



30 HOUR RALLY

October 16-17, 2020

COLLEGE STATION, TX



RALLYMASTER INFO:

Paul Tong

(214) 250-1340

paultong971@gmail.com

or

rallymaster@heartoftexasrally.com

Your Scoring E-mail address will be:

Be sure to send all bonus submissions to your scoring address and only bonus submissions.

If you have a rally question, please call, text, or e-mail the rallymaster at the e-mails listed above. If you need immediate information, please call.

Table of Contents

Rules of the Trail	4-5
Important Notes	6
Heroes of the Trail	7-16
The Chisholm Trail	17
Market Locations	18-19
Cattle Collection Locations	20-26
The Goodnight-Loving Trail	27
Market Locations	28
Cattle Collection Locations	29-31
The Great Western Trail	32
Market Locations	33-34
Cattle Collection Locations	35-39
The Shawnee Trail	40
Market Locations	41-42
Cattle Collection Locations	43-44
Extra Bonuses	45-47

RULES OF THE TRAIL

You are embarking on the great American adventure...the cattle drive. As you will learn through the rally book, there were four major cattle drive routes originating in Texas. During the Civil War, trade was disrupted, if not non-existent, throughout the Southern states. At the end of the Civil War, there were vast numbers of longhorn cattle at ranches all throughout southern Texas. The longhorn, a hardy breed, was known for gaining weight, given good conditions, on the cattle drive. Numerous towns sprung up on rail lines, or rail lines were brought to the towns in some cases, that could receive some of these cattle which were in high demand. Initially, many cattle started up on what is now referred to as the Shawnee Trail to markets in Missouri and eastern Kansas. Texas longhorns commonly carried a tick which carried a disease dubbed "Texas Fever". The longhorns were typically immune but other cattle in these northern areas were not and local stock began to die. Therefore, locals began blocking, stopping, and otherwise discouraging cattle drives through these areas. Thus arose the Chisholm Trail further west and then the Great Western Trail even further. With markets opening up on the far west and in gold and silver fields throughout the Rockies, the Goodnight-Loving Trail extended northwest to supply cattle to these areas.

You have three basic types of bonuses revolving around the 4 cattle trails. You have:

Cattle collection bonuses

Market locations

Heroes of the Trail bonuses

The goal is to collect cattle and bring them to market. If you successfully claim a cattle collection bonus, you gain however many head of cattle it is worth **FOR THAT TRAIL**. There are cattle collection bonuses and market location bonuses in each of the 4 trails.

If you visit a market bonus for a trail, you sell your cattle for the market price at that location. You can visit as many market locations as you want. Your cattle will automatically sell for the **HIGHEST** value market location claimed and you will receive 10 head of cattle for each lower value market location claimed. You **MUST** claim a market bonus for a trail to receive the extra values afforded by any Heroes bonuses.

The Heroes of the Trail bonuses are special bonuses which add significant value to your cattle numbers or your market sale value. Some bonuses add cattle to a specific trail, a set of trails, or all trails. Some bonuses increase the price per head at market locations for that trail and some increase market prices across all trails. Some Heroes bonuses add cattle **AND** increase market price.

That's the basic premise. Collect cattle and drive them to market. Simple, right?

Even though common sense says that you have to collect cattle before you can take them to market, we are not going to work it that way for this rally. You might collect a market bonuses **BEFORE** you even collect any cattle for that trail. That's okay. It's the collective effort of your bonus accumulation so you can go in any order. The scoresheet will automatically determine the highest market value and will separate your cattle by trails.

BUT...

...herding cattle ain't easy and it ain't cheap. You must have horses, food, and paid cowboys to move the herd up the trail. Sometimes you have tolls to pay or maybe bribe a local tribe to let you through their lands. The longer you drive, the greater the chance to lose cattle to accident, predators, and disease. Therefore, you will incur a **PENALTY FOR EVERY MILE RIDDEN**. You will incur a \$100 per mile penalty. Thus, your goal is not just to collect cattle and drive them to market, you must do it wisely and still make a profit.

TO BE A FINISHER IN THIS RALLY, YOU MUST ACHIEVE A PROFIT.

Extra Bonuses

You'll find some other bonuses listed in the EXTRAS section which somewhat have to do with the cattle drives or maybe something special about our rally and its people. You'll also find these important bonuses:

A rest bonus: The rest bonus earns you money which directly counters the total mileage penalty. Rest bonus dollars do not add to your market sales. If you earn more on rest than your mileage penalty, your final penalty value will be zero.

A food bonus: The food bonuses, successfully claimed, will reduce the total of the mileage penalty.

A Spotwalla bonus: Provide a link to your private Spotwalla page to the rallymaster and join the public Spotwalla page. If so, you'll reduce your mileage penalty substantially.

A donation bonus: We love giving back. This year is no different and we have something special to give to this year. Purchase one \$20 raffle ticket to claim this bonus and reduce your mileage penalty substantially.

A e-mail scoring bonus: Agree to participate in the e-mail bonus submission versus traditional scoring at the end of the rally and you'll reduce the mileage penalty by half. The half will be taken after the Spotwalla and donation bonuses are applied.

E-mail bonus submission

Every bonus (except YEBS, YSPT, and YGIV) will require your rally flag in the photo. When submitting the photograph, send the photograph to your assigned scoring e-mail address with the bonus code in the subject line. That's it. The only exception is for the rest bonuses; you'll list the bonus code and then 'START' or 'END' depending on which one it is.

Receipts

All receipts will be from the rest bonus (SLP1) or meal bonus (GRB1, GRB2, or YG01). Rest bonus receipts must be dated business receipts including the name of the location, the address, and the correct date and time. Sorry, for this event, you may NOT use a hotel registration receipt since some hotels can alter the start and end times.

The 30 hour Rally will begin with the rally meeting at 5:00am on Friday October 16th, 2020 at the Cavalry Court Hotel in College Station, TX.

Cavalry Court Hotel
200 Century Court
College Station, TX 77840
30.625759N 96.340294W

Friday October 16, 2020

At 10:30am, there will be a mandatory odometer check in the motorcycle staging area. All riders must be at their motorcycle and ready to have their odometer read by rally staff at this time. Failure to be ready will require the rider to wait until all riders have left the parking lot before they will have their odometer read and then be allowed to leave.

At 10:45am, there will be a rider meeting in the motorcycle staging area for instructions on the departure procedure and for any last minute questions.

At 11:00am, riders will be released from the start location.

Saturday October 17, 2020

The finish is back at the Cavalry Court Hotel in College Station, TX. All riders and motorcycles must be in the motorcycle staging area AND have checked in at the staff table by 5:00pm. You will incur a penalty of \$6 per minute off your highest market price for each trail. For example, if you have a highest market value from the Shawnee Trail of \$35, you could wipe it completely away by being 6 minutes late. Being late will be devastating to your final profit value, so don't be late.

Scoring

Check-in at the scoring coordinator table no less than 45 minutes after checking in at the staff table. You will be encouraged to have your claim sheet in order prior to arriving at the finish. If you are more than 45 minutes late to the scoring coordinator, you will lose 25% of your final profit.

The scoring coordinator will provide you a print out of the bonuses received during the rally. You will compare this sheet to your bonus claim form. If they are the exact same and you agree with your final score, sign the form and provide it to the scoring coordinator. If there is a discrepancy, you will be sent to a scorer to add any bonuses and correct errors. Be sure to bring your picture-taking device to scoring in case we need to check your bonuses.

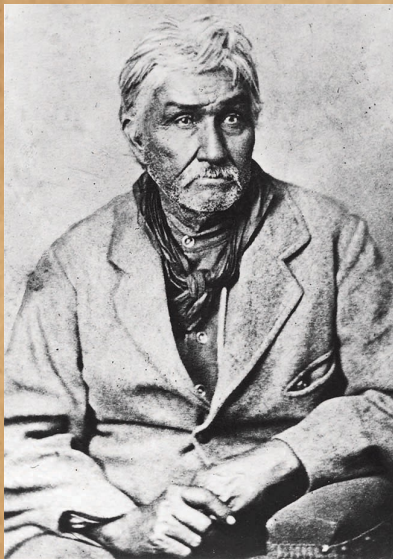
At the completion of scoring, be sure to get your swag bag from the swag table.

Banquet

The rally banquet will be in the designated ball room at the Cavalry Court at 7:00pm. Dinner will be provided and we will draw for the raffle and award trophies for the top finishers. Every rider is welcome at the banquet whether you finish, DNF, or fail to score a profit and earn finisher status.

Heroes of the Trail

Jesse Chisholm



Jesse Chisholm (circa 1805 - March 4, 1868) was a mixed-blood Scottish-Cherokee fur trader. His name is most famous because of his namesake cattle trail which he originally scouted and developed to supply his various trading posts among the Plains Indians in what is now western Oklahoma. Although Chisholm died before the heyday of the Texas-to-Kansas cattle drives, he was nevertheless a participant in several important events in Texas and Oklahoma history.

Chisholm was an interpreter and general aid in several treaties between the Republic of Texas and local Indian tribes as well as between the United States federal government and various tribes after Texas joined the United States. This diplomatic work spanned 20 years, between 1838 and 1858. During this period, he also continued in the Indian trade, trading manufactured goods for peltry and for cattle.

During the Civil War, he mostly remained neutral. At the end of the war, he built up what had been a military and Indian trail into a road capable of carrying heavy wagons for his goods. This road became known as Chisholm's Trail. Later, when the Texas-to-Kansas cattle drives started, the users of the trail redubbed it the Chisholm Trail. He died at his last camp near Left Hand Spring, OK due to food poisoning on March 4, 1868, and is buried there.

CH02



Grave of Jesse Chisholm
Geary, OK

35.726226 N 98.290779 W
daylight only

Take a photograph of the actual
grave stone where Jesse
Chisholm is buried.

50 Head of cattle - for each trail

CH06



Monument to Jesse Chisholm
Bandera, TX

29.728093 N 99.071341 W
anytime

Take a photograph of the
monument to Jesse Chisholm just
to the right of the front door to the
museum.

\$0.75 extra per head - for each trail

CH03



Statue of Jesse Chisholm
Kingfisher, OK

35.861202 N 97.93245 W
anytime

Take a photograph of the Jesse
Chisholm statue on the
northeast corner of the
intersection.

\$0.40 extra per head - Chisholm
only

CH08



Jesse Chisholm marker
Euless, TX

32.787996 N 97.099586 W
daylight only

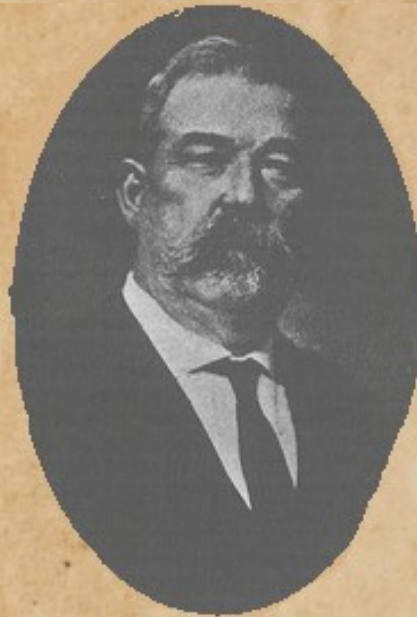
Take a photograph of the
Chisholm historical marker. Enter
the park off Collins St (FM 157)
0.3 miles north of Green Oaks
Blvd.

\$0.40 extra per head - Chisholm
only

Heroes of the Trail

John Rufus Blocker, trail driver and rancher, was born in the Edgefield district of South Carolina on December 19, 1851. The family moved to Texas in 1852 and settled near Austin. During the Civil War John helped drive ox teams to Mexico to avoid the Union blockade. He attended the Swan Coats School and Texas Military Institute, Austin, before 1871, when he entered the cattle business in Blanco County with his brother Bill. Seeing the demand for beef in the North, Blocker made his first trail drive to Ellsworth, Kansas, in 1873. Over the next twenty years he took longhorn cattle to buyers in Colorado, Nebraska, Wyoming, the Dakotas, and Montana, and was said to know every waterhole from the Rio Grande to the Yellowstone River. His peculiar but effective mode of roping cows with a large loop came to be known among cowmen as the "Blocker loop." In 1893 the Blocker brothers made their last trail drive north when they delivered Harris Franklin's herd of 9,000 cattle to a buyer in Deadwood, South Dakota. He died at San Antonio on December 1, 1927, and was buried in Dignowity Cemetery.

John Rufus Blocker



WH06

John Rufus Blocker

San Antonio, TX

29.42343 N 98.466946 W

10a-5p

Take a picture of John Blocker's headstone.

