

March 14, 1927.

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

R. S. Sterling, Chairman,  
Cone Johnson, Member  
W. R. Ely, Member.  
R. A. Thompson, State Highway Engineer.

Archer County requested Federal Aid on Highway No. 79, from Wichita Falls through Archer County to Olney in Young County. No action taken at this time. The Commission advised the County to sell their bonds and hold the money until Aid could be extended.

Cherokee County made a request for aid to pave 731' on Highway No. 43-A, and 1140' on Highway No. 40, through the city of Rusk. This request was declined.

Representatives from Bell, Comanche, Eastland, Coryell and Hamilton Counties came before the Commission and asked that the road, designated July 1926, from Temple in Bell County to Hamilton, Hamilton County; thence to Comanche in Comanche County, be extended to Rising Star in Eastland County; thence to Cross Plains in Callahan County; thence to Baird in Callahan County and connecting at this point with Bankhead Highway No. 1. Hamilton County desires that the road from Temple to Hamilton be surveyed, via Ireland in Coryell County, instead of via Jonesboro. The Commission stated that no designations were being made at this time and the matter was passed indefinitely.

Representatives from Wilson and Karnes Counties represented that Highway No. 16 from San Antonio to Corpus Christi is hard surfaced with the exception of about 17 miles in Wilson and Karnes Counties. Wilson County will vote bonds if the State will promise to allot aid. The Commission advised that it would be the policy of the present Commission to fill all gaps in important Highways as soon as possible, but could make no definite promises at this time. Local Aid from the Counties would be expected, and the Commission suggested that Wilson and Karnes Counties vote their bonds and take the matter up with the Commission at a later time.

A request from Collin County for Federal Aid to hard surface Highway No. 39, running east and west through Collin County, a distance of 31 miles, was declined for the present.

Representatives from Lipscomb and Ochiltree Counties asked that the District Engineer go over the proposed road in the above mentioned Counties, with the view of making recommendations with reference to securing a designation from Higgins in Lipscomb County to Perryton in Ochiltree County to connect with Highway No. 4 at Perryton. No action taken by the Commission at this time.

Mr. Merl, Secretary of the Chamber of Commerce at Dilley, Frio County, Texas, was granted permission to take up, with the Division Engineer, the matter of erecting road markers along Highway No. 85, from Dilley to Eagle Pass, for the purpose of directing traffic from Dilley to Eagle Pass; such markers to contain no advertising of any kind,

March 14, 1927.

Representatives from Kimble County stated that State Aid had been allowed to Highway No. 29 in Mason and Edwards Counties but that Kimble has been maintaining this Highway, through said County, with its own money, and now desires that the State take over the maintenance, which had been given previously three times and withdrawn. The Commission instructed the State Engineer to have Mr. Moursund, the Division Engineer at San Angelo, make a report on the condition of this road in Kimble County, as well as in Edwards and Mason Counties.

Montague County requested Federal Aid for topping Highway No. 2 and No. 50, from Alford to Clay County line, but no action taken.

Representatives from the city of Olney and Jean desire to have Highway No. 24, which runs from Graham to Olney, Young County, redesignated via Jean instead of via New Castle, as is now designated. The Commission instructed the State Highway Engineer to notify the authorities at New Castle that all interested parties would be heard at the next regular meeting of the Commission, March 28, 1927.

A request from Erath County for Aid to pave the business section of the city of Dublin on Highway No. 10, was declined as the Commission did not favor paving the highway within the city limits.

50% Aid wanted for building a bridge on Highway No. 9, over Running Water Draw in Hale County was referred to the Division Engineer for report on conditions and estimated cost of building a new bridge.

Falls County representatives expressed a desire that Falls County be retained in District No. 9, and the recommendation of B. C. Currie of Marlin, Texas, as Section Foreman was referred to the State Highway Engineer.

Request for allotment of eight or nine thousand dollars needed to repair bridge  $3\frac{1}{2}$  miles west of Rule, Haskell County, on Highway No. 107, was taken under advisement by the Commission.

