

APPLICATION FORM  
OFFICIAL TEXAS HISTORICAL MARKER

This marker is for (title or subject): BUD MATTHEWS, TEXAS A SPUR TRACK  
Marker location (street address and city, or specific directions from nearest town on state highway map):  
14 miles West of ALBANY, Texas, Highway 180, Left hand side of  
Highway traveling West  
County: Shackelford, Texas  
Distance and direction of marker topic from marker site (if applicable):  
Will be placed at site



APPROVAL OF COUNTY HISTORICAL COMMISSION

The application and narrative history must be approved by the county historical commission before forwarding to the Texas Historical Commission.

Chair's Signature:  Date: 3-9-91

The CHC chair automatically will receive all copies of correspondence regarding this marker project.

PERMISSION OF OWNER FOR MARKER PLACEMENT

Permission for placement of a marker must be obtained by the property owner. Please provide the name of a contact person if the owner is an institution, organization, or public entity. This section need not be completed if the marker is to be placed on right-of-way maintained by the State Department of Highways and Public Transportation.

Name: Robbie Davis Johnson Trust  
Overton Park National Bank Common Trustee  
Contact person (if applicable): Sue Ann Turnage  
Mailing address: PO Box 16509  
Fort Worth, Tx 76162-0509 Phone: 817-377-5017

Owner's Signature: \_\_\_\_\_

Do you wish to receive copies of all correspondence concerning this marker application?  Yes  No

To whom should the request for payment be addressed?

Name: Mary Frances Driscoll

(Provide contact person if payee is an institution, organization, or public entity.)

Mailing address: 912 Bedford Drive

Midland, Texas 79701 Phone: 915-682-2737

Does this person wish to receive copies of all other correspondence concerning this application?  Yes  No

Is there anyone else to whom all correspondence concerning this marker application should be addressed?

(One additional name and address only, please.)

Name: Henry B. Paup

Mailing address: 5020 Collinwood Avenue, Suite 200

Fort Worth, Texas 76107 Phone: 817 737 5020

SHIPPING INSTRUCTIONS

of the seal. If the seal is broken, the marker should not be used. The number of the seal is printed on the back of the marker.

Exhibit H  
Page 1 of 13

In the years following 1881, the area surrounding Albany thrived financially from revenues brought by the frequent shipment of cattle by train. Cattlemen no longer drove their cattle up the old trails across the great plains. Hunters gathered buffalo bones from the hunting grounds of 1874-1878, and Albany became the buffalo bone shipping center of the world. A building boom occurred, and train loads of lumber arrived daily. (7)

On April 23, 1881, the year the first train arrived in Albany, F.E. Conrad married Rose Ella Matthews, youngest daughter of Joseph Beck and Caroline Spears Matthews. Conrad's merchantile business had been established in 1870 at Fort Griffin, the Military Post on the Clear Fork of the Brazos. His business was very successful but "railroad fever" in 1880 and 1881 caused many a merchant to set their sights on Albany. By March 1, 1882, Conrad had moved his store to Albany. His advertisement in the Albany News of 1887 is quoted here: "We were here in Indian Times. We sold goods in Soldier Times. We did a little business here in Buffalo Times. We went slow here in Hard Times. We handled Wool here in Sheepman's Time. We boomed things in Booming Times." (9)

On December 19, 1888, Conrad received the Patent on Survey Nos. 220 and 221, East Texas Railroad Co, State School Land, Shackelford County, Texas. (10) These sections became a part of the Chimney Creek Ranch acquired by Conrad. The ranch was on an historic piece of land totaling 14,006 acres. A small creek entered the ranch on the north-west side and ran east several miles before turning south. The creek and the ranch were named Chimney Creek because of the old chimneys, still standing, of the Overland Butterfield Stage station established prior to the Civil War. (11)