1000 head of cattle - Great Western only and must also claim WC100



GH05

John S Chisum

Roswell, NM

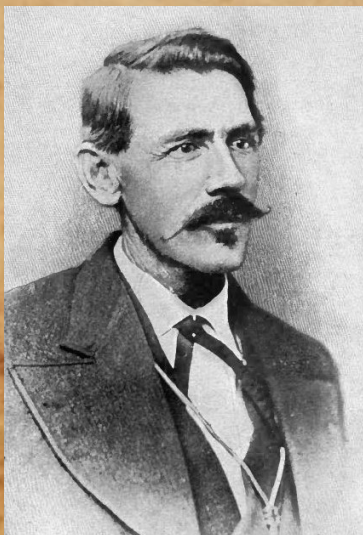
33.397061 N 104.523355 W

daylight only

Take a photograph of the statue of John Chisum.

\$5 extra per head - Goodnight-Loving only

John S Chisum



John Simpson Chisum (August 16, 1824 – December 22, 1884) was a wealthy cattle baron in the American West in the mid-to-late 19th century. He was born in Hardeman County, Tennessee, and moved with his family to the Republic of Texas in 1837. In 1854, Chisum became engaged in the cattle business and became one of the first to send his herds to New Mexico Territory. He obtained land along the Pecos River by right of occupancy and eventually became the owner of a large ranch in the Bosque Grande with over 100,000 head of cattle. In 1866-67, Chisum formed a partnership with cattlemen Charles Goodnight and Oliver Loving to assemble and drive herds of cattle for sale to the United States Army.

Chisum was a business associate of Alexander McSween, an influential figure in the Lincoln County War. Billy the Kid went to see Chisum to collect a \$500 debt. Chisum refused payment. In 1880, he persuaded Pat Garrett, a former buffalo hunter and cowboy, and Billy the Kid's one-time friend, to run for the office of Lincoln County sheriff with intent to apprehend Billy's gang. In July 1881, Garrett shot Billy the Kid in Fort Sumner., Rudabaugh, and Wilson were later captured or killed by Garrett.

Heroes of the Trail

James M Daugherty



James Monroe Daugherty, cattleman, was born on February 27, 1850, in Texas County, Missouri. In 1851 he moved with his parents to Denton County, Texas. James M. Daugherty attended McKenzie College near Clarksville from 1861 to 1864. At the age of fourteen he joined the Confederate Army as an express rider delivering dispatches for Gen. Samuel Cooper's brigade. After the Civil War Daugherty moved to San Antonio, where he hired on as a cowboy for cattle-raiser James Adams. In 1866, at the age of sixteen, Daugherty persuaded Adams to let him drive 500 head of cattle to the new market that was rumored to be opening in Missouri. Thus Daugherty, starting at Denton, Texas, participated in the fabled long drive of the open-range cattle business at its inception. Despite Daugherty's near death, and the loss of 150 head of cattle stolen by Jayhawkers, the drive was successful, with the herd being sold for thirty-five dollars a head at Fort Scott, Kansas. From 1867 to 1873 he drove cattle to Indian Territory for the government to feed the Indians. Sometime before 1872 he acquired a ranch near Trinidad, Colorado.

In 1900 Daugherty moved to a portion of El Paso County, Texas, that later became Culberson County. He started the Figure 2 Ranch, the Black Mountain Cattle Company, and the community of Daugherty, where his ranch headquarters was located. Daugherty was one of the first members of the Cattle Raisers Association of Texas (later the Texas and Southwestern Cattle Raisers Association). He died on March 2, 1942, at the home of his daughter in Alpine, Texas.



SH01

Figure 2 Ranch
Van Horn, TX

31.46012 N 104.841857 W
anytime

Take a photograph of the
historical marker for the Figure
2 Ranch.

\$5 extra per head - for each trail



SH03

Site of McKenzie College
Clarksville, TX

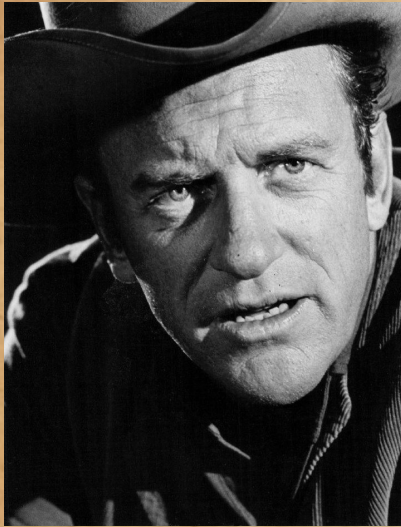
33.594784 N 95.103956 W
anytime

Take a photograph of the
centennial marker referencing
McKenzie College.

\$2 extra per head - Shawnee
only

Heroes of the Trail

Matt Dillon



Matt Dillon is a fictional character featured on both the radio and television versions of Gunsmoke. He serves as the U.S. Marshal of Dodge City, Kansas, who works to preserve law and order in the western frontier of the 1870s. The character was created by writer John Meston, who envisioned him as a man "...whose hair is probably red, if he's got any left. He'd be handsomer than he is if he had better manners but life and his enemies have left him looking a little beat up, and I suppose having seen his mother (back about 1840) trying to take a bath in a wooden washtub without fully undressing left his soul a little warped. Anyway, there'd have to be something wrong with him or he wouldn't have hired on as a United States Marshal in the heyday of Dodge City, Kansas." Notwithstanding Meston's original vision, the character evolved considerably during Gunsmoke's nine-year run on CBS Radio and its 20-year run (played by actor James Arness) on CBS Television.



WH05

Matt Dillon

Dodge City, KS

37.752922 N 100.020574 W
anytime

Take a picture of the statue of
Matt Dillon.

\$2.05 per head - for each trail



SH02

Grave of George C Duffield

Keosauqua, IA

40.73913 N 91.95949 W

daylight only

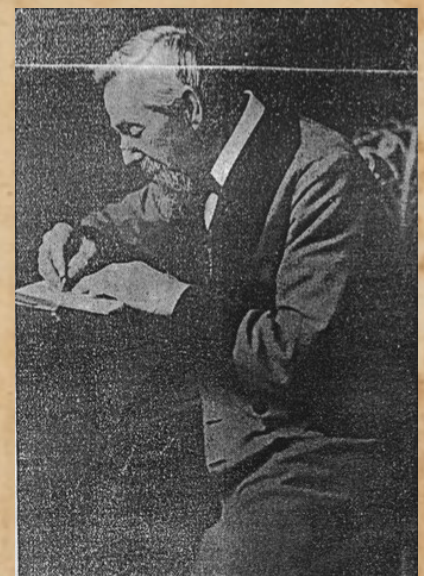
Take a photograph of the grave
of George C Duffield.

1000 head of cattle -
Shawnee only

George C Duffield (1824-1908), who made the drive of 1866, was a young man from Iowa. He owns one great distinction among the trail riders - he alone of all of them kept a diary. The document, published in the Annals of Iowa in 1924, gives illuminating and intensely human view of the difficulties of the trail. With Harvey Ray, his partner, Duffield went down the Mississippi by steamboat, and to Galveston by coasting steamer, then overland to the Colorado River country where they bought cheap cattle and made up a herd to be returned to Iowa.

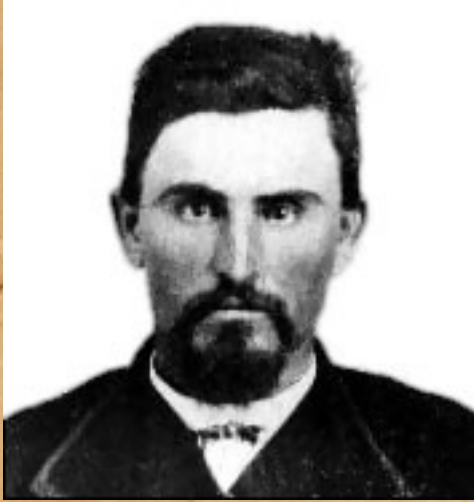
It was April 29, 1866 that the northward march began. Duffield's journal gives a picture of the ensuing hard and exasperating journey. Early in September, the ancient journal records, he reached the Missouri River near Nebraska City and ferried his few hundred remaining cattle over into the promised land of Iowa.

George C Duffield



Heroes of the Trail

Charles Goodnight



Goodnight was born in Macoupin County, Illinois. Goodnight moved to Texas in 1846 with his mother and stepfather, Hiram Daugherty. In 1856, he became a cowboy and served with the local militia, fighting against Comanche raiders. A year later, in 1857, Goodnight joined the Texas Rangers. Goodnight is also known for raising and leading a posse against the Comanche in 1860 that located the Indian camp where Cynthia Ann Parker was living with her husband, Peta Nocona, then guiding Texas Rangers to the camp, leading to Cynthia Ann's recapture. He later made a treaty with her son, Quanah Parker. At the outbreak of the Civil War, he joined the Confederate States Army. Most of his time was spent as part of a frontier regiment guarding against raids by Indians.

Following the war, he became involved in the herding of feral Texas Longhorn cattle northward from West Texas to railroads. This "making the gather" was a near-statewide round-up of cattle that had roamed free during the four long years of war. In 1866, Oliver Loving and he drove their first herd of cattle northward along what would become known as the Goodnight-Loving Trail.

Early in the partnership with Loving, they pastured cattle at such sites as Capulin Mountain in northeastern New Mexico. Goodnight invented the chuckwagon, which was first used on the initial cattle drive. Upon arriving in New Mexico, they formed a partnership with New Mexico cattleman John Chisum for future contracts to supply the United States Army with cattle. After Loving's death, Goodnight and Chisum extended the trail from New Mexico to Colorado, and eventually to Wyoming. The Goodnight-Loving Trail extended from Belknap, Texas, to Fort Sumner, New Mexico.

Goodnight and Loving were close friends. Goodnight sat by Loving's bed during the two weeks the latter took to die, and reportedly kept a photograph of Loving in his pocket long after his death, and later put a photograph on his desk. As requested by the dying Loving, Goodnight carried the body from New Mexico to Weatherford in Parker County for burial. In Larry McMurtry's novel *Lonesome Dove*, Gus and Call are schematic representations of Oliver Loving and Charles Goodnight, respectively.



GH03

Charles Goodnight grave
Goodnight, TX
35.046793 N 101.174886 W
daylight only
Take a photograph of the
headstone that reads
"GOODNIGHT Charles
Goodnight March 5, 1836 - Dec 12,
1929"

500 Head of cattle - for each trail



GH04

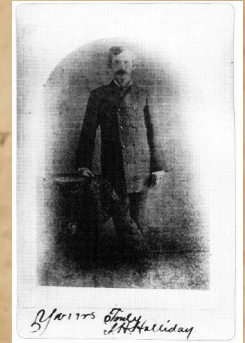
Charles Goodnight statue
Canyon, TX
34.980305 N 101.916475 W
anytime
Take a photograph of the statue
of Charles Goodnight.

500 head of cattle - Goodnight-
Loving only

Heroes of the Trail

John Henry "Doc" Holliday (August 14, 1851 – November 8, 1887) was an American gambler, gunfighter, and dentist. A close friend and associate of lawman Wyatt Earp, Holliday is best known for his role in the events leading up to and following the Gunfight at the O.K. Corral. At age 21, Holliday earned a degree in dentistry, set up practice in Atlanta, Georgia, but was soon diagnosed with tuberculosis, the same disease that had claimed his mother when he was 15. Hoping the climate in the American Southwest would ease his symptoms, he moved to that region. He originally set up a dentist practice in Dallas, TX but left the area to flee a charge of illegal gambling. Gambling, a reputable profession in that day, led to several confrontations, one eventually in Dodge City, Kansas where he met and befriended Wyatt Earp.

Doc Holliday



GH02

Bose Ikard grave
Weatherford, TX

32.763326 N 97.79388 W
daylight only

Take a photograph of the
headstone and historical marker
for Bose Ikard.

100 head of cattle - for each
trail



WH04

Doc Holliday
Dodge City, KS

37.752916 N 100.021309 W
anytime

Take a picture of the statue of
Doc Holliday.

\$1.15 extra per head - Great
Western only

Bose Ikard



Bose Ikard (ca. 1840s–1929) was an African American cowboy who participated in the pioneering cattle drives on what became known as the Goodnight–Loving Trail, after the American Civil War and through 1869. Aspects of his life inspired the fictional character Joshua Deets, the African-American cowboy in Larry McMurtry's novel *Lonesome Dove*. Born into slavery around 1847 or in 1843 in Summerville, Noxubee County, Mississippi, he lived with his master's family prior to the Civil War, becoming a ranch hand and cowboy as he grew up in Texas after the Ikards moved from Mississippi to Parker County, Texas. On the post-war cattle drives, Ikard served as a tracker and cowboy, and as Charles Goodnight's de facto banker, often carrying thousands of dollars in cash until the money could be deposited. After his last cattle drive in 1869, Ikard settled in Parker County, became a farmer, and raised a family with his wife Angeline.

