge Jones Foundation. Image courtesy of Larry D. Moore, CC BY-SA 4.0.

Throughout her lifetime, Matthews also privately donated to a legion of charitable causes and organizations. As expected, her altruistic endeavors were accomplished outside of the public spotlight, although the Foundation’s philanthropy and her personal generosity were common knowledge within the community. Well-deserved recognition came in 2000 when Matthews and her mother (posthumously) were honored as “Abilenians of the Millennium.”

When Julia Jones Matthews passed away in November 2016, the West Texas community mourned the loss of perhaps its greatest benefactor. She once told a reporter, “It’s easy to make a difference in Abilene...” likely, though, the Legett-Jones-Matthews humble brand and breadth of philanthropy only made it seem that way.  
—Pamela Murtha

*Pamela Murtha is the assistant editor of Texas HERITAGE magazine.*

*Author’s Notes: After more than five decades, the Dodge Jones Foundation will cease operation this year. Yet, the Community Foundation of Abilene and an impressively long list of institutions and agencies remain to carry on a family’s philanthropic tradition.*

*The O’Donnell Foundation in Dallas was established by Edith Jones O’Donnell and her husband Peter in 1957. This organization, like the DJF, was endowed substantially through charitable bequests from the Estate of Ruth Legett Jones.*

# Texas Collections

## SPOTLIGHTING THE HOLDINGS OF THE INSTITUTIONAL MEMBERS

— Stone Fort Museum, Nacogdoches —

At the Stone Fort Museum, the staff regularly hears some form of the question, “What’s the best object in your collection?” Sometimes the patron equates “best” with “valuable,” but often the query is more nuanced. Visitors usually mean, “What object here would astonish me?”

Is an apron considered amazing? The problem with once-commonplace objects is that they do not seem rare and are easily taken for granted. Whether it is an apron, a family portrait, or a tool, familiar objects are frequently dismissed and often the *provenance*, or story, is lost. The rare or amazing piece is not always the

one with the highest intrinsic value. A simple apron with a local provenance can have an impact.

The Nacogdoches museum recently hosted *Apron Chronicles: A Patchwork of American Recollections\**, a traveling exhibit that brought home the importance of an everyday object as an interpretive tool. The display, which closed in December 2017, featured 100 vintage aprons, 46 oral histories acquired by curator Ellynanne Geisel from men and women ranging in age from 13 to 109, along with portraits by photographer Kristina Loggia.

Connecting the exhibit to a local story was a challenge, as the collection housed at the Stone Fort Museum does not include an apron. At the same time, however, the display offered an opportunity to build audience engagement and document privately held heirlooms. A local community collections day encouraged residents to share a family apron, a recipe, and a story. The idea was that, whether simple or fanciful, these kitchen items typically evoke powerful reminders of friendly gatherings, family celebrations, hard work, and good food. The event allowed museum staff to document both aprons and traditional recipes from North, South, and East Texas.

As the collected pieces were showcased, one reality became apparent: as a consequence of today’s modern, mobile lifestyle, items rarely remain in the place where they were made. All but one of the aprons photographed at the local event was of 20th century origin, and that object had traveled to Texas from Michigan.

In addition to warm memories, these kitchen items document changes in fashion and domestic work, con-



This page, left: An exhibit of aprons (note the hanging garments) at the Stone Fort Museum provided a chance to showcase other items related to work and family. Opposite page, top: At the collections event in Nacogdoches, Jenny Johnston shared this apron, made in the 1950s by her grandmother, Catharine Palmer, of Dallas. Bottom: This close-up shows the detail in the heirloom smock. All images courtesy of the Stone Fort Museum.