The following requests were made by Wilbarger County:

- (1) \$190,000.00 Aid on Highway No. 28, from Vernon north to Idell, 17 miles. es
- (2) \$187,000.00 " " " " 28, " " to Foard County line, 12.3 mil
- (3) \$119,438.00 " " " " 5, Hardeman County line to west end of present paving, 6.7 miles.
- (4) \$78,125.00 Aid on Highway No. 28, Vernon south, 5 miles.
- (5) Highway No. 28, Oklunion N. E. to Red River. This job was started as F.A.P. and changed to S.A.P., and County now desires to change back to F.A.P. as per original contract with Highway Department in 1924.
- (6) County wants to match State and Federal Aid for the construction of Pease Bridge on Highway No. 5.

The Commission advised that they would have to wait action of the Legislature and restoration of Federal Aid before granting any aid as there were no funds on hand at the present time.

The Commission suggested that Cottle County sell their \$8,000,000.00 bonds which have been voted and when funds are on hand to take the matter up again with the Commission for aid on Highway No. 28.

No action was taken in regard to redesignating the Highway from Childress in Childress County, south to Paducah in Cottle County, through Guthrie in King County, to Aspermont in Stonewall County, which would connect Highway No. 4 at Childress with Highway No. 18 at Aspermont, Texas.

March 15, 1927.

Action was deferred in regard to changing route of Highway No. 39, from the present designation, to go around the north end of Lake Dallas, until the next regular meeting of the Commission, March 28, 1927, when the County Judge of Denton County and Commissioners' Court and all interested parties could appear and present both sides of the matter to the Commission.

At the suggestion of Mr. Johnson, Wharton County agreed to finance the construction work of building grade and structures along Highway No. 12 and No. 60, with funds that the County has on hand, work to begin at once, subject to the approval of the Commission, with the understanding that the Commission give proper credit to said County for such moneys as they may expend, when Highway funds are available.

Baylor County desires Aid to hard surface Highway No. 24, 30 and 23, but the Commission advised nothing could be done at this time.

Representatives of Atascosa County represented that Highway No. 9 and 9-A in Atascosa County from Pleasanton to Jourdanton to Live Oak County line, is ready and needs topping. Commission advised that important gaps on Federal Highways had to be closed first, but suggested that if the County would finance the 4.75 miles of topping desired on Highway No. 9-A, it would be satisfactory with the Commission.

No definite action taken by the Commission.

De Witt County desires permission to advertise for bids on construction work to be done on Highway No. 81, from Gonzales County line to Cuero, and on Highway No. 72 from Cuero to boundary of road district No. 5, the County to defray the expenses with the understanding that the State would reimburse them when funds were available. No action taken.

It was moved by Judge Ely, seconded by Mr. Johnson, that bids be advertised on project S.A.P. 715, Job 54-A, and work started on the  $\frac{1}{2}$  mile gap in Highway No. 53, Crosby County.

On motion by Judge Ely, seconded by Mr. Johnson, that State Aid be denied Williams on, Bastrop and Milam Counties in regard to the designation from Cameron in Milam County to Elgin in Bastrop County, via Tracy, Sharp, Lilac, San Gabriel, Thorndale, Gane and Beakiss.

Representatives from Grayson County stated that no State or Federal Aid had ever been allotted to said County but had received maintenance on Highways No. 5, 6, and 91. These roads are now in a deplorable condition and will have to be regraded before top could be put on. The Commission stated that it would be necessary for the County to get funds together and then the Commission would endeavor to get Federal Aid; Division Engineer would be instructed to look into the matter, and the Commission would do everything possible in the way of maintenance.

The request of Limestone County for permission to proceed with surveys and plans and then with construction on Highways No. 7 and 14, with the understanding that District No. 4 will finance the project until can get reimbursement from the State, was taken under advisement by the Commission.

Application was declined to Cameron County for designation of a road from Point Isabel to Brownsville.

March 15, 1927.

Division Engineer was instructed to make a report on the following conditions in Ellis County:

- (1) On Highway No. 34, 11.6 miles needs hard surfacing. F. A. P. B.C. & D. estimated cost \$15,440.00 per mile.
- (2) A gap and approximately 12 miles on Highway No. 68 needs immediate attention, as well as No. 14.
- (3) Grading and drainage structures completed on 4.18 miles on Highway No. 6, F.A.P. 487-C; about 80% completed on 8.78 miles Highway No. 6, F.A.P. 487-E. Hard surfacing these projects will be taken up later.