Mr. Conrad sold his Mercantile business in 1891 to devote his time to the ranching business. There is no doubt about Conrad's business ability, and of the twenty years he had been in the area, it could be said that he was successful in business, a member of a respected family, active in his community, and a well liked citizen. (12) But in spite of all these positive facts something was bothering him, something he apparently never revealed. He committed suicide on May 4, 1892, on his 50th birthday. (13) At the time of his death, the five children of Frank and Ella Conrad were ages 2 years to 10 years of age. Mrs. Conrad now had sole responsibility of raising her children and operating the Chimney Creek Ranch. Her only brother, John Alexander Matthews, came forward to assist her. (14)

In the spring of 1899 on the 13th of June, Rose Ella Conrad, Executrix of the Estate of Frank E. Conrad, conveyed an Easement for Right of Way to the Texas Central Railroad Company. This included surveys 219 and 220 of Eastern Texas Railroad Company. The right of way was for the purpose of constructing, operating and maintaining a railroad on a tract of land 100 feet wide down the north side of the surveys and was to be in effect as long as the railroad was in operation on said surveys. (15) The railroad was extended from Albany to Stamford in 1900 and in 1906 to Rotan. (16)

When the tracks were in place, Ella Conrad, upon advise of her brother proceeded to build cattle pens and a loading chute on Survey 220 of E.T.R.R. Co. These pens would enable her to load

her cattle from her land into railroad cars and ship them to market. Her brother, John A. (Bud) Matthews, designed the pens and supervised the construction.

Upon completion, the pens and the spur track beside the pens, were named by Ella Conrad, "Matthews, Texas" in honor of her family. The Railroad Company notified her that another railroad station in Texas was known as "Matthews" so Ella added her brother's nickname, and the place became "Bud Matthews, Texas" at Texas Central Mile Post Marker No. 201.9. The post marker indicated the miles of track from Waco, Texas. (18)

Soon Mrs. Conrad and neighboring ranchers were shipping their cattle from this spur track.

The Monroe Cattle Company, whose land consisted of four pastures of 30,000 acres in each pasture, used these pens and track spur to ship their cattle.<sup>(19)</sup> Certain of their cattle were branded *W00* and others *S0P*.<sup>(20)</sup>

George W.P. Coates registered brand was *G.C.*<sup>(21)</sup> His ranch headquarters were approximately five miles south-east of the pens. He drove his cattle north-west across open prairie to ship them to market from Mrs. Conrad's pens.<sup>(22)</sup>

The Monroe Cattle Co. passed into history in 1910. The Reynolds Bros., large shareholders in the company, retained a portion of the land.<sup>(23)</sup> Their cattle shipped from the pens were branded with the long *X* and today their descendants use this same brand on the Reynolds' Cattle Co. ranch in far West Texas.<sup>(24)</sup>

The balance of the Monroe Cattle Co. land had new owners who established ranches and registered their brands in Shackelford

They were W.I. Cook, brand  $\Sigma$ ; Dawson and Conway, brand W00; and Rafter Three Ranch Co., brand A. (25) Their cowboys traded day work to concentrate and drive the herds to the rail spur.

In 1920, the Conrad Ranch was sold to G.R. Davis. (26) He became owner and keeper of the pens. His cattle were branded C. (27) Thirteen years after he bought the ranch, on September 2, 1933, Mr. Davis conveyed an easement unto the Missouri-Kansas-Texas Railroad Company of Texas on, in, and over a tract of land 600 feet in length and 700 feet in width out of surveys 220 and 221, E.T.R.R. Co. land for the purpose of constructing and maintaining stock pens and cattle concentration yards thereon. The MKT Co. agreed to pay \$9.65 per annum for the easement. The agreement was for a period of fifteen years and "thereafter from year to year until either party should give notice in writing of it's desire to terminate the same." (28) These new pens were attached to the old structures enlarging their capacity. (29)