After Ikard died on January 4, 1929 in Weatherford, Texas, Charles Goodnight paid for and erected a marker at Ikard's grave in Weatherford's Greenwood Cemetery. In June 1929, Goodnight was quoted by the Weatherford Daily Herald as saying about Ikard, "I have trusted him farther than any living man. He was my detective, banker, and everything else in Colorado, New Mexico, and the other wild country I was in."

Heroes of the Trail

Oliver Loving



Oliver Loving was born on December 4, 1812. In 1843, with his brother and his brother-in-law, he moved to the Republic of Texas with their families. In Texas, Loving received 640 acres of land in three patents spread through three counties Collin, Dallas, and Parker. He farmed and, to feed his growing family, hauled freight in his early years as a Texan. By 1855, he moved with his family to the future Palo Pinto County, Texas, where he ran a country store and ranched on Keechi Creek. By 1857, he owned a thousand acres of land. In 1866, having heard about the probable need for cattle at Fort Sumner, New Mexico, where some eight thousand Native American Indians had been settled on a reservation, he gathered a herd, combined it with that of Charles Goodnight, and began a long drive to the fort. Their route later became known as the Goodnight-Loving Trail. The two cattlemen sold beef to the army for \$12,000 in gold, and then Loving drove the stock cattle on to Colorado and sold them near Denver, while Goodnight returned to Weatherford, the seat of Parker County, Texas, with the gold and also for a second herd. The two men were reunited in southern New Mexico, where they went into partnership with John Chisum at his ranch in the Bosque Grande.

In the spring of 1867, Loving and Goodnight returned to Texas, ready to start a new drive. This third drive was slowed by heavy rains and Native American threats. Loving went ahead of the herd for contract bidding, taking only Bill Wilson, a trusted scout, with him. Although he told Goodnight that he should travel at night through Native American Indian country, he pushed ahead during the day. In a Comanche attack, he was seriously wounded at Loving Bend on the Pecos River. The weakened Loving sent Wilson back to the herd, eluded the Indians, and, with the aid of Mexican traders, reached Fort Sumner, only to die there of gangrene. Before he died on September 25, 1867, Goodnight assured him that his wish to be buried in Texas would be carried out. After a temporary burial at Fort Sumner, while Goodnight drove the herd on to Colorado, Goodnight had Loving's body exhumed and returned to Texas.



GH01

1855 Home of Oliver Loving
Perrin, TX

32.937874 N 98.072469 W
anytime

Take a photograph of the
historical marker at this
location.

\$0.50 extra per head -
Goodnight-Loving only



GH06

Oliver Loving grave
Weatherford, TX

32.763441 N 97.792984 W
daylight only

Take a photograph of the
headstone and historical marker
for Oliver Loving.

100 head of cattle - Goodnight-
Loving only



GH07

Oliver Loving - Big Valley Ranch
Graford, TX

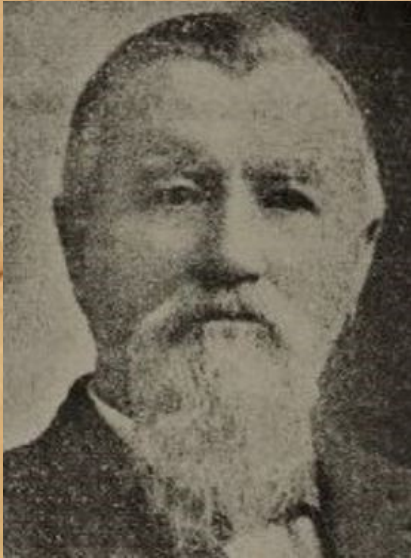
32.875534 N 98.411973 W
daylight only

Take a picture of the memorial
marker to Oliver Loving.

\$0.85 extra per head - for each
trail

Heroes of the Trail

John Lytle



John Thomas Lytle, traildriver and rancher, was born on October 8, 1844. He moved with his family in 1860 to San Antonio, Texas, where he worked in the Bexar county clerk's office until 1861, when poor health forced him to resign. He then moved to a ranch in Atascosa County owned by an uncle, William Lytle, where outdoor work restored his health. From 1863 until 1865 he served in Company H, Thirty-second Texas Cavalry (Wood's Regiment), and rose to the rank of sergeant. After his discharge he returned to the Atascosa County ranch, but in 1867 he established his own ranch near Castroville.

In 1871 Lytle formed a partnership with a cousin in what is now Lytle, Texas, for the purpose of trailing the herds of area ranchers to northern railheads and ranges. During the next three years he personally conducted a number of drives to Kansas. The trailing firm operated out of Lytle and Kerrville and became one of the most outstanding in Texas; it ultimately handled more than a half million cattle. The size of the operation forced Lytle to turn management of trail herds over to employees, but he continued to supervise the organization of the drives in Texas and the sale of cattle at the railheads.

Lytle is credited with being the father of the Great Western Trail. He died of influenza on January 10, 1907, in San Antonio.



WH01

John Lytle grave
San Antonio, TX

29.415752 N 98.464919 W
8a-6p

Take a photograph of John Lytle's grave. The cemetery entrance is off Palmetto Ave.

150 head of cattle - Great Western only



WH03

John Lytle marker

Doan's Crossing, TX
34.34323 N 99.255276 W
anytime

Take a photograph of the granite monument for John Lytle.

500 Head of cattle and \$1.05 extra per head - Great Western only

Heroes of the Trail

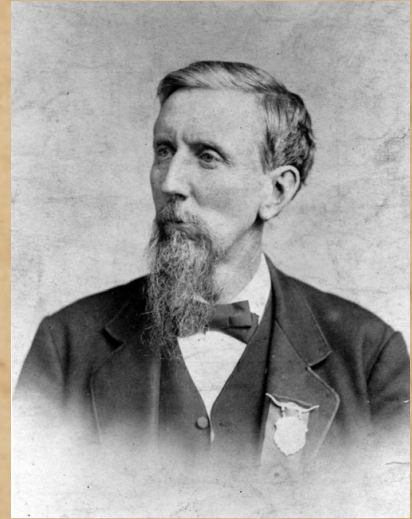
Joseph Getting McCoy was born on 21 December 1837 in Sangamon County, Illinois to a farming family. Joseph went to school, including one year at Knox College. He went into business as a stockman, breeding and selling mules. A big financial break came for McCoy in 1861 when he sold a stockcar-load of mules in Kentucky. In the 1860s, cattle ranchers in Texas faced difficulties getting their longhorn cattle to market. Kansas homesteaders objected to the cattle crossing their land because the cattle might carry ticks which could spread a disease called Texas Fever (or Spanish Fever) fatal to some types of cattle except Longhorns which seldom died from the disease.

McCoy expected that the railroads companies were interested in expanding their freight operations and he saw this as a good business opportunity. McCoy built a hotel, stockyard, office and bank in a little village along the Kansas Pacific Railway (currently the Union Pacific) known as Abilene, Kansas - one of the first cow towns. McCoy's plan was for cattle to be driven to Abilene from Texas and taken from there by rail to bigger cities in The Midwest and the East.

Abilene sat near the end of the Chisholm Trail (named after Jesse Chisholm) established during the American Civil War for supplying the Confederate army. This trail ran to the west of the settled portion of Kansas, making it possible to use the trail without creating hostility from the Kansas homesteaders.

McCoy advertised extensively throughout Texas to encourage cattle owners to drive their cattle to market in Abilene. By 1870 thousands of Texas longhorn cattle were being driven over the Chisholm Trail to the shipping center at Abilene. By 1871 as many as 5,000 cowboys were being paid off during a single day, and Abilene became known as a rough town in the Old West. Due to their long legs and hard hoofs, Longhorns were ideal trail cattle, even gaining weight on their way to market. One story says that McCoy bragged before leaving Chicago that he would bring 200,000 head in 10 years and actually brought two million head in 4 years, leading to the phrase "It's the Real McCoy". Joseph McCoy died in Kansas City, Missouri on October 19, 1915.

Joseph McCoy



CH01

Joseph McCoy - Denison
Denison, TX
33.76261 N 96.531921 W
daylight only

Take a photograph of the Texas
Historical marker at this
location.

50 Head of cattle - Chisholm
only



CH04

Grave of Joseph McCoy
Wichita, KS
37.70242 N 97.29837 W
anytime

Take a photograph of the
footstone for Joseph McCoy which
shows his first and middle name
and '1837-1915'.

\$2.15 extra per head - Chisholm
and Great Western only



CH05

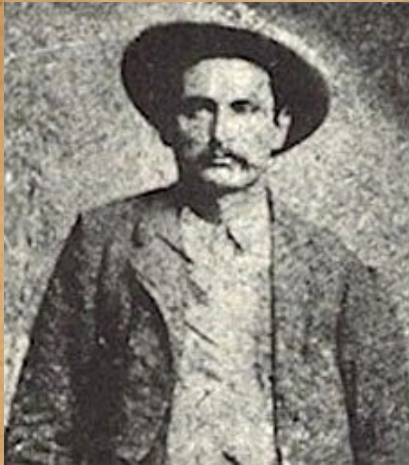
Knox College - Joseph McCoy
Galesburg, IL
40.943708 N 90.369904 W
anytime

Take a photograph of the Knox
College sign on the corner. Find
a safe parking location, do not
take from the street.

1000 head of cattle - Chisholm
only

Heroes of the Trail

George Saunders



George W. Saunders, cattleman, was born in Rancho, Texas, on February 12, 1854, the sixth of eleven children. By December 1859 the family had resettled in Goliad County, where young George helped run the family ranch, located twelve miles from Goliad. On his tenth birthday his father gave him ten calves, branded with the Half-circle Ten to distinguish his cattle from those of his brothers. George began driving cattle in 1871 to Kansas and drove many more to the Texas Gulf Coast, New Orleans, Mexico, and northern markets. He moved to San Antonio in 1886 and entered the livestock-commission business in a company registered as Smith, Oliver, and Saunders. Two years later he started his own firm, and by 1910 incorporated the George W. Saunders Livestock Commission Company with offices in San Antonio, Fort Worth, Kansas City, and St. Louis. He is recognized for having the foresight and initiative to be the driving force in publishing *The Trail Drivers of Texas* (1925), a book that has been called the principal source book on cattlemen and cattle drives.



WH02

George Saunders grave
San Antonio, TX

29.419815 N 98.466735 W
5a-11p

Take a photograph of George
Saunders' grave.

75 Head of cattle - for each trail

Marcus Allen (Mark) Withers, trail driver, was born on September 23, 1846. When he was six, Mark came to Caldwell County, Texas, with his father, stepmother, and eight brothers and sisters. He was proud of the fact that he rode horseback all the way. Mark made his first trail drive to Johnson City, Texas, at age thirteen. His second trip, in 1862, was to Shreveport, Louisiana. Upon his return to Lockhart, he joined the Confederate Army and served to the end of the war in Company I, Thirty-sixth Texas Cavalry. In 1867 Mark went as a trail hand with a herd to Illinois. On April 1, 1868, he began trail driving for himself and his family. The drive ended in Abilene, Kansas, on July 1, 1868. Joseph G. McCoy was attempting to establish Abilene as a cattle market for the Northeast. In the summer of 1868 Withers was one of four Texans and three California vaqueros chosen by McCoy to rope buffalo and load them on a train to be paraded across country to advertise cattle sales in Kansas. Withers continued his annual trail drives until 1887, trailing into eleven western states. Some years he had a half-dozen or so herds on the trail at the same time, as many as 15,000 cattle. In the beginning, cattle were bought on credit and sold for cash. When they had to be bought for cash and sold on credit, he quit the trail.



CH07

Grave of Mark Withers
Lockhart, TX

29.890532 N 97.669307 W
daylight only

Take a photograph of the
headstone for famous cattle
driver Mark Withers.

500 head of cattle - Chisholm
and Shawnee only

Mark Withers



THE CHISHOLM TRAIL

The Chisholm Trail was the major route out of Texas for livestock. Although it was used only from 1867 to 1884, the longhorn cattle driven north along it provided a steady source of income that helped the impoverished state recover from the Civil War. When the Civil War ended, the only potential assets in Texas were its countless longhorns, for which no market was available—Missouri and Kansas had closed their borders to Texas cattle in the 1850s because of the deadly Texas fever they carried. In the East was a growing demand for beef, and many men, among them Joseph G. McCoy of Illinois, sought ways of supplying it with Texas cattle. In the spring of 1867, he persuaded Kansas Pacific officials to lay a siding at the hamlet of Abilene, Kansas, on the edge of the quarantine area. He began building pens and loading facilities and sent word to Texas cowmen that a cattle market was available. That year he shipped 35,000 head; the number doubled each year until 1871, when 600,000 head glutted the market.