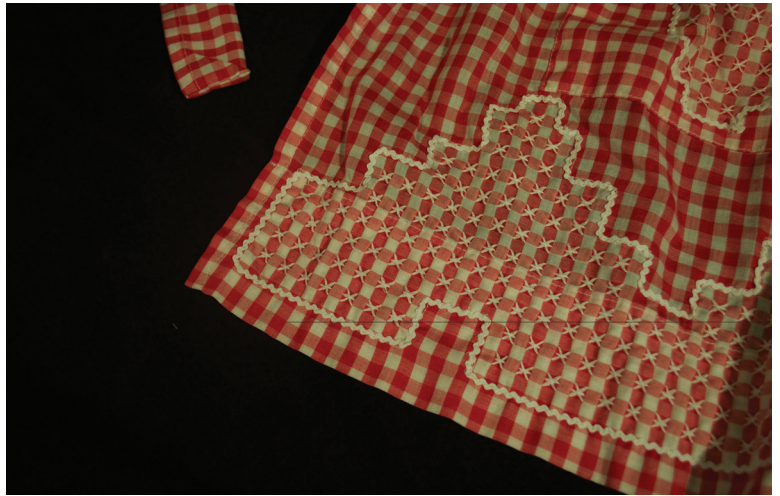
necting diverse groups through shared experiences. The kitchen smocks are part of a larger collective deemed as social objects, defined by Nina Simon in *The Participatory Museum* as “the content around which conversation happens.” To spur discussion, the Nacogdoches installation included a variety of artifacts from the museum’s collection, such as an embroidery frame, a Dutch oven, and woodworking tools, that are tied to work, family, and cultural traditions. When regarding the humble apron, viewers noted changes in both use and users, recognizing that the item has moved beyond the kitchen and is now commonly worn by diverse individuals, from blacksmiths to artists.

As evidenced by the exhibit and collection event, the kitchen smock is a common item with a low survival rate but a high interpretive potential. Learn more about the Stone Fort Museum’s collection at <http://digital.sfasu.edu/cdm/landingpage/collection/StoneFort>.—*Carolyn Spears*

*Carolyn Spears is curator of the Stone Fort Museum in Nacogdoches.*

\* This program was made possible in part with a grant from Humanities Texas, the state affiliate of the National Endowment for the Humanities.

*Check out more information about the Stone Fort Museum at [sfasu.edu/stonefort](http://sfasu.edu/stonefort).*



*The project to save the Dr. James Dickey Home, in Taylor, has received four Texas Historical Foundation grants.*

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# TEXAS HISTORICAL MUSEUMS

## CENTRAL

### ANDERSON MILL MUSEUM AND GRIST MILL

13974 F.M. 2769, Volente 78641;  
512-258-2613; Open 2-5 on the 4th  
Sunday of each month Mar-Oct, or  
special tours by appointment;  
[www.volente.org/amgc](http://www.volente.org/amgc)

BRISCOE WESTERN ART MUSEUM  
210 W. Market St., San Antonio 78205;  
210-299-4499; Tues-Sun 10-5;  
[www.briscoemuseum.org](http://www.briscoemuseum.org)

BURTON HERITAGE SOCIETY/  
RAILROAD DEPOT  
507 North Railroad St., Burton 77835;  
979-353-0050; Tours by appointment;  
[www.burtonheritagesociety.org](http://www.burtonheritagesociety.org)

CAMP HEARNE MUSEUM  
12424 Camp Hearne Rd., Hearne 77859;  
979-814-0733; Wed-Sat 11-4;  
[www.camphearne.com](http://www.camphearne.com)

FORT MARTIN SCOTT  
1606 East Main St., Fredericksburg  
78624; 830-217-3200; Thurs-Mon 10-5;  
[www.ftmartinsscott.org](http://www.ftmartinsscott.org)

FORT MASON  
204 West Spruce St., Mason, 76856;  
Open year round; [www.masontxcoc.com/attractions-recreation/fort-mason](http://www.masontxcoc.com/attractions-recreation/fort-mason)

FRONTIER TIMES MUSEUM  
510 13th St., Bandera 78003;  
830-796-3864; Mon-Sat 10-4:30;  
[www.frontiertimesmuseum.com](http://www.frontiertimesmuseum.com)

MOODY MUSEUM  
114 West 9th St., Taylor 76574;  
512-352-3463; Fri and Sun 2-5 or by  
reservation; [www.moodymuseum.com](http://www.moodymuseum.com)

PIONEER VILLAGE LIVING HISTORY CTR.  
2122 N. St. Joseph, Gonzales 78629;  
830-672-2157; Tues-Sun 1-5;  
[www.thepioneervillage.vpweb.com](http://www.thepioneervillage.vpweb.com)

PRESIDIO DE SAN SABÁ  
191 Presidio Rd., Menard 76859;  
Daily 8-5; [www.presidiodesansaba.org](http://www.presidiodesansaba.org)

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member to be included  
in this list.**