G.R. Davis died December 31, 1956. He was survived by one son, L.G. Davis and one daughter, Robbie Davis Johnson. Mary Frances Driscoll, daughter of Mrs. Johnson is the present beneficiary of the Chimney Creek Ranch (30) which is currently in trust in Fort Worth, Texas. Mrs. Johnson died on January 5, 1973. On July 1, 1957, Mrs. Johnson leased the ranch to Waller Cattle Company. Charlie Waller and Robert Waller, father and son, were the partners of the Company. They shipped their cattle, branded CC, from Matthews, Texas. Charlie Waller died December 28, 1973. Today, Robert Waller and his wife Ruby live on the ranch, and their son Bob Waller ranches with his father. (31)

At 5:00 P.M. on Tuesday, November 28, 1967, the Missouri, Kansas and Texas Railroad Company closed operation of the tracks that had served Albany since 1882 and Bud Matthews, Texas since 1900. (31) Since that day the Waller Cattle Company use the pens for round-ups and drive their cattle through the same old chute. The difference today is that they are loaded from the chute into a modern day cattle truck. (33)

Evidence of three modes of travel and shipping cross at this place. The pens are no more than 100 yards from an historical marker which commemorates the trail of the Overland Butterfield Mail (1858), and 2 miles south, on Chimney creek, is another historical marker at the old stage stop, Smith's Station, as it was named.

There can be no doubt that the spur represents an important link with the ranching industry. The history of this cattle shipping place is the story of people following people upon this vast prairie land, in some ways different and yet, there remains a sameness.

Written and Researched by

Joan Farmer

Albany, Texas

August 1991

FOOTNOTES

1. Clarke, A.A. papers, Robert E. Nail Archives
2. Reed, S.G., A History of The Texas Railroads, (Houston, Texas, page 217
3. Ibid p 218
4. Ibid p 387 , Albany News, Dec 16, 1910
5. Ibid, News
6. Reed p 387
7. Albany Echo, George Robson, Dec 25, 1882
8. F.E. Conrad File, Robert E. Nail Archives
9. Albany Echo, George Robson, April 1881
10. Deed Records, Shackelford County, 12-19-1888
11. Ibid, F.E. Conrad File
12. Ibid
13. Ibid
14. Watt R. Matthews, conversation Joan Farmer July 13, 1991
15. Deed Records, Shackelford County, June 17, 1899
16. Reed P 387
17. Ibid, Watt R. Matthews
18. Texas Central Railroad Official Shippers Guide 1903-1905 and MKT Southern Division Time Table No. 1, Aug 23, 1964
19. G.T. Reynolds File, Robert E. Nail Archives
20. Brand Records, Shackelford County, Texas
21. Ibid Brand Records
22. Ibid Watt R. Matthews
23. Deed Records Shackelford County June 1910
24. Brand Records , Shackelford County
25. Brand Records and Deed Records Shackelford County

26. Deed Records, Shackelford County, June 1, 1920
27. Brand Record, Shackelford County, Oct 25, 1933
28. Ibid Deed Records, Sept 2, 1933
29. Henry B. Paup, To Joan Farmer, July 20, 1991
30. Ibid Henry B. Paup
31. Robert Waller to Joan Farmer , August 1, 1991
32. Albany News, November 30, 1967
33. Ibid Robert Waller



BIBLIOGRAPHY

- A History of Texas Railroads by S.G. Reed, Houston, 1944
- Robert E. Nail Archives: A.A. Clarke Papers
- Robert E. Nail Archives: G. T. Reynolds Papers
- Deed Records of Shackelford County, Texas
- Brand Records of Shackelford County, Texas
- Albany Echo: George Robson April 1882 and Dec 25, 1882
- Texas Central Rail guide 1903-1904
- MKT Southern Division Time Table No. 1, Aug 23, 1964
- Watt Matthews Interview July 17, 1991
- Henry B. Paup Interview July 20, 1991
- Robert Waller Interview August 1, 1991
- Albany News November 30, 1967

# THE HANDBOOK OF TEXAS Online

[return to handbook view](#)