The first herd to follow the future Chisholm Trail to Abilene belonged to O. W. Wheeler and his partners, who in 1867 bought 2,400 steers in San Antonio. They planned to winter them on the plains, then trail them on to California. At the North Canadian River in Indian Territory they saw wagon tracks and followed them. The tracks were made by Scot-Cherokee Jesse Chisholm, who in 1864 began hauling trade goods to Indian camps about 220 miles south of his post near modern Wichita. At first the route was merely referred to as the Trail, the Kansas Trail, the Abilene Trail, or McCoy's Trail. Though it was originally applied only to the trail north of the Red River, Texas cowmen soon gave Chisholm's name to the entire trail from the Rio Grande to central Kansas.

The herds followed the old Shawnee Trail by way of San Antonio, Austin, and Waco, where the trails split. The Chisholm Trail continued on to Fort Worth, then passed east of Decatur to the crossing at Red River Station. From Fort Worth to Newton, Kansas, U.S. Highway 81 follows the Chisholm Trail. The cattle did not follow a clearly defined trail except at river crossings; when dozens of herds were moving north it was necessary to spread them out to find grass. The animals were allowed to graze along for ten or twelve miles a day and never pushed except to reach water; cattle that ate and drank their fill were unlikely to stampede. When conditions were favorable longhorns actually gained weight on the trail. After trailing techniques were perfected, a trail boss, ten cowboys, a cook, and a horse wrangler could trail 2,500 cattle three months for sixty to seventy-five cents a head. This was far cheaper than shipping by rail.

On the long trips—up to two months—the cattlemen faced many difficulties. They had to cross major rivers and innumerable smaller creeks, plus the topographic challenges of canyons, badlands and low mountain ranges. The weather was less than ideal but the major drives typically needed to start in the spring after the rains brought green grasses for the grazing cattle. The spring drives, with those rains and higher water levels with the runoff, always meant more danger for bridgeless river crossings. The days of longest sunlight, near mid-June, were also an important consideration in the timing of drives.

The Chisholm Trail was finally closed by barbed wire and an 1885 Kansas quarantine law; by 1884, its last year, it was open only as far as Caldwell, in southern Kansas. In its brief existence it had been followed by more than five million cattle and a million mustangs, the greatest migration of livestock in world history.



Chisholm Trail

Market Locations

CM01

Red River Station

Nocona, TX

33.874786 N 97.805985 W

daylight only

Take a photograph of the granite marker at this location. There is a bad dirt road leading to this marker from the unimpressive road, so you may need to park and walk.

\$ 21 per head - Chisholm



CM02

Chisholm Trail Obelisk

Addington, OK

34.245279 N 97.922316 W

daylight only

Take a photograph of the Chisholm Trail monument at this location.

\$ 19 per head - Chisholm



CM03

On the Chisholm Trail sculpture

Duncan, OK

34.515101 N 97.983952 W

daylight only

Take a picture of the sculpture at this location (see reference photo).

\$ 20 per head - Chisholm



CM04

Fred Trading Post

Chickasha, OK

34.991644 N 97.899666 W

daylight only

Take a picture of the marker for the old trading post on the Chisholm Trail named "Fred".

\$ 22 per head - Chisholm



CM05

Longhorn Cattle Drive

Grenola, KS

37.347858 N 96.449725 W

anytime

Take a photograph of the Longhorn Cattle Drive monument at this location.

\$ 33 per head - Chisholm



CM06

Chisholm Trail stone marker

Wichita, KS

37.685427 N 97.344638 W

anytime

Take a photograph of the Chisholm Trail stone marker on the corner.

\$ 34 per head - Chisholm



Chisholm Trail

Market Locations



CM07

Sand Hill Station

Ogallala, NE

41.10512 N 101.720247 W

anytime

Take a photograph of the Pony Express - Sand Hill Station monument.

\$ 55 per head - Chisholm

CM09

Cowboys and Longhorn

Oklahoma City, OK

35.45302 N 97.554828 W

anytime

Take a photograph of the cowboy and longhorn statue on the street corner.

\$ 24 per head - Chisholm



CM08

Terminus of the Chisholm Trail

Abilene, KS

38.917202 N 97.213777 W

anytime

Take a photograph of the granite marker at this location.

\$ 40 per head - Chisholm



CM10

Fleetwood Store and Family Cemetery

Terral, OK

33.894376 N 97.839731 W

daylight only

Take a photograph of the Fleetwood Store sign at the road by the cemetery.

\$ 17 per head - Chisholm



CM11

Original Stagecoach Inn

Salado, TX

30.9421 N 97.537579 W

daylight only

Take a photograph of the original Stagecoach Inn structure.

\$ 6 per head - Chisholm



CM12

Branding the Brazos

Waco, TX

31.55969 N 97.127364 W

daylight only

Take a photograph of the cowboy and longhorn (see reference photo).

\$ 6 per head - Chisholm



CM13

Chisholm Trail Mural

Fort Worth, TX

32.754653 N 97.331503 W

anytime

Take a photograph of the Chisholm Trail mural in Sundance Square.

\$ 11 per head - Chisholm



CHISHOLM TRAIL – CATTLE COLLECTION LOCATIONS



CC43

Chisholm Trail in Denton County

Bolivar, TX

33.3579 N 97.315664 W

daylight only

Take a photograph of the Texas Historical Marker at this location. Find a safe parking spot on the paved driveway across the road.

51 Head of cattle - Chisholm



CC42

Chisholm Trail sign

Decatur, TX

33.234319 N 97.586775 W

anytime

Take a photograph of the 'Going Up the Texas Chisholm Trail' marker.

21 Head of cattle - Chisholm

CC44

Chisholm Trail sign

Forestburg, TX

33.512803 N 97.558664 W

daylight only

Take a photograph of the granite marker. Hang flag on fence, do not cross fenceline.

31 Head of cattle - Chisholm



CC46

Chisholm Trail Crossing

Terral, OK

33.896529 N 97.847416 W

anytime

Take a photograph of the Chisholm Trail monument at this location.

245 Head of cattle - Chisholm



CC47

Chisholm Trail longhorn

Comanche, OK

34.374475 N 97.964824 W

anytime

Take a photograph of the longhorn next to the monument display.

75 Head of cattle - Chisholm



CC48

FAME Academy Mural

Sunray, OK

34.410781 N 97.965519 W

daylight only

Take a photograph of the Chisholm Trail mural on the side of the building at this location.

268 Head of cattle - Chisholm



CC49

Chisholm Marker

Duncan, OK

34.492122 N 97.909249 W

daylight only

Take a photograph of the marker at this location.

12 Head of cattle - Chisholm

Chisholm Trail Cattle Collection Locations (Cont...)



CC50

Chisholm Trail granite marker

Duncan, OK

34.509253 N 97.967367 W

anytime

Take a photograph of the granite marker for the Chisholm Trail.

12 Head of cattle - Chisholm



CC51

Chisholm Trail split sign

Tuttle, OK

35.291037 N 97.811968 W

anytime

Take a picture of the metal sign by the street describing the deviation of the Chisholm Trail in this area.

47 Head of cattle - Chisholm



CC52

Silver City Cemetery

Tuttle, OK

35.328338 N 97.817271 W

daylight only

Take a photograph of the longhorn skull on the fence near the entrance to the cemetery.

233 Head of cattle - Chisholm



CC53

Chisholm Park sign

Yukon, OK

35.49322 N 97.749409 W

anytime

Take a photograph of the awesome Chisholm Trail Park sign at the park entrance.

46 Head of cattle - Chisholm



CC54

Chisholm Trail sign - Donna Park

Donna, TX

26.17045 N 98.05515 W

sunrise to midnight

Take a photograph of the 'Going Up the Texas Chisholm Trail' marker.

24 Head of cattle - Chisholm



CC56

Cattle Drive Silhouette

Hennessey, OK

36.098732 N 97.89986 W

daylight only

Take a photograph of the cattle drive silhouette located in the park. Do not stop on US-81.

58 Head of cattle - Chisholm



CC57

Chuck Wagon Silhoutette

Enid, OK

36.390952 N 97.87036 W

daylight only

Take a photograph of the chuck wagon silhouette in the cattle drive silhouette sculpture.

46 Head of cattle - Chisholm



CC58

Chisholm Trail Monument

Enid, OK

36.464162 N 97.873249 W

anytime

Take a photograph of the Chisholm Trail memorial at this location.

215 Head of cattle - Chisholm

Chisholm Trail Cattle Collection Locations (Cont...)



CC59

Ghost Riders of the Chisholm Trail

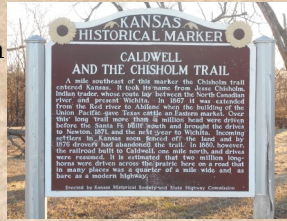
Caldwell, KS

37.001324 N 97.607943 W

daylight only

Take a photograph of your motorcycle (parked in the roadside parking area) with the cattle drive silhouette in the background. Must be enough daylight to clearly see the silhouette.

25 Head of cattle - Chisholm



CC61

Caldwell and the Chisholm Trail

Caldwell, KS

37.007628 N 97.60676 W

anytime

Take a photograph the the Kansas historical marker for the Chisholm Trail.

25 Head of cattle - Chisholm



CC63

Chisholm Trail monument

Mayfield, KS

37.257907 N 97.529651 W

anytime

Take a photograph of the Chisholm Trail memorial marker located here.

49 Head of cattle - Chisholm



CC64

Chisholm Trail in Sumner County

Belle Plaine, KS

37.366686 N 97.322425 W

anytime

Take a photograph the of the Chisholm Trail memorial marker at this roadside rest area.

35 Head of cattle - Chisholm



CC65

Chisholm Trail monument

Clearwater, KS

37.502114 N 97.49189 W

daylight only

Take a photograph of the Chisholm Trail monument in the center of the park. You will have to park and walk to this bonus.

48 Head of cattle - Chisholm



CC67

Chisholm Trail in Sedgwick County

Wichita, KS

37.760598 N 97.336217 W

anytime

Take a photograph of the Chisholm Trail historical marker at this location.

37 Head of cattle - Chisholm

Chisholm Trail Cattle Collection Locations (Cont...)



CC69

Historical Kansas

Solomon, KS

38.92601 N 97.394397 W

anytime

Take a photograph of the historical marker which references Joseph McCoy and the Texas cattle trails.

21 Head of cattle - Chisholm



CC70

Chisholm Trail Centennial Marker

Cuero, TX

29.091938 N 97.288841 W

anytime

Take a photograph of the Chisholm Trail centennial marker at the corner of the courthouse.

22 Head of cattle - Chisholm



CC71

Old Chisholm Trail Historical Marker

Cuero, TX

29.131289 N 97.275972 W

anytime

Take a photograph of the Chisholm Trail Texas historical marker.

14 Head of cattle - Chisholm



CC72

Seguin Cattle Trail Marker

Seguin, TX

29.567794 N 97.964348 W

anytime

Take a picture of the granite boulder monument to the Texas cattle drives.

13 Head of cattle - Chisholm



CC73

Chisholm Trail sign

New Braunfels, TX

29.695479 N 98.113862 W

daylight only

Take a photograph of the 'Going Up the Texas Chisholm Trail' marker.

14 Head of cattle - Chisholm



CC74

Chisholm Cattle Trail historical marker

San Antonio, TX

30.436766 N 96.7989 W

anytime

Take a photograph of the Texas Historical Marker at this location.

48 Head of cattle - Chisholm

Chisholm Trail Cattle Collection Locations (Cont...)



CC77

Chisholm Trail sign

Georgetown, TX

30.63675 N 97.67792 W

anytime

Take a photograph of the 'Going Up the Texas Chisholm Trail' marker.

5 Head of cattle - Chisholm



CC78

Up the Chisholm Trail obelisk

Belton, TX

31.057687 N 97.463144 W

daylight only

Take a photograph of the Chisholm Trail art piece by Troy Kelley.

22 Head of cattle - Chisholm



CC80

Chisholm Trail - Kimball Crossing

Kopperl, TX

32.122842 N 97.49711 W

7a-10p

Take a photograph of the Chisholm Trail concrete marker.

21 Head of cattle - Chisholm



CC81

Chisholm Trail sign

Cleburne, TX

32.323739 N 97.447543 W

10a-5p R-F

Take a photograph of the main museum sign (see reference photo).

21 Head of cattle - Chisholm



CC82

Bucking Cowboy

Red Oak, TX

32.516361 N 96.821602 W

anytime

Take a photograph of one of the bucking cowboy in front of the Knox Fuel Stop.

