

**ADDITIONAL
MISSCELLANEOUS
MATERIAL**

- **PHOTOS**
- **NEWSPAPER CLIPPINGS**
- **MAGAZINE ARTICLES**
- ETC**

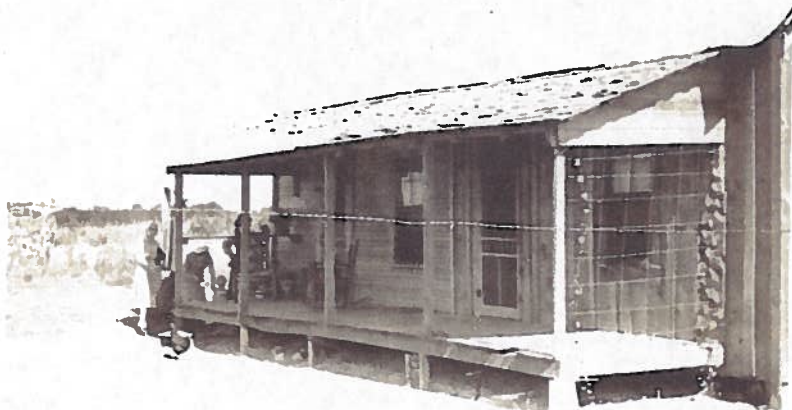


ROBERT JACKSON MCKOWN
WIFE SUSIE, SONS D.B.,
AUSTIN & ARTHUR 1909



Photo of Susie Collins McKown and three sons,
O.B., Austin, and Arthur, taken on their front porch
at 1706 Bouilivord Street Route #1, Texarkana, Texas March 13, 1911.

McKown Sons, Texarkana, Texas 1913



Birthplace of Arthur Lee McKown
Grandparent home, between Old Boston
And Rock Creek, Texas
Photo made 1942

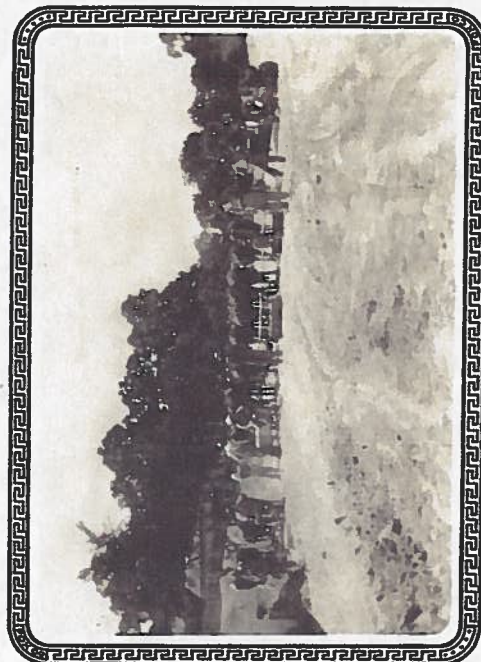


*Austin - Arthur - O.B. - and father
R.J. McKown on GMC truck Frisco, Tex*



ARTHUR LEE MCKOWN, O.B. MCKOWN, SR. AUSTIN S. MCKOWN
SEATED: FATHER R. J. MCKOWN 1952

ROCKDALE, TX 1934
R.R. UNDERPASS
MULES + MEN
MCKOWN CONST. CO.





Thelma and R. J. McKown with Thelma's sisters:

Ethel and Alice Roberts, (Alice not visible)

Carl Henderson: Bookkeeper for Mr. R. J's. Const. Co.

1939 Llano TX



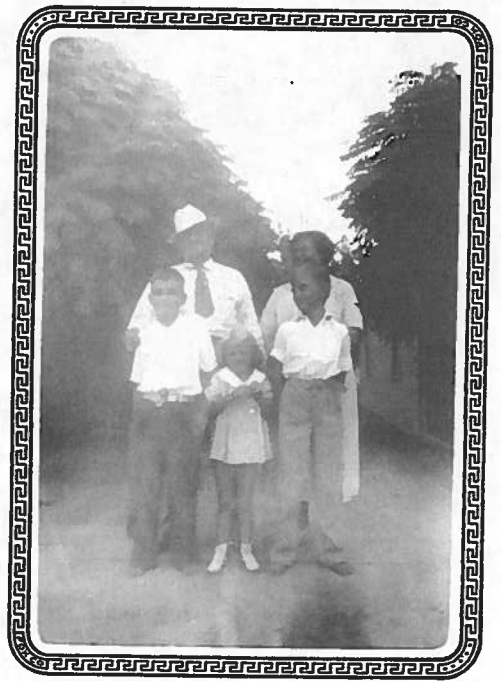
Mr. R. J. McKown, Llano 1939



R. J. McKown Construction Co

Equipment parked at Llano Hotel 1939

Workers stayed at this hotel



R. J. and Thelma McKown (1939)

Grandchildren: O.B. McKown Jr.