**TEXAS CENTRAL RAILROAD.** The Texas Central Railway Company was chartered on May 30, 1879, to serve as a feeder line to the Houston and Texas Central Railway Company. Although originally chartered to run from Ross Station, near Waco, in McLennan County to the center of Eastland County, the Texas Central charter was subsequently amended to authorize the company to extend to the state line in Sherman County with the ultimate destination as the state of Colorado, and also to build a line from near Ennis to Paris. The original capital stock was \$130,000 and the principal office was at Ross Station. Members of the first board of directors were Charles A. Whitney and A. C. Hutchinson, both of New Orleans; Richard I. Morgan, of New York City; Charles Fowler, of Galveston; and Gabriel Jordan, Alfred S. Richardson, and Eber W. Cave, all of Houston. The Texas Central directors were also officials of the Houston and Texas Central or Morgan's Louisiana Railroad and Steamship Company. Between 1879 and 1882 the Texas Central completed 177 miles between Ross and Albany. The northeastern branch, a disconnected line fifty-two miles in length between Garret and Roberts, was built between 1882 and 1884. On April 4, 1885, the Texas Central entered receivership and was sold at foreclosure on April 22, 1891, to a committee representing the bondholders of the railroad. A new company, the Texas Central Railroad Company, was chartered on December 16, 1892, and acquired the property on January 23, 1893. The northeastern branch was not a part of the reorganization as the bondholders' committee sold the property to Hetty R. Green<sup>qv</sup> under an agreement dated October 27, 1892, and the line was conveyed to the Texas Midland Railroad on January 27, 1893.

In the early 1890s the now independent Texas Central projected extensions westward to Las Vegas, New Mexico Territory, and eastward from Waco to New Orleans. However, the only construction undertaken by the company was a thirty-eight-mile line between Albany and Stamford, completed in 1900, with an additional forty-two-mile extension from Stamford to Rotan built during 1906-07. The company also completed its own line from Ross to Waco in 1905 and built a forty-mile branch from De Leon to Cross Plains in 1910 and 1911, giving the Texas Central a total of 309 miles of main track. The Texas Central was acquired by the Missouri, Kansas and Texas Railway Company (Katy) in 1910, but continued to be operated by its own organization until April 30, 1914. Effective May 1, 1914, the Texas Central was leased to the Missouri, Kansas and Texas Railway Company of Texas. For the next fifty-three years the Texas Central was operated under lease. In 1944 the branch between De Leon and Cross Plains was abandoned. By 1967 much of the remaining traffic originated at the far end of the line, and the Katy received authority to abandon the Texas Central east of Stamford. The last Katy train arrived in Waco on November 29, 1967. On November 30, 1967, a new Texas Central Railroad Company, organized under the 1892 charter, began to operate the twenty-five miles between Dublin and Gorman. The track between Stamford and Rotan was sold to the Missouri-Kansas-Texas Railroad Company, and the balance of the line was dismantled. In 1970 the Texas Central reacquired the forty-two miles between

Exhibit H  
Page 12 of 13

Stamford and Rotan, but sold this section to the Fort Worth and Denver Railway Company in 1973. This line has subsequently been abandoned. Since 1994 operations of the Texas Central have been conducted by Cen-Tex Rail Link. During its early years the Texas Central was commonly called the "Tin Can," although the company in its pre-Katy days formally adopted nicknames and slogans such as the "Lone Star Line" or the "Great Daylight Route." In recent years the railroad has been known as the "Peanut Line."

**BIBLIOGRAPHY:** Phil Tate, *The Peanut Line* (De Leon: Coonerville Publishing, 1994).

*Nancy Beck Young*

**The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.**

*Handbook of Texas Online*, s.v. ","  
<http://www.tshaonline.org/handbook/online/articles/TT/eqt11.html> (accessed August 7, 2010).

(NOTE: "s.v." stands for sub verbo, "under the word.")

The *Handbook of Texas Online* is a project of the Texas State Historical Association (<http://www.tshaonline.org>).

Copyright ©, The Texas State Historical Association, 1997-2002  
Last Updated: May 30, 2010  
Please send us your [comments](#).

Exhibit H  
Page 13 of 13