47 Head of cattle - Chisholm

CHISHOLM TRAIL CONCRETE MARKERS

CHISHOLM TRAIL CATTLE COLLECTION LOCATIONS

- Bob Klemme of Enid, OK began the arduous task of marking the Chisholm Trail through Oklahoma. Volunteers began joining the effort and over 400 concrete posts have been placed on the Chisholm Trail from south Texas to the terminus in Abilene, TX.
- There will not be an individual photograph for each post namely because they all look the same. Rally staff does have a photograph of each actual post to be able to compare your submitted picture so be sure you're at the right one!!



CC66— Chisholm Trail Marker near Clearwater

CC01 CT Marker - Duncan II

anytime 34.380733, -97.912416
10 Head of cattle - Chisholm

CC04 CT Marker - Marlow

anytime 34.667181, -97.950536
46 Head of cattle - Chisholm

CC07 CT Marker - Duncan IV

anytime 34.521803, -97.957961
31 Head of cattle - Chisholm

CC10 CT Marker - Duncan

anytime 34.541945, -97.999851
12 Head of cattle - Chisholm

CC13 CT Marker - Duncan VIII

anytime 34.567199, -98.019493
22 Head of cattle - Chisholm

CC16 CT Marker - Duncan XI

anytime 34.50827, -97.931868
130 Head of cattle - Chisholm

CC19 CT Marker - Duncan XIV

anytime 34.492697, -97.897945
151 Head of cattle - Chisholm

CC22 CT Marker - Duncan XVII

anytime 34.449116, -97.888633
12 Head of cattle - Chisholm

CC02 CT Marker - Duncan III

anytime 34.3764, -97.919116
10 Head of cattle - Chisholm

CC05 CT Marker - Marlow II

anytime 34.681773, -97.944771
45 Head of cattle - Chisholm

CC08 CT Marker - Duncan V

anytime 34.527044, -97.967095
12 Head of cattle - Chisholm

CC11 CT Marker - Duncan VII

anytime 34.550728, -98.008621
163 Head of cattle - Chisholm

CC14 CT Marker - Duncan IX

anytime 34.579782, -98.014991
219 Head of cattle - Chisholm

CC17 CT Marker - Duncan XII

anytime 34.5072, -97.926338
12 Head of cattle - Chisholm

CC20 CT Marker - Duncan XV

anytime 34.481916, -97.894916
12 Head of cattle - Chisholm

CC23 CT Marker - Duncan XVIII

anytime 34.434516, -97.8879
154 Head of cattle - Chisholm

CC03 CT Marker - Comanche

anytime 34.347366, -97.926816
177 Head of cattle - Chisholm

CC06 CT Marker - Marlow III

anytime 34.638169, -97.953396
23 Head of cattle - Chisholm

CC09 CT Marker - Duncan VI

anytime 34.536257, -97.99041
12 Head of cattle - Chisholm

CC12 CT Marker - Empire City

anytime 34.565281, -98.019977
33 Head of cattle - Chisholm

CC15 CT Marker - Duncan X

anytime 34.594942, -98.004482
65 Head of cattle - Chisholm

CC18 CT Marker - Duncan XIII

anytime 34.502333, -97.912467
12 Head of cattle - Chisholm

CC21 CT Marker - Duncan XVI

anytime 34.463542, -97.891586
12 Head of cattle - Chisholm

CC24 CT Marker - Nocona

anytime 33.873228, -97.807892
200 Head of cattle - Chisholm



CC02



CC32



CC55

CC25 CT Marker - Terral

anytime 33.940433, -97.878133
215 Head of cattle - Chisholm

CC28 CT Marker - Terral IV

anytime 33.9232, -97.857283
26 Head of cattle - Chisholm

CC31 CT Marker - Ryan II

anytime 34.027636, -97.886363
35 Head of cattle - Chisholm

CC34 CT Marker - Ryan V

anytime 33.983916, -97.88735
35 Head of cattle - Chisholm

CC37 CT Marker - Comanche II

anytime 34.318316, -97.913783
12 Head of cattle - Chisholm

CC40 CT Marker - Southern Most Point

8a-10p 25.899199, -97.49914
24 Head of cattle - Chisholm

CC55 CT Marker - Kingfisher

anytime 35.848508, -97.93936
60 Head of cattle - Chisholm

CC66 CT Marker - Clearwater

anytime 37.534007, -97.473318
48 Head of cattle - Chisholm

CC79 CT Marker - Indian Springs

anytime 31.562147, -97.12634
48 Head of cattle - Chisholm

CC26 CT Marker - Terral II

anytime 33.935866, -97.874383
35 Head of cattle - Chisholm

CC29 CT Marker - Terral III

anytime 33.903983, -97.840016
154 Head of cattle - Chisholm

CC32 CT Marker - Ryan III

anytime 34.013016, -97.887433
235 Head of cattle - Chisholm

CC35 CT Marker - Waurika

anytime 34.158489, -97.900876
17 Head of cattle - Chisholm

CC38 CT Marker - Waurika II

anytime 34.2165, -97.904866
150 Head of cattle - Chisholm

CC41 CT Marker - Fort Worth

anytime 32.788756, -97.346205
31 Head of cattle - Chisholm

CC60 CT Marker - Medford

daylight only 36.92669, -97.64286
25 Head of cattle - Chisholm

CC68 CT Marker - Abilene

anytime 38.916142, -97.21416
40 Head of cattle - Chisholm

CC27 CT Marker - Ryan VII

anytime 33.92585, -97.864066
22 Head of cattle - Chisholm

CC30 CT Marker - Ryan

anytime 34.04225, -97.886483
27 Head of cattle - Chisholm

CC33 CT Marker - Ryan IV

anytime 33.998466, -97.887433
25 Head of cattle - Chisholm

CC36 CT Marker - Ryan VI

anytime 34.0857, -97.8942
198 Head of cattle - Chisholm

CC39 CT Marker - Waurika III

anytime 34.172966, -97.901783
27 Head of cattle - Chisholm

CC45 CT Marker - Nocona

daylight only 33.75812, -97.59623
50 Head of cattle - Chisholm

CC62 CT Marker - Caldwell

anytime 37.031194, -97.606719
25 Head of cattle - Chisholm

CC76 CT Marker - Round Rock

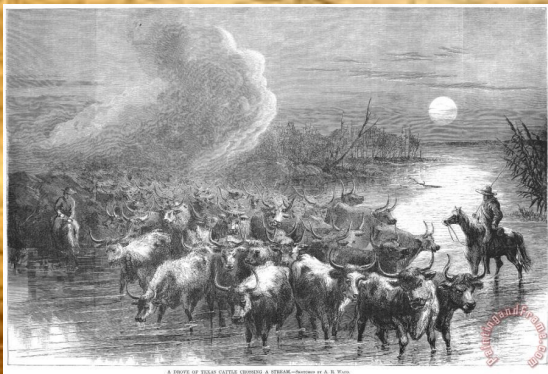
daylight only 30.511826, -97.689516
13 Head of cattle - Chisholm

THE GOODNIGHT-LOVING TRAIL

The Goodnight-Loving Trail ran from Young County, Texas, southwest to Horsehead Crossing on the Pecos River, up the Pecos to Fort Sumner, New Mexico, and on north to Colorado. In the spring and early summer of 1866 Charles Goodnight and Oliver Loving drove their first herd of longhorn cattle over the Butterfield Overland Mail route from near Fort Belknap via the Middle Concho River and Castle Gap, to Horsehead (on some old maps marked Dead Horse) Crossing. Leaving the former mail route there, they worked up the Pecos, crossing it from time to time as the terrain and watering places required. They drove a second herd, bought from John S. Chisum, from his Concho River range to Fort Sumner later that same summer.

The northern extension of the Goodnight-Loving Trail was first blazed by Loving in the fall of 1866. Initially, it ran north from Fort Sumner up the Pecos to Las Vegas, then followed the Santa Fe Trail to Raton Pass and around the base of the Rockies via Trinidad and Pueblo to Denver, Colorado. Since that was a roundabout way, Goodnight in the fall of 1867 altered the route fifty or sixty miles to the east, crossing the Gallinas valley and the well-watered plains of northeastern New Mexico near Capulin Mountain before swinging back northwestward to Raton Pass. At Raton Pass "Uncle Dick" Wootton had established a toll station near the summit and charged Goodnight ten cents a head for passage. Goodnight complied, but not without protest. At the head of Apishapa Canyon, forty miles northeast of Trinidad, he set up a ranch and cattle-relay station.

In the spring of 1868 Goodnight entered into a contract with John Wesley Iliff in which he agreed to deliver his cattle to Iliff at the Union Pacific Railroad town of Cheyenne, Wyoming. From the Arkansas valley near Pueblo, Goodnight and his men struck out due north, passing east of Denver, to the South Platte River. They crossed that stream at the site of present Greeley and followed a tributary, Crow Creek, to Cheyenne, where the delivery was made. Afterward, Goodnight and his men went back to New Mexico to buy more cattle from Chisum at Bosque Grande. Returning north, Goodnight further "straightened out" the trail by leaving the Pecos north of Fort Sumner and traveling north to Alamogordo Creek and across the plains via Cuervo Creek and its tributaries to a spot on the Canadian River twenty miles west of Fort Bascom. From there he proceeded to the Cimarron Seco west of Capulin Mountain. In order to avoid Dick Wootton's toll road, Goodnight opened a new, easier passageway through Tinchera Pass into Colorado.



The Goodnight-Loving Trail was thus routed, and although Goodnight himself made only one more delivery at Cheyenne, many cattle concerns from Texas, New Mexico, and Colorado used all or portions of the trail extensively until the advent of railroads in the Southwest in the early 1880s. The trail was sometimes known simply as the Goodnight Trail.

GOODNIGHT-LOVING TRAIL

MARKET LOCATIONS

GM01

Fort Concho
San Angelo, TX
31.454767 N 100.431408 W
anytime

Take a photograph of the Fort Concho historical marker.



\$ 18 per head - Goodnight Loving

GM02

Old Fort Sumner
Fort Sumner, NM
34.403927 N 104.193183 W
anytime

Take a photograph of the marker for Fort Sumner and Billy the Kid.

\$ 37 per head - Goodnight Loving



GM03

Goodnight Barn
Pueblo, CO
38.257548 N 104.691533 W
daylight only

Take a photograph of your motorcycle with the Goodnight Barn in the background.

\$ 50 per head - Goodnight Loving



GM04

JAL Cattle Drive art
Jal, NM
32.155227 N 103.193517 W
daylight only
Take a picture of the reference sign with the cattle drive silhouette in the background. It must be light enough to plainly see the cattle drive in the distance.

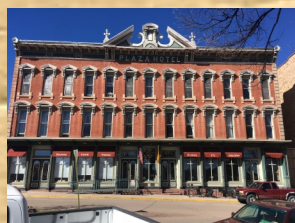
\$ 29 per head - Goodnight Loving



GM05

Plaza Hotel
Las Vegas, NM
35.592947 N 105.227468 W
daylight only
Take a photograph of your motorcycle parked in front of the Plaza Hotel (hint: might be easier if you park across the street).

\$ 43 per head - Goodnight Loving



GM06

Swan Land and Cattle
Chugwater, WY
41.755538 N 104.81905 W
daylight only
Take a photograph of the old headquarters building for the Swan Land and Cattle Company (if it hasn't blown down or burned down yet).

\$ 63 per head - Goodnight Loving



GM07

Trails Part III
Cheyenne, WY
41.157352 N 104.833448 W
daylight only
Take a photograph of the historical marker labeled The Trail III.

\$ 60 per head - Goodnight Loving



GOODNIGHT-LOVING TRAIL

CATTLE COLLECTION LOCATIONS



GC01

Artesia on the Trail

Dayton, NM

32.722611 N 104.396441 W

anytime

Take a picture of the New Mexico historical marker at this location.

284 Head of cattle - Goodnight-Loving



GC02

Trinchera Pass

Folsom, NM

36.903524 N 104.027142 W

daylight only

Take a picture of the Trinchera Pass Ranch sign.

354 Head of cattle - Goodnight-Loving



GC03

Capulin marker

Capulin, NM

36.744778 N 103.974815 W

anytime

Take a picture of the Capulin marker at this location.

349 Head of cattle - Goodnight-Loving



GC04

Castle Gap

McCamey, TX

31.292265 N 102.348922 W

anytime

Take a photograph of the Castle Gap historical marker.

206 Head of cattle - Goodnight-Loving



GC05

Fort Stockton Comanche Springs

Fort Stockton, TX

30.885304 N 102.875612 W

anytime

Take a photograph of the stone marker labeled 'Fort Stockton Comanche Spring'

222 Head of cattle - Goodnight-Loving



GC06

Early Morning on the Goodnight-Loving Trail

Graham, TX

33.105724 N 98.590918 W

anytime

Take a picture of the cowboy sculpture at the campfire.