Betty Sue and Billy McKown

R. J. MCKOWN

O. B. MCKOWN

A. S. MCKOWN

A. L. MCKOWN

MCKOWN & SONS

General Contractors

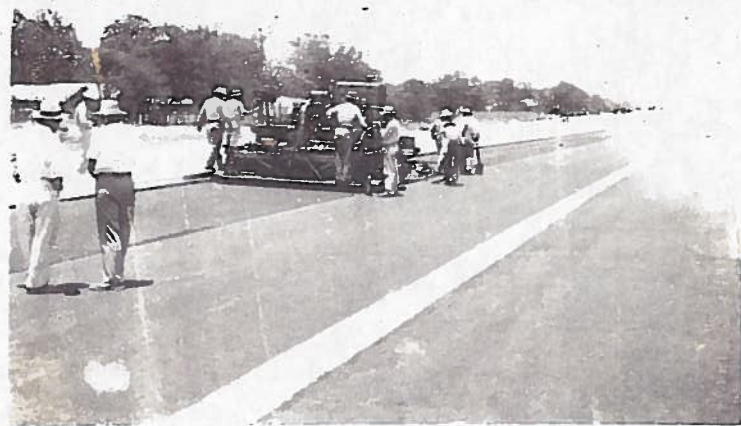
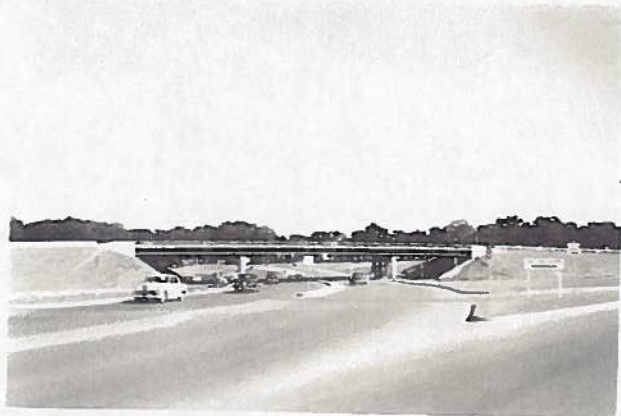
P. O. BOX 151