The matter of relocating Highway No. 53 from Lubbock, Texas, to the Hockley County line, a distance of 14.5 miles was referred to the State Highway Engineer for report.

Reckwall County asked for six or seven thousand dollars to repair lateral roads which have been damaged because of the diversion of traffic from Highway No. 1 (Bankhead), due to serious washouts on said Bankhead Highway, to which the Commission advised that the Division Engineer of that District would be sent to make a report of the situation.

No action taken on the following requests from Walker County:

- (1) Highway No. 19, from Huntsville to Montgomery County line, Unit No. 2 is ready for surfacing and would like to go ahead with work and let State reimburse County later.
- (2) Highway No. 32, from Fiskeville to Madison County line, is ready for topping, grading and drainage structure practically completed.
- (3) Appropriation has been made and bids asked for on State Highway No. 45 from Huntsville east; State Aid pending on the action of the Legislature in regard to Highway funds.

Sealed proposals from County Judge, R. W. Barry, Grimes County and Oscar Seward, County Engineer, were opened by the Commission in open session, on Highway No. 90, F.A.P. 610-B, Job 94-B and ordered tabulated by the State Highway Engineer.

Action in the matter of granting \$8,600 Aid with which to pay contractors on F. A. P. 130, section A. B. C. and D. on Highway No. 15, from Van Zandt County line through Kaufman County to Dallas County line was postponed pending further investigation.

March 16, 1927.

Moved by Judge Ely, seconded by Mr. Johnson that Highway from Greenville to Commerce be numbered Highway No. 39; from Commerce to Sulphur Springs, numbered Highway No. 11; and from Greenville to Sulphur Springs, Highway No. 1. Motion carried.

The following proposition was submitted to Gib Gilchrist, County Engineer, with reference to Highway No. 1, in Hopkins County:

"To the Honorable State Highway Commission,  
Austin, Texas.

Gentlemen:-

Referring to our application for construction during 1917 of 15.24 miles of State Highway No. 1 in Hopkins County, same being that portion of the Highway west of Sulphur Springs, we wish to say that if you comply with our request that this construction be done during 1927, that we will arrange to take care of the State's portion of the cost, amounting to approximately

March 16, 1927.

\$145,000.00, until January 1, 1928, provided the funds of the Commission are not in shape to permit payment prior to that time. We can, with the money on hand and with the Federal Aid which we will receive, take care of the payments, if necessary, until the time stated above.

(Signed) Geo. C. Stephens,  
County Judge, Hopkins, Co. Tex.  
(Signed) W. E. Milton,  
County Commissioner,  
Hopkins County, Texas.  
(Signed) W. E. Rape,  
County Commissioner,  
Hopkins County, Texas.

No action taken by the Commissioner at this time.

It was moved by Judge Ely, seconded by Mr. Johnson, that the Engineer proceed to get plans reinstated and advertise for bids for the completion of Bankhead Highway No. 1, from Albany to Abilene, a distance of 17½ miles.

(2) Shackelford County will match State and Federal Aid to put first class surface on 14 miles of Highway No. 23, from Albany to Moran. The Commission ordered that this application be taken under advisement at this time.

Farmin County requested \$11,000.00 Aid on 3.55 miles of Highway No. 5, east of the city of Bonham. This road is in bad condition and is also crooked and needs to be straightened. The Commission suggested that the County make application for State and Federal Aid, accompanied with written statement as to what extent Farmin County can contribute aid.

It is ordered that no further indebtedness or claim incurred prior to the time when the present Commission took charge of the Department be approved or warrants drawn in payment thereon at this time; but that the same be held subject to investigation, except for maintenance in the year 1927.

Motion by Mr. Johnson, seconded by Judge Ely, that a State Highway be designated from Fort Worth in Tarrant County extending northeast via Grapevine and Copperell to a connection with Highway No. 40, near the north line of Dallas County. This to be known as State Highway No. 121. Motion carried.

March 17, 1927.

It is ordered by the Commission that an appropriation of State Aid be and the same is hereby made for Unit No. 2, F.A.P. 466, A. & D., Galveston Road, Harris County, in the sum of \$61,885.00 State Aid, and that the State Engineer is authorized to advertise for bids for the construction of said project.