124 Head of cattle - Goodnight-Loving

Goodnight-Loving continued



GC07

**Ft. Belknap - start of the
Goodnight-Loving trail**

Newcastle, TX

33.151556 N 98.740755 W

9a-5p

**Take a photograph of the front
of the powder magazine
building.**

**129 Head of cattle - Goodnight-
Loving**



GC08

Goodnight-Loving in Mosquero

Mosquero, NM

35.77684 N 103.95712 W

anytime

**Take a photo of the Goodnight-
Loving Trail marker at this
location.**

**324 Head of cattle - Goodnight-
Loving**



GC09

Goodnight-Loving Trail

Roswell, NM

33.405324 N 104.31078 W

anytime

**Take a photograph of the
historical marker at this
location.**

**289 Head of cattle - Goodnight-
Loving**



GC10

Horsehead Crossing - Actual

Imperial, TX

31.234475 N 102.482701 W

daylight only

**Take a photograph of the
marker denoting the actual
Horsehead Crossing.**

**365 Head of cattle - Goodnight-
Loving**



GC11

**Horsehead Crossing
historical marker**

Girvin, TX

31.097155 N 102.337633 W

anytime

**Take a photograph of the
Horsehead Crossing
historical marker.**

**55 Head of cattle - Goodnight-
Loving**



GC12

Latham Station

Kersey, CO

40.386432 N 104.564651 W

anytime

**Take a picture of the mural on the
side of the museum which depicts
the pioneer era of this area of
Colorado.**

**468 Head of cattle - Goodnight-
Loving**

Goodnight-Loving continued



GC13

Goodnight-Loving Trail

Mentone, TX

31.701084 N 103.603585 W

anytime

Take a picture of the granite Texas centennial marker.

250 Head of cattle - Goodnight-Loving



GC14

Loving's Bend

Loving, NM

32.293971 N 104.102385 W

anytime

Take a picture of the historical marker for Oliver Loving.

270 Head of cattle - Goodnight-Loving



GC15

Pope's Crossing

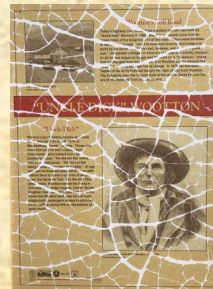
Angeles, TX

31.94498 N 103.992854 W

anytime

Take a picture of the Texas historical marker for Pope's Crossing.

264 Head of cattle - Goodnight-Loving



GC16

Raton Pass - "Uncle Dick"

Raton Pass, NM

36.993872 N 104.47991 W

daylight only

Take a picture of the reference marker for "Uncle Dick" Wootten.

367 Head of cattle - Goodnight-Loving



GC17

The Trail Boss

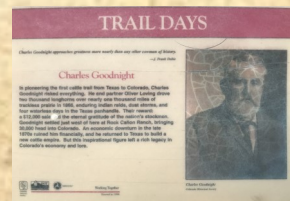
Artesia, NM

32.842562 N 104.397348 W

daylight only

Take a picture of the Trail Boss sculpture.

285 Head of cattle - Goodnight-Loving



GC18

Trail Days - Charles Goodnight

Pueblo, CO

38.452473 N 104.607169 W

anytime

Take a picture of the lower right panel of the historical marker which denotes the accomplishments of Charles Goodnight.

410 Head of cattle - Goodnight-Loving

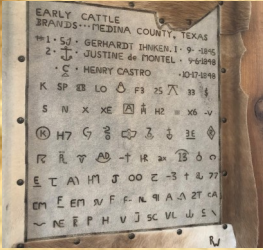
THE GREAT WESTERN TRAIL

The Great Western Trail, also known as the Dodge City Trail and the Fort Griffin Trail, was blazed in 1874 by cattle-drover John T. Lytle, who herded 3,500 longhorn cattle along the leading edge of the frontier from South Texas to the Red Cloud Indian Agency at Fort Robinson, Nebraska. Following the defeat of the Plains Indians in the Red River War, Lytle's route supplanted the farmer-laden Chisholm Trail to the east. By 1879, the GWT was the principal thoroughfare for Texas cattle bound for northern markets. Feeder routes such as the Matamoros Trail from Brownsville, which ran northward through Santa Rosa, George West, Three Rivers, San Antonio, Beckman, Leon Springs, Boerne, and Comfort, and the Old Trail from Castroville, which ran northward through Bandera and Camp Verde, converged in Kerrville to form the Western Trail. The trail proceeded northward, crossing the James River near the site of present Noxville, the Llano at Beef Trail Crossing, the San Saba at Pegleg Crossing, and Brady Creek west of Brady. The trail left the Hill Country through Cow Gap, where minor feeder trails from Mason, San Saba, and Lampasas counties converged. It crossed the Colorado River at Waldrip and passed through Coleman, where a trail from Trickham and one of two feeders from Tom Green County merged with the trunk route. Beyond Coleman, the Great Western Trail fanned out to take advantage of grassy prairies; branches passed through the sites of present Baird, Clyde, Putnam, and Albany, where the Potter and Bacon Trail (or Potter-Blocker Trail) diverged toward the Llano Estacado and Colorado pastures, and reunited north of Albany. The Western Trail crossed the Clear Fork of the Brazos near Fort Griffin at the Butterfield-Military Road crossing, where the second feeder trail from Tom Green County, which ran through Buffalo Gap, joined the trunk route. Thence the GWT proceeded through Throckmorton, crossed the Brazos at Seymour and the Pease at the site of Vernon, and veered northeastward to leave Texas at what later became known as Doan's Crossing, on the Prairie Dog Town Fork of the Red River. Several alternative routes crossed Indian Territory to Dodge City, Kansas, on the Santa Fe Railroad, the first and most important terminus of the trail; to Ogallala, Nebraska, on the Union Pacific, the principal alternative for rail shipment; and to northern ranges. Some herds were delivered to Indian reservations on the northern plains.

Several factors such as barbed wire, the introduction of beefier cattle breeds, and the settlement of the frontier contributed to the demise of the Western Trail, but a principal cause was the Texas fever controversy. Carried northward by longhorns, the disease decimated northern herds, giving rise by 1885 to quarantines in many northern states and territories which banned the importation of Texas cattle during warm months. In an attempt to circumvent state legislation, Texas congressman James Francis Miller, Lytle's brother-in-law, introduced legislation that would have plotted a National Trail north of Texas under federal supervision, but the proposal did not pass. The last reported drive on the Western Trail was made in 1893 by John Rufus Blocker to Deadwood, South Dakota. By then, three to five million cattle had been driven to northern pastures and markets along the route.

By the early twenty-first century, the Great Western Cattle Trail Association had undertaken the mission to preserve the route of the trail by placing cement markers every six miles. The first marker in Texas was erected in 2004 at Doans, Texas.

GREAT WESTERN TRAIL-MARKET LOCATIONS



WM01

Medina County Cattle brands
Castroville, TX

29.354682 N 98.874521 W

10a-5p

Take a photograph of the Medina County early cattle brand display just inside the main doors to the museum.

\$ 13 per head - Great Western



WM02

YO Ranch Headquarters
Mountain Home, TX

30.120994 N 99.611963 W

daylight only

Take a photograph of your motorcycle in front the the YO Ranch sign at the headquarters entrance.

\$ 14 per head - Great Western



WM03

Albany Steer
Albany, TX

32.72238 N 99.297559 W

anytime

Take a photograph of your motorcycle parked in front of the large steer skull in the old gas station parking lot and next to the Blue Duck Winery.

\$ 16 per head - Great Western



WM04

Crossing the Herd
Altus, OK

34.638394 N 99.334172 W

anytime

Take a photograph of the sculpture of the cowboy crossing the river.

\$ 23 per head - Great Western



WM05

Town of Fort Supply
Fort Supply, OK

36.573539 N 99.572994 W

anytime

Take a photograph of the park display for the Town of Fort Supply. There are two displays so be careful to get the correct one. The actual Fort Supply historical site is by appointment only, so this is the next best option.

\$ 32 per head - Great Western



WM06

El Capitan Longhorn
Dodge City, KS

37.75287 N 100.019242 W

anytime

Take a picture of the El Capitan Longhorn sculpture.

\$ 37 per head - Great Western

GREAT WESTERN TRAIL—MARKET LOCATIONS



WM07

Wild Horse Spring
Eckery, NE

40.906388 N 101.727861 W
daylight only

Take a picture of the historical sign referencing the Wild Horse Spring.

\$ 54 per head - Great Western



WM08

Sundance Kid
Sundance, WY

44.405132 N 104.379047 W
anytime

Take a photograph of the statue of the Sundance Kid on the corner of the building.

\$ 73 per head - Great Western



WM09

Great Western Trail - Medora
Medora, ND

46.914843 N 103.526748 W
anytime

Take a photograph of the Great Western Trail concrete marker.

\$ 83 per head - Great Western



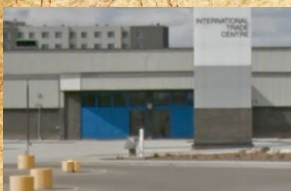
WM10

Great Western Trail - Val
Val Marie, SK

49.24509 N 107.732048 W
anytime

Take a photograph of the Great Western Trail concrete marker.

\$ 98 per head - Great Western



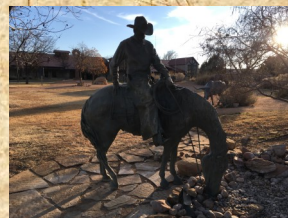
WM11

Great Western Trail - Regina
Regina, SK

50.451377 N 104.641155 W
anytime

Take a photograph of the Great Western Trail concrete marker.

\$ 100 per head - Great Western



WM12

Cowboys at Work
Lubbock, TX

33.591616 N 101.883936 W
daylight only

Take a photograph of the cowboy on a horse that is drinking water.

\$ 27 per head - Great Western

GREAT WESTERN TRAIL - CATTLE COLLECTION LOCATIONS



WC11

Lylte Veterans Memorial Park

Lylte, TX

29.230982 N 98.801614 W

anytime

Take a photograph of the Lylte Veterans Memorial Park sign.

78 Head of cattle - Great Western



WC13

Boerne Stage

San Antonio, TX

29.681576 N 98.674409 W

anytime

Take a photograph of the Texas historical marker at this location.

8 Head of cattle - Great Western



WC21

Great Western Cattle Trail

Kerrville, TX

30.121708 N 99.153941 W

daylight only

Take a photograph of the Texas historical marker at this location. Do not stop on the highway itself, instead park on Valle Vista Dr which is perpendicular to the roadway.

75 Head of cattle - Great Western



WC42

Western Trail - Cow Gap

Lohn, TX

31.258661 N 99.379547 W

anytime

Take a photograph of the Western Trail granite marker at the roadside.

13 Head of cattle - Great Western



WC64

Western Trail Historical Marker

Seymour, TX

33.611442 N 99.253933 W

anytime

Take a photograph of the Texas historical marker for the Western Trail.

10 Head of cattle - Great Western

GREAT WESTERN TRAIL - CATTLE COLLECTION LOCATIONS

(cont...)



WC65

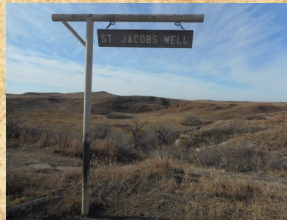
Boco Bueno Horse

Vernon, TX

33.982181 N 99.218302 W
anytime

Take a photograph of the
memorial for the horse Boco
Bueno.

24 Head of cattle - Great
Western



WC89

St Jacob's Well

Ashland, KS

37.240358 N 99.9818 W
daylight only

Take a picture of the sign north
of the well which reads 'St.
Jacob's Well'.

87 Head of cattle - Great Western



WC98

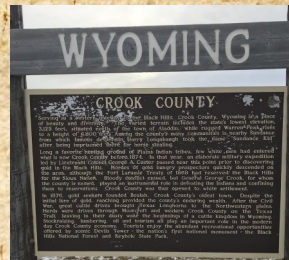
Skeletal Rancher Monument

Oelrichs, SD

43.181202 N 103.237756 W
anytime

Take a photograph of the
skeletal cattle drive display.

136 Head of cattle - Great
Western



WC99

Crook County - Texas Trail

Sundance, WY

44.413134 N 104.339382 W
anytime

Take a photograph of the Crook
County historical marker notating
the significance of the Texas Trail
(Great Western Trail).

150 Head of cattle - Great
Western

GREAT WESTERN TRAIL CONCRETE MARKERS

GREAT WESTERN TRAIL CATTLE COLLECTION LOCATIONS

In 2003, a project was launched to mark the entire Great Western Trail with cement posts placed every 6 to 10 miles from the Rio Grande to Ogallala, NE. Sylvia Mahoney, a descendent of the old trail drivers, worked to promote this project and even wrote a book, *Finding the Great Western Trail*. Today, these posts stretch from northern Mexico, along the route through 9 states, and into Canada.