STAR OF THE REPUBLIC MUSEUM  
23200 Park Road 12, Washington  
77880; 936-878-2461; Sun-Sat 10-5;  
[www.starmuseum.org](http://www.starmuseum.org)

TEXAS HERITAGE MUSEUM  
112 Lamar Dr., Hillsboro 76645;  
254-659-7500; Mon-Thurs 8-4:30,  
Friday 8-4; Research Center hours, Mon-  
Fri 9-1; [www.hillcollege.edu/museum](http://www.hillcollege.edu/museum)

TEXAS WENDISH HERITAGE MUSEUM  
1011 County Road 212, Giddings 78942;  
979-366-2441; Tues-Sun 1-5;  
[www.texaswendish.org](http://www.texaswendish.org)

VILLA FINALE & VILLA FINALE VISITOR  
CENTER  
401 King William, San Antonio 78204;  
210-223-9800; Tues 12-4, Wed-Sat  
9:30-4; [www.VillaFinale.org](http://www.VillaFinale.org)

THE WITTLIFF COLLECTIONS,  
TEXAS STATE UNIVERSITY  
601 University Dr., San Marcos 78666;  
512-245-2313; Hours vary, call ahead;  
[www.thewittliffcollections.txstate.edu](http://www.thewittliffcollections.txstate.edu)

## EAST

HERITAGE MUSEUM OF  
MONTGOMERY COUNTY  
1506 I-45 North, Conroe 77305;  
936-539-6873; Wed-Sat 9-4;  
[www.heritagemuseum.us](http://www.heritagemuseum.us)

THE HISTORY CENTER  
102 North Temple, Diboll 75941;  
936-829-3453; Mon-Fri 8-5, Sat 9-1;  
[www.thehistorycenteronline.com](http://www.thehistorycenteronline.com)

MCFADDIN-WARD HOUSE  
1906 Calder St., Beaumont 77701;  
409-832-2134; Tues-Sat 10-11:30,  
Sun 1-3; [www.mcfaddin-ward.org](http://www.mcfaddin-ward.org)

MUSEUM OF HARDIN COUNTY  
830 S. Maple St., Kountze 77625;  
409-246-8434 or 409-755-7313;  
Wed 10-1 or by reservation

STONE FORT MUSEUM  
1808 Alumni Drive North, Nacogdoches  
75961; 936-468-2408; Tues-Sat 9-5,  
Sun 1-5; [www.sfasu.edu/stonefort/](http://www.sfasu.edu/stonefort/)

RUTHERFORD B. H. YATES MUSEUM  
Andrews St. & Wilson St., Houston  
77019; 713-739-0163; Mon-Fri 9-4;  
[www.rbhy.org](http://www.rbhy.org)

TEXAS FORESTRY MUSEUM  
1905 Atkinson Dr., Lufkin 75901;  
936-632-9535; Mon-Sat 10-5;  
[www.treetexas.com](http://www.treetexas.com)

## NORTH

AMON CARTER MUSEUM OF  
AMERICAN ART  
3501 Camp Bowie Blvd., Fort Worth  
76107; 817-738-9133; Tues-Sat 10-5,  
Thurs 10-8, Sun 12-5;  
[www.cartermuseum.org](http://www.cartermuseum.org)

COMMERCE PUBLIC LIBRARY  
1210 Park St., Commerce 75428;  
903-886-6858; Mon, Wed, Fri 10-5,  
Tues 10-6, Thurs 10-8, Sat 9-12;  
[www.commercepubliclibrary.org](http://www.commercepubliclibrary.org)

DALLAS JEWISH HISTORICAL SOCIETY  
7900 Northaven Rd., Dallas 75230;  
214-239-7120; Mon-Fri 9-5; [www.djhs.org](http://www.djhs.org)

EASTLAND COUNTY MUSEUM  
114 South Seaman St., Eastland 76448;  
254-631-0437; Thurs-Sat 10-2;  
[www.eastlandcountymuseum.com](http://www.eastlandcountymuseum.com)

FARMERS BRANCH HISTORICAL PARK  
2540 Farmers Branch Ln., Farmers  
Branch 75234; 972-406-0184;  
Mon-Fri 8-6, Sat-Sun 12-6;  
[www.fbhistoricalpark.com](http://www.fbhistoricalpark.com)