It is ordered by the Commission that Galveston County proceed to place grade on Section 1. F. A. P. 466, Galveston Road, money to be advanced this year by Galveston County, and bids be authorized to be taken for this work. This is on Highway No. 6.

March 17, 1927.

Motion by Mr. Johnson, seconded by Judge Ely, that the Attorney General be requested to proceed at once to have the injunction granted in the case of John F. Buckner vs. the State Highway Commission, et al, pending in the District Court of Travis County, Texas, dissolved and to take such other proceedings and action as he may deem proper to protect the interests of the State and the Highway Department and Grimes County, Texas, Motion carried.

Motion by Mr. Johnson, seconded by Judge Ely, that the contract on Job 94-B, S.A.P. 610-B Unit 1, on Highway No. 90 in Grimes County, Texas, be awarded to Swift and Pursifull, which is to be held until their bond is approved. Motion carried.

It is ordered that the survey of the Department made by Hon. H. L. Washburn, dated February 21, 1927, be adopted, and that the system of accounting outlined and recommended by him in said report be installed and put in operation under the supervision and direction of Mr. Washburn.

It is further ordered that the sincere thanks of the Commission be tendered to Mr. Washburn for his very able and unselfish services to the Department.

It is ordered that all requisitions for materials, supplies or equipment be approved by the State Highway Engineer, or the Assistant Engineer.

Upon recommendation of the State Highway Engineer, the compensation of Resident Engineers will be fixed by the State Highway Engineer according to the services to be performed, not to exceed however, the sum of \$350.00 per month with a fixed allowance for rentals and upkeep of car and for gasoline and oil to be determined by the State Highway Engineer.

Upon recommendation of the State Highway Engineer the compensation of Road Overseers or Supervisors is to be fixed by the State Highway Engineer not to exceed the sum of \$160.00 per month with a fixed allowance for use and upkeep of car, and for gasoline and oil, to be determined by the State Highway Engineer,

Upon recommendation of the State Highway Engineer, the compensation of Superintendents of Maintenance is to be fixed by the State Highway Engineer, not to exceed the sum of \$175.00 per month with a fixed allowance for rentals and upkeep of car, gasoline and oil, to be determined by the State Highway Engineer from time to time; the number of such Superintendents at no time to exceed thirty-six for the entire State.

Mrs. J. B. Cotton is appointed typist at \$100.00 per month, effective March 22, 1927, to act as telephone operator in lieu of Mrs. Della Corwin, whose resignation is accepted, effective March 21, 1927.

The services of Miss Catherine Poulson, stenographer and typist, who has been working on the half-time basis, are dispensed with, effective March 21, 1927.

March 17, 1927.

The services of the following employes now on the extra payroll are no longer needed and are dispensed with, effective March 26, 1927:

- Mrs. Myrtle S. Anderson
- Martha Nachtigall
- Harold Gatlin
- Mrs. Dessie Lee
- Grace Norris.

The services of Abie Park, Store Room Clerk, working on half-time basis, are no longer required and will be dispensed with effective March 26, 1927.

Mr. E. R. Young of Granger, Texas, is appointed Store Room Clerk effective April 1, 1927, at a salary of \$100.00 per month in place of Mr. J. Jordan, whose resignation is accepted effective March 31, 1927.

The services of Mr. Robert J. Eckhardt, as Chief Clerk and Auditor will be dispensed with, effective March 31, 1927.

Mr. Gordon Lloyd of Dallas, is appointed Chief Clerk and Auditor, at a salary of \$2,750.00 per annum, effective April 1, 1927.

It appearing that in certain emergencies it is necessary that each member of the Commission have authority to execute the orders of the Commission by signing the names of the other members;

THEREFORE, it is agreed by the Commission that any member of the Commission is authorized to sign the name of another member when necessary to meet such emergencies.

WITNESS OUR hands this the 17th day of March, A.D. 1927.

- R. S. Sterling, Chairman,
- Cone Johnson, Member,
- W. R. Ely, Member.

APPROVED:

*[Signature]*  
State Highway Engineer.

*[Signature]*  
Chairman

*[Signature]*  
Member

*[Signature]*  
Member

*[Signature]*  
Acting Secretary.