WC 12—Great Western Trail Marker in San Antonio

WC01 GWT Marker - Ogallala II
anytime 41.105285, -101.720008
60 Head of cattle - Great Western

WC02 GWT Marker - Brownsville
anytime 25.913559, -97.502135
134 Head of cattle - Great Western

WC03 GWT Marker - Donna
sunrise-12:00am 26.170436, -98.055197
113 Head of cattle - Great Western

WC04 GWT Marker - Edinburg
anytime 26.302137, -98.16217
1 Head of cattle - Great Western
May have been moved due to construction.

WC05 GWT Marker - Falfurrias
anytime 27.231545, -98.14388
49 Head of cattle - Great Western

WC06 GWT Marker - Alice
anytime 27.752282, -98.070569
35 Head of cattle - Great Western

WC07 GWT Marker - Alice II
daylight only 27.847311, -98.054342
25 Head of cattle - Great Western

WC08 GWT Marker - Alice III
daylight only 27.858999, -98.086188
17 Head of cattle - Great Western

WC09 GWT Marker - Sandia
daylight only 28.117491, -97.93096
11 Head of cattle - Great Western

WC10 GWT Marker - George West
anytime 28.33069, -98.115852
8 Head of cattle - Great Western

WC12 GWT Marker - San Antonio
anytime 29.462265, -98.4667
11 Head of cattle - Great Western

WC14 GWT Marker - Bandera
anytime 29.725759, -99.072567
78 Head of cattle - Great Western

WC15 GWT Marker - Boerne I
daylight only 29.7332, -98.703568
8 Head of cattle - Great Western
You MUST park in one of the drives north of the marker and walk down to it. There is no safe place to park next to the marker.

WC16 GWT Marker - Boerne II
Varies 29.787298, -98.713967
8 Head of cattle - Great Western
It is likely the museum is closed but you can access the park and the marker by the municipal parking lot next door and walking up the Cibolo Creek Trail to the museum grounds. If the gate is closed, you can see the marker from the gate.

WC17 GWT Marker - Bandera IV
daylight only 29.789241, -99.063016
12 Head of cattle - Great Western

WC18 GWT Marker - Bandera VI
anytime 29.858994, -99.10579
12 Head of cattle - Great Western

WC19 GWT Marker - Kerrville
daylight only 30.024395, -99.137738
12 Head of cattle - Great Western

WC20 GWT Marker - Ingram
daylight only 30.072335, -99.243816
75 Head of cattle - Great Western

WC22 GWT Marker - Harper
daylight only 30.298078, -99.370545
14 Head of cattle - Great Western

WC24 GWT Marker - Harper II
daylight only 30.467314, -99.399582
81 Head of cattle - Great Western

WC25 GWT Marker - Junction
daylight only 30.511117, -99.537628
14 Head of cattle - Great Western

WC26 GWT Marker - Yates
daylight only 30.592079, -99.5987
45 Head of cattle - Great Western

WC27 GWT Marker - London
anytime 30.678591, -99.576484
7 Head of cattle - Great Western

WC28 GWT Marker - Baird IV
anytime 32.081789, -99.422812
3 Head of cattle - Great Western

GREAT WESTERN TRAIL CONCRETE MARKERS (cont...)

WC29 GWT Marker - Menard I

anytime 30.901891, -99.785505
22 Head of cattle - Great Western

WC32 GWT Marker - Menard III

anytime 30.918345, -99.796566
34 Head of cattle - Great Western

WC36 GWT Marker - Brady

daylight only 31.02442, -99.463163
5 Head of cattle - Great Western

WC39 GWT Marker - Brady III

anytime 31.168603, -99.37629
7 Head of cattle - Great Western

WC43 GWT Marker - Lohn III

anytime 31.316255, -99.345938
61 Head of cattle - Great Western

WC46 GWT Marker - Fife

daylight only 31.426449, -99.374776
13 Head of cattle - Great Western

WC49 GWT Marker - Coleman II

anytime 31.831213, -99.422776
10 Head of cattle - Great Western

WC52 GWT Marker - Baird II

anytime 32.287386, -99.387255
11 Head of cattle - Great Western

WC55 GWT Marker - Moran

anytime 32.547987, -99.163771
93 Head of cattle - Great Western

WC58 GWT Marker - Fort Griffin

daylight only 32.932084, -99.23007
11 Head of cattle - Great Western

WC62 GWT Marker - Seymour

anytime 33.400126, -99.213344
18 Head of cattle - Great Western
Take a photograph of the Hashknife Ranch sign and the Great Western Trail concrete marker.

WC30 GWT Marker - Hext II

daylight only 30.911152, -99.49334
4 Head of cattle - Great Western

WC33 GWT Marker - Hext III

daylight only 30.940957, -99.490152
75 Head of cattle - Great Western

WC37 GWT Marker - Brady

anytime 31.12664, -99.446029
56 Head of cattle - Great Western

WC40 GWT Marker - Santa Anna

daylight only 31.743625, -99.332837
45 Head of cattle - Great Western

WC44 GWT Marker - Lohn IV

anytime 31.328264, -99.340839
64 Head of cattle - Great Western

WC47 GWT Marker - Gouldbusk

anytime 31.600396, -99.424773
84 Head of cattle - Great Western

WC50 GWT Marker - Clyde

anytime 32.171356, -99.423083
11 Head of cattle - Great Western

WC53 GWT Marker - Baird III

anytime 32.394086, -99.387361
8 Head of cattle - Great Western

WC56 GWT Marker - Albany

anytime 32.723053, -99.297147
5 Head of cattle - Great Western

WC59 GWT Marker - Throckmorton

anytime 33.178926, -99.177174
20 Head of cattle - Great Western
Do not stop on the side of the road but instead park at the entrance to the rodeo arena and walk down to the marker on the fenceline.

WC63 GWT Marker - Seymour II

5a-11p 33.588905, -99.251919
19 Head of cattle - Great Western

WC31 GWT Marker - Menard II

anytime 30.916674, -99.783619
6 Head of cattle - Great Western

WC35 GWT Marker - Hext IV

daylight only 30.979093, -99.468611
3 Head of cattle - Great Western

WC38 GWT Marker - Brady II

daylight only 31.13526, -99.336772
11 Head of cattle - Great Western
The marker is located on museum grounds but is easily seen from the fence line, so museum hours are not applicable. If museum is closed, get best picture you can from the fence.

WC41 GWT Marker - Brady IV

daylight only 31.19539, -99.377016
7 Head of cattle - Great Western

WC45 GWT Marker - Lohn II

daylight only 31.357554, -99.375582
7 Head of cattle - Great Western

WC48 GWT Marker - Coleman

anytime 31.747878, -99.441424
8 Head of cattle - Great Western

WC51 GWT Marker - Baird

anytime 32.213453, -99.411672
76 Head of cattle - Great Western

WC54 GWT Marker - Abilene

anytime 32.449783, -99.728575
30 Head of cattle - Great Western

WC57 GWT Marker - Albany II

anytime 32.76199, -99.131049
96 Head of cattle - Great Western

WC60 GWT Marker - Throckmorton II

anytime 33.200996, -99.182922
12 Head of cattle - Great Western

WC66 GWT Marker - Vernon

anytime 33.989859, -99.224337
24 Head of cattle - Great Western
Do not park on the highway but instead use the ranch entrance across the road and walk over.

GREAT WESTERN TRAIL CONCRETE MARKERS (cont...)

WC67 GWT Marker - Vernon II
anytime 34.023599, -99.249282
21 Head of cattle - Great Western

WC68 GWT Marker - Vernon III
anytime 34.072176, -99.263988
21 Head of cattle - Great Western

WC69 GWT Marker - Vernon IV
anytime 34.153, -99.284239
10 Head of cattle - Great Western

WC70 GWT Marker - Vernon V
anytime 34.158247, -99.320621
10 Head of cattle - Great Western

WC71 GWT Marker - Vernon VI
anytime 34.275728, -99.290314
100 Head of cattle - Great Western

WC72 GWT Marker - Doan's Crossing
anytime 34.34342, -99.255446
133 Head of cattle - Great Western

WC73 GWT Marker - Elmer
daylight only 34.420965, -99.249345
133 Head of cattle - Great Western

WC74 GWT Marker - Elmer II
anytime 34.507351, -99.228477
100 Head of cattle - Great Western

WC75 GWT Marker - Altus
anytime 34.638181, -99.268564
10 Head of cattle - Great Western

WC76 GWT Marker - Altus II
anytime 34.648837, -99.328095
45 Head of cattle - Great Western

WC77 GWT Marker - Altus III
anytime 34.681458, -99.228596
20 Head of cattle - Great Western

WC78 GWT Marker - Friendship
anytime 34.696126, -99.228982
40 Head of cattle - Great Western

WC79 GWT Marker - Mangum
anytime 34.873459, -99.50703
10 Head of cattle - Great Western

WC80 GWT Marker - Lone Wolf
anytime 34.949912, -99.254731
45 Head of cattle - Great Western

WC81 GWT Marker - Lone Wolf II
anytime 34.982917, -99.289804
5 Head of cattle - Great Western

WC82 GWT Marker - Carter
anytime 35.16025, -99.307722
156 Head of cattle - Great Western

WC83 GWT Market - Canute
anytime 35.421826, -99.271458
27 Head of cattle - Great Western

WC84 GWT Marker - Leedey
anytime 35.896925, -99.337041
29 Head of cattle - Great Western

WC85 GWT Marker - Camargo
anytime 36.017107, -99.289204
177 Head of cattle - Great Western

WC86 GWT Marker - Vici
anytime 36.144574, -99.359876
75 Head of cattle - Great Western

WC87 GWT Marker - Gage
anytime 36.478586, -99.74874
80 Head of cattle - Great Western

WC88 GWT Marker - Laverne
anytime 36.812165, -99.81813
83 Head of cattle - Great Western

WC90 GWT Marker - Dodge City
anytime 37.752783, -100.019097
92 Head of cattle - Great Western

WC91 GWT Marker - Trenton
daylight only 40.176508, -101.13438
80 Head of cattle - Great Western

WC93 The Texas Trail
anytime 40.850044, -101.537547
125 Head of cattle - Great Western

WC94 GWT Marker - Julesburg
anytime 40.966541, -102.250892
128 Head of cattle - Great Western

WC95 GWT Marker - Ogallala
anytime 41.132731, -101.725476
128 Head of cattle - Great Western

WC96 GWT Marker - Bridgeport
anytime 41.679368, -103.095093
122 Head of cattle - Great Western

WC97 GWT Marker - Crawford
daylight only 42.668501, -103.466499
132 Head of cattle - Great Western

WC100 GWT Marker - Spearfish
anytime 44.468247, -103.811988
149 Head of cattle - Great Western

WC101 GWT Marker - Belle Fourche
anytime 44.674017, -103.85307
151 Head of cattle - Great Western

WC102 GWT Marker - Bowman
anytime 46.182908, -103.39334
164 Head of cattle - Great Western

WC103 GWT Marker - Miles City
anytime 46.402913, -105.86165
173 Head of cattle - Great Western
#N/A

WC105 Great Western Trail - Imperial
anytime 40.592361, -101.629186
95 Head of cattle - Great Western

WC106 Great Western Trail - Hamlet
anytime 40.391897, -101.275238
105 Head of cattle - Great Western

WC108 Great Western Trail - Trenton
anytime 40.1766, -101.0745
60 Head of cattle - Great Western

WC109 Great Western Trail - Champion
anytime 40.468815, -101.747354
115 Head of cattle - Great Western

WC110 Great Western Trail - Ash Hollow
daylight only 41.26513, -102.111536
100 Head of cattle - Great Western

THE SHAWNEE TRAIL

Of the principal routes by which Texas longhorn cattle were taken afoot to railheads to the north, the earliest and easternmost was the Shawnee Trail. Used before and just after the Civil War, the Shawnee Trail gathered cattle from east and west of its main stem, which passed through Austin, Waco, and Dallas. It crossed the Red River at Rock Bluff, near Preston, and led north along the eastern edge of what became Oklahoma, a route later followed closely by the Missouri-Kansas-Texas Railroad. The drovers took over a trail long used by Indians in hunting and raiding and by southbound settlers from the Midwest; the latter called it the Texas Road. North of Fort Gibson the cattle route split into terminal branches that ended in such Missouri points as St. Louis, Sedalia, Independence, Westport, and Kansas City, and in Baxter Springs and other towns in eastern Kansas. Early drovers referred to their route as the cattle trail, the Sedalia Trail, the Kansas Trail, or simply the trail. Why some began calling it the Shawnee Trail is uncertain, but the name may have been suggested by a Shawnee village on the Texas side of the Red River just below the trail crossing or by the Shawnee Hills, which the route skirted on the eastern side before crossing the Canadian River.