GRAPEVINE HISTORICAL SOCIETY  
MUSEUM  
206 W. Hudgins St., Grapevine 76051;  
817-410-3526; Tue-Sat 10-4,  
Sun 1-4;  
[www.grapevinehistory.weebly.com](http://www.grapevinehistory.weebly.com)

HISTORIC FORT WORTH, INC.  
1110 Penn St., Fort Worth 76102;  
817-336-2344; Two historic properties:  
McFarland House & Thistle Hill;  
Individual/group tours Wed-Fri 11-2,  
Sun 1-3; [www.historicfortworth.org](http://www.historicfortworth.org)

HISTORIC WACO FOUNDATION  
MUSEUMS  
810 S. 4th St., Waco 76706;  
254-753-5166; four historic houses:  
Earle Napier Kinnard, East Terrace,  
Fort House, and McCulloch; Tues-Fri  
11-3, Sat-Sun 2-5; [www.historicwaco.org](http://www.historicwaco.org)

JEFFERSON HISTORICAL MUSEUM  
232 West Austin, Jefferson 75657;  
930-665-2775; Mon-Fri 9:30-4:30;  
[www.jeffersonmuseum.com](http://www.jeffersonmuseum.com)

LAYLAND MUSEUM  
201 North Caddo, Cleburne 76033;  
817-645-0940; Tues-Fri 10-5, Sat 10-4;  
[www.ci.cleburne.tx.us/museum.aspx](http://www.ci.cleburne.tx.us/museum.aspx)

MUSEUM OF THE AMERICAN RAILROAD  
6455 Page St., Frisco 75034;  
214-428-0101; Wed-Sat 10-5, Sun 1-5;  
[www.museumoftheamericanrailroad.org](http://www.museumoftheamericanrailroad.org)

NELSON MEMORIAL LIBRARY  
1200 Sycamore St., Waxahachie 75165;  
972-825-4761; Mon-Fri 7:30 a.m.-11 p.m.,  
Sat 11-10; [www.jmrl.org/br-nelson.htm](http://www.jmrl.org/br-nelson.htm)

STEPHENVILLE HISTORICAL HOUSE  
MUSEUM  
525 East Washington St., Stephenville  
76401; 254-965-5880; open daily;  
guided tours Tues-Sat 10-5, Sun 1-5;  
[www.stephenvillemuseum.org](http://www.stephenvillemuseum.org)

THE NATIONAL VIETNAM WAR  
MUSEUM  
12685 Mineral Wells Highway,  
Weatherford 76086; 940-325-4003;  
Mon-Wed and Fri-Sun 9-1;  
[www.nationalvnwarmuseum.org](http://www.nationalvnwarmuseum.org)

THE SIXTH FLOOR MUSEUM AT  
DEALEY PLAZA  
411 Elm St., Dallas 75202;  
214-767-6660; Mon 12-6, Tues-Sun 10-6;  
[www.jfk.org](http://www.jfk.org)

WISE COUNTY HERITAGE MUSEUM  
1602 South Trinity, Decatur 76234;  
940-627-5586; Mon-Sat 10-3;  
[www.wisehistory.com](http://www.wisehistory.com)

#### PANHANDLE

PANHANDLE-PLAINS HISTORICAL  
MUSEUM  
2503 4th Ave., Canyon 79015;  
806-651-2244; Mon-Sat 9-6, Sun 1-6;  
[www.panhandleplains.org](http://www.panhandleplains.org)

#### SOUTH/GULF COAST

BRYAN MUSEUM  
1315 21st St., Galveston 77550;  
409-632-7685; Thurs-Mon 11-4;  
[www.thebryanmuseum.org](http://www.thebryanmuseum.org)

CHISHOLM TRAIL HERITAGE MUSEUM  
302 North Esplanade, Cuero 77954;  
361-277-2866; Tues-Sat 10-4:30;  
[www.chisholmtrailmuseum.org](http://www.chisholmtrailmuseum.org)

GALVESTON and TEXAS HISTORY  
CENTER  
2310 Sealy Ave., Galveston 77550;  
409-763-8854 ext. 127; Tues-Sat 9-6;  
[www.gthcenter.org](http://www.gthcenter.org)

HISTORY CENTER FOR ARANSAS  
COUNTY  
801 East Cedar St., Rockport 78382;  
361-727-9214; Fri-Sat 10-2;  
[www.aransashistorycenter.org](http://www.aransashistorycenter.org)