Texas herds were taken up the Shawnee Trail as early as the 1840s, and use of the route gradually increased. But by 1853 trouble had begun to plague some of the drovers. In June of that year, as 3,000 cattle were trailed through western Missouri, local farmers blocked their passage and forced the drovers to turn back. This opposition arose from the fact that the longhorns carried ticks that bore a serious disease that the farmers called Texas fever. The Texas cattle were immune to this disease; but the ticks that they left on their bedgrounds infected the local cattle, causing many to die and making others unfit for marketing. Some herds avoided the blockades, and the antagonism became stronger and more effective. In 1855 angry farmers in western and central Missouri formed vigilance committees, stopped some of the herds, and killed any Texas cattle that entered their counties. Missouri stockmen in several county seats called on their legislature for action. The outcome was a law, effective in December of that year, which banned diseased cattle from being brought into or through the state. This law failed of its purpose since the longhorns were not themselves diseased. But farmers formed armed bands that turned back some herds, though others managed to get through. Several drovers took their herds up through the eastern edge of Kansas; but there, too, they met opposition from farmers, who induced their territorial legislature to pass a protective law in 1859.

During the Civil War the Shawnee Trail was virtually unused. After the war, with Texas overflowing with surplus cattle for which there were almost no local markets, pressure for trailing became stronger than ever. In the spring of 1866 an estimated 200,000 to 260,000 longhorns were pointed north. Although some herds were forced to turn back, others managed to get through, while still others were delayed or diverted around the hostile farm settlements. James M. Daugherty, a Texas youth of sixteen, was one who felt the sting of the vigilantes. Trailing north his herd of 500 steers, he was attacked in southeastern Kansas by a band of Jayhawkers dressed as hunters. The mobsters stampeded the herd and killed one of the trail hands; (some sources say they tied Daugherty to a tree with his own picket rope, then whipped him with hickory switches.) After being freed and burying the dead cowboy, Daugherty recovered about 350 of the cattle. He continued at night in a roundabout way and sold his steers in Fort Scott at a profit. With six states enacting laws in the first half of 1867 against trailing, Texas cattlemen realized the need for a new trail that would skirt the farm settlements and thus avoid the trouble over tick fever. In 1867 a young Illinois livestock dealer, Joseph G. McCoy, built market facilities at Abilene, Kansas, at the terminus of Chisholm Trail. The new route to the west of the Shawnee soon began carrying the bulk of the Texas herds, but the Shawnee Trail continued to supply cattle to processing plants and the path was mirrored by the Missouri-Kansas-Texas Railroad.

SHAWNEE TRAIL -MARKET LOCATIONS



SM01

Fort Blair/Fort Baxter

Baxter Springs, KS

37.029613 N 94.733894 W

anytime

Take a photograph of the Fort Blair Historic Site sign.

\$ 32 per head - Shawnee



SM02

Fort Gibson/Jefferson Davis

Fort Gibson, OK

35.804294 N 95.255584 W

anytime

Take a photograph of the marker on the well used by Jefferson Davis.

\$ 26 per head - Shawnee



SM03

Fort Scott Livestock Marker

Fort Scott, KS

37.846501 N 94.716356 W

daylight only

Take a photograph of the main business building with the sign over the front door which reads "Fort Scott Livestock".

\$ 35 per head - Shawnee



SM04

Kansas City Livestock

Kansas City, MO

39.094658 N 94.60483 W

daylight only

Take a photograph of the front entrance to the building with the words 'Kansas City Livestock Exchange' directly over the front entrance.

\$ 41 per head - Shawnee

SHAWNEE TRAIL -MARKET LOCATIONS



SM05

St. Joseph Livestock
St Joseph, MO

39.72032 N 94.869454 W
daylight only

Take a photograph of your motorcycle with the historical livestock exchange building in the background.

\$ 44 per head - Shawnee



SM06

Trading Post of Holland
Preston, TX

33.882492 N 96.63382 W
anytime

Take a photograph of the Texas Centennial Marker for the Holland Coffee store.

\$ 16 per head - Shawnee



SM07

Trails End Cattle Drive
Sedalia, MO

38.697946 N 93.251191 W
daylight only

Take a photograph of one of the longhorns being driven with the 'Trails End' water tower in the background.

\$ 41 per head - Shawnee



SM08

Union Stockyards Gate
Chicago, IL

41.818609 N 87.648496 W
anytime

Take a photograph of your motorcycle in front of the Union Stockyard gate. There is a wide railroad siding where you can easily park.

\$ 63 per head - Shawnee

SHAWNEE TRAIL- CATTLE COLLECTION LOCATIONS



SC02

Butterfield Overland Mail Boggy Depot
Atoka, OK

34.319554 N 96.307116 W

anytime

Take a photograph of the Butterfield
Overland Mail marker located at the
fenceline on the eastern park boundary.

600 Head of cattle - Shawnee



SC04

Eastern OK State U Cattle Drive
McAlester, OK

34.929489 N 95.739734 W

daylight only

Take a photograph of the cattle drive.
Do not stop on the highway for this
picture. You must park at the school
and walk over.

703 Head of cattle - Shawnee



SC01

Busted LaSalle statue

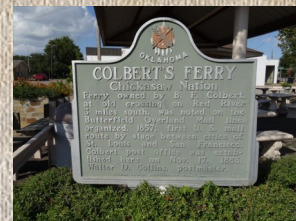
Indianola, TX

28.518948 N 96.509354 W

daylight only

Take a photograph of the remains
of the original LaSalle statue in
Indianola (Port Lavaca).

344 Head of cattle - Shawnee



SC03

Colbert's Ferry

Colbert, OK

33.85365 N 96.502438 W

anytime

Take a photograph of the Colbert's
Ferry marker at this location.

520 Head of cattle - Shawnee



SC05

Military Road - Fort Washita

Durant, OK

34.103063 N 96.546337 W

9a-4p

Take a photograph of the 'Military Road'
sign with the old wagon rut trail still
visible in the background. The sign is just
south of the visitor building.

567 Head of cattle - Shawnee

Shawnee Trail- continued



SC06

Preston Road - Shawnee Trail

Pottsboro, TX

33.757436 N 96.671133 W

daylight only

Take a photograph of the historical marker located just inside the park.

511 Head of cattle - Shawnee



SC08

Fort Johnson - Shawnee Trail

Pottsboro, TX

33.805546 N 96.698585 W

daylight only

Take a photograph of the centennial marker at this location.

520 Head of cattle - Shawnee



SC10

Pioneer Plaza Cattle Drive

Dallas, TX

32.776372 N 96.8016 W

daylight only

Take a photograph of the cowboy at the top of the hill (at the rear of the line of cattle).

355 Head of cattle - Shawnee



SC07

Shawnee Cattle Trail

Italy, TX

32.240684 N 96.92041 W

daylight only

Take a photograph of the historical marker at this location.

276 Head of cattle - Shawnee



SC09

Frisco Central Park cattle drive

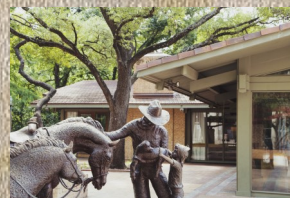
Frisco, TX

33.103894 N 96.816406 W

daylight only

Take one photograph of three of the longhorn cattle in one picture. Your rally flag must be resting on one of the cattle and easily seen.

407 Head of cattle - Shawnee



SC11

Cowboys

Austin, TX

30.283891 N 97.734182 W

M-F 9a-5p

Take a photograph of the statues of the cowboy and the boy.

400 Head of cattle - Shawnee

EXTRAS

CHUCKWAGON BONUSES

On each day of the rally, you may earn points for stopping and getting something to eat. There's a catch:

Condition 1: You must stop, kickstands down to kickstands up, for no less than 45 minutes. You will be on the honor system for your time so do NOT attempt to shorten your stay. Obtain a receipt and e-mail a picture of your receipt AND your rally flag to your scorer.

Condition 2: The location you stop and eat at must have in the official name of the establishment one or more of the following words: "Mom or Mom's, Mamma or Mamma's, Pop or Pop's, Diner, Cafe, or—heaven forbid—Chuckwagon.

-If the place you stop at does not have a computer generated receipt because it is that shady, just get what receipt you can and be sure to also send a photograph of the sign outside the restaurant identifying it for your scorer.

Bonus Codes:

GRB1—can be taken any time on Friday October 16, 2020

GRB2—can be taken any time on Saturday October 17, 2020

Bonus claimed is worth a \$3 reduction of the value of your mileage penalty.



Example: If your mileage penalty is \$30, claim GRB1 and now the mileage penalty is \$27. If your mileage penalty is \$25, claim GRB1 and GRB2, now your mileage penalty is \$19.



REST BONUSES

This bonus assists you by countering your mileage penalty. **You will earn \$75 for each minute you take of a rest bonus.** It will only counter the mileage penalty and will not add to your cattle sale profits.

Condition 1: You must complete the rest bonus or you are DNF.

Condition 2: You must complete a minimum of 4 hours (240 minutes) of rest bonus or you are DNF.

Condition 3: You may not claim credit for more than 8 hours (480 minutes) on this rest bonus although your stop may be as long as you desire. Your rest bonus claim must be one continuous segment.

Bonus Code:

SLP1—start after Fri Oct 16 6pm; end before Sat Oct 17 8am



When submitting rest bonus, submit the start receipt at the time you get the receipt with the bonus code and 'START'.
When completed, submit the end receipt with the bonus code and 'END'.



EXTRAS



YG01

Heroes Café

Cleburne, TX

32.346146 N 97.386272 W

10:30a-9:00p

Take a Chuck Wagon stop at this location, e-mail in receipt.

\$1 extra off for each meal bonus

Heroes Café in downtown Cleburne, TX is a great stop for gourmet burgers and other sandwiches. This bonus is much like the Chuckwagon bonuses in that to obtain this bonus you must be at the location 45 minutes, kickstand down to kickstand up. You will submit a photo of the receipt and your flag to claim this bonus. What is it worth? If you successfully claim this bonus, you will receive an extra \$1 off mileage penalty value for each Chuckwagon Bonus successfully claimed.

YEBS

E-mail Submission Bonus

At the beginning of the rally you will choose to e-mail your bonuses as you progress through the rally or you can manually score all your bonuses at the finish. If you choose to e-mail your bonuses, you will reduce the mileage penalty by half once the Spotwalla and donation bonuses have been applied. Be sure to claim this bonus on your bonus claim form.



YGIV

Donation Bonus

Prior to the start of the rally, you will be given an opportunity to purchase a raffle ticket for items donated for our charitable giving drive. These items will be placed on display for your review. Each raffle ticket is \$20. You only need to purchase one raffle ticket to be eligible for this bonus. Be sure to claim it on your bonus claim form. This bonus is worth \$10 off your initial per mile mileage penalty. This is taken prior to YEBS.



YSPT

Spotwalla Bonus Submission

Prior to the rally start, you were sent instructions on how to set up a Spotwalla link for the rally and how to join the public page. At the rally start, verify your Spotwalla link and that you successfully joined the public Spotwalla page. This will earn you \$10 off your initial per mile mileage penalty. This is taken prior to YEBS. Be sure to claim this bonus on your bonus claim form.



EXTRAS



YFWS

The Fort Worth Herd

Fort Worth, TX

32.789045 N 97.346524 W

11:30am or 4:00pm

Real Texas cowhands drive a herd of Texas longhorns down E. Exchange Ave. in the Fort Worth Stockyards every day, twice a day. Every detail - from the saddles, chaps, boots, and hats - are authentic and historically true. Your task is to get a picture of YOU with the cattle drive - including horses, cows, and cowhands - in the background.

\$5 extra per head - for all trails

MHSR

Moody High School Class of 1970 50th Reunion

Moody, TX

31.286116 N 97.368106 W

11:30 am Saturday October 17

Be a part of the rally group photo bonus taking place at 11:30 sharp at the Moody HS Class of 1970 50th Reunion. Rider's (and pillion's) face and rally flag must be visible in the picture. Rally staff will take the photograph.

500 head of cattle and \$3 extra per head - for each trail



You'll need to sign in with rally staff to get credit in addition to being in the picture, so get there no less than 5 minutes prior to picture time to ensure you get credit for the bonus. The reunion is at a location in the school called The Commons. You'll need to claim this bonus on your form but you will not need to e-mail anything in to scoring.



CSFG

Fiddlers Green - Parsons

Mounted Cavalry

College Station, TX

30.610056 N 96.372496 W

4p-5p Saturday October 17 only

Take a picture of the Parsons Mounted Cavalry wagon at the Fiddler's Green sign.

500 head of cattle and \$3 extra per head - for each trail

**Special Thanks to the generous contributors to the Heart
of Texas Rally and its charitable causes:**



**Performance Base Layers for
Serious Riders Since 1999**

Getting to the Bottom of Rider Comfort.