MUSEUM OF SOUTH TEXAS HISTORY  
200 N. Closner Blvd., Edinburg 78541;  
956-383-6911; Tues-Sat 10-5, Sun 1-5;  
[www.mosthistory.org](http://www.mosthistory.org)

STANZEL MODEL AIRCRAFT MUSEUM  
311 Baumgarten St., Schulenberg 78956;  
979-743-6559; Mon, Wed, Fri, Sat  
10:30-4:30; [www.stanzelmuseum.org](http://www.stanzelmuseum.org)

TEXAS CITY MUSEUM  
409 6th St. North, Texas City 77590;  
409-229-1660; Tues-Sat 10-4;  
[www.texas-city-tx.org/museum](http://www.texas-city-tx.org/museum)

THE HERITAGE SOCIETY AT  
SAM HOUSTON PARK  
1100 Bagby St., Houston, 77002;  
713-655-1912; Park open daily, dawn to  
dusk; Museum hours: Tues-Sat 10-4;  
Guided tours: Tues-Sat 10, 11:30, 1:00,  
2:30; [www.heritagesociety.org](http://www.heritagesociety.org)

TWENTIETH CENTURY TECHNOLOGY  
MUSEUM  
231 South Fulton St., Wharton 77488;  
979-282-8810; Mon-Fri 10-3, Sat 1-4;  
[www.20thcenturytech.com](http://www.20thcenturytech.com)

WHITEHEAD MEMORIAL MUSEUM  
1308 S. Main St., Del Rio 78840;  
830-774-7568; Tues-Sat 10-6; Sun 1-5;  
[www.whiteheadmuseum.org](http://www.whiteheadmuseum.org)

YOAKUM HERITAGE MUSEUM  
312 Simpson St., Yoakum 77995;  
361-293-2309; Sun, Tues, Thurs 1-4,  
Fri 10-4; [www.yoakumareachamber.com/pages/yoakumheritagemuseum.html](http://www.yoakumareachamber.com/pages/yoakumheritagemuseum.html)

#### WEST

EL PASO COUNTY HISTORICAL  
SOCIETY  
603 W. Yandell Dr., El Paso 79902;  
915-533-3603; Mon-Fri 10-2;  
[www.elpasohistory.com/](http://www.elpasohistory.com/)

EL PASO MUSEUM OF HISTORY  
510 N. Santa Fe St., El Paso 79901;  
915-212-0320; Tues-Sat 9-5, Sun 12-5;  
<https://history.elpasotexas.gov/>

FORT CHADBOURNE FOUNDATION  
651 Fort Chadbourne, Bronte 76933;  
325-743-2555; Tues-Sat 8-5;  
[www.fortchadbourne.org/](http://www.fortchadbourne.org/)


FORT CONCHO NATIONAL HISTORIC  
LANDMARK MUSEUM  
630 South Oakes St., San Angelo 76903;  
325-481-2646; Mon-Sat 9-5, Sun 1-5;  
[www.fortconcho.com](http://www.fortconcho.com)

HALEY MEMORIAL LIBRARY AND  
HISTORY CENTER  
1805 West Indiana, Midland 79701;  
432-682-5785; Mon-Fri 9-5;  
[www.haleylibrary.com](http://www.haleylibrary.com)

MARTIN COUNTY HISTORICAL  
MUSEUM  
207 Broadway St., Stanton 79782;  
432-756-2722; Mon-Fri 12:30-5:30;  
[www.martincountyhistoricalsociety.com](http://www.martincountyhistoricalsociety.com)

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Thomas Allen, *Market Plaza*, 1878-1879  
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**Amy Fulkerson** Chief Curator, The Witte Museum, San Antonio, TX

**Kelly Donahue-Wallace, Ph.D.** Professor of Art History, College of Visual Arts & Design, University of North Texas, Denton, TX

**Eleanor J. Harvey, Ph.D.** Senior Curator, Smithsonian American Art Museum, Washington, DC

**Mark Thistlethwaite, Ph.D.** Kay and Velma Kimball Chair of Art History, Texas Christian University, Fort Worth, TX

**Amy Von Lintel, Ph.D.** Doris Alexander Endowed Distinguished Professor of Fine Arts, West Texas A&M University, Canyon, TX

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