AUSTIN, TEXAS



*Skill, Integrity
and Responsibility*

AIRPORT BLVD
 & I 35 '52

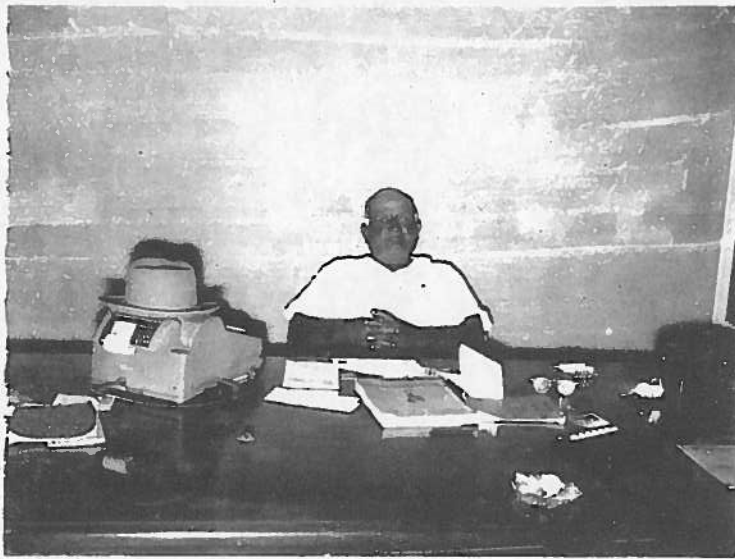


R. J. MCKOWN & SONS 1952
 CRUSHING BASE MATERIALS
 FOR I 35- TRAVIS COUNTY
 FIRST IMPACK CRUSHER

MCKOWN & SONS
 PAVING I 35 NORTH
 NEAR 51st. 1952

McKown & Sons Aug - 1952
 McNeal, Tex





MCKOWN + SONS
OFFICE 49th ST.
R.J. MCKOWN
1952

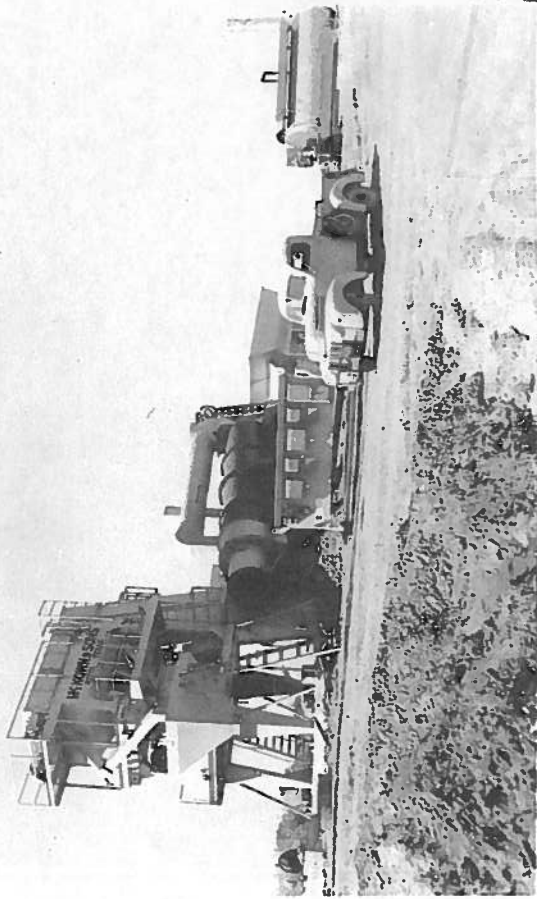
MCKOWN + SONS PARTY 1952
PEARL MCKOWN
R.J. + THELMA MCKOWN



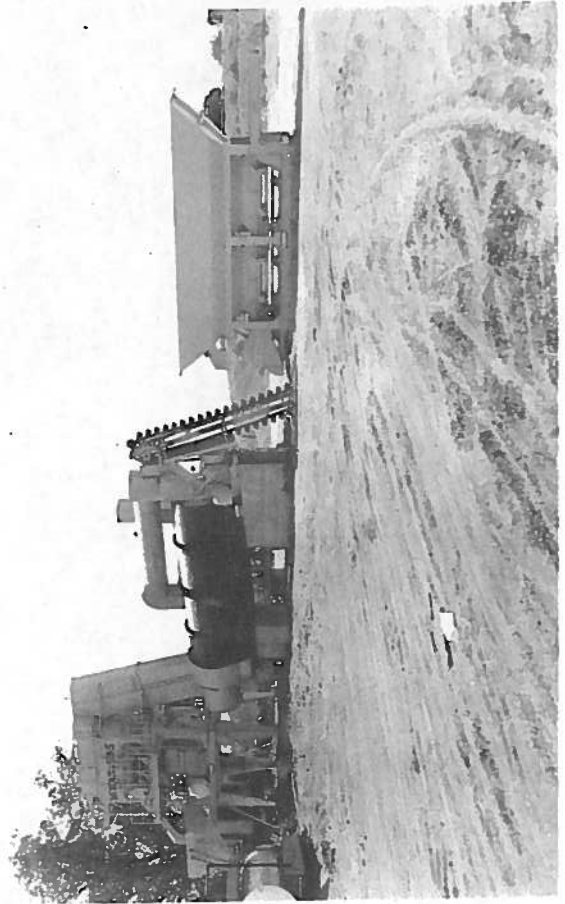
FEB. 1952 *Shore S.A. TEX.*



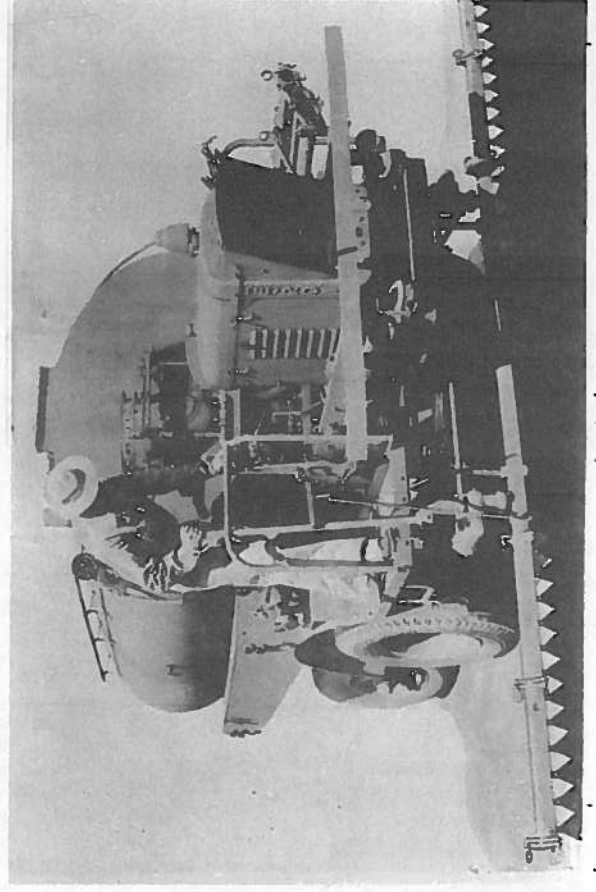
Robert Dale McKown walking in front of the
BBQ pit his father R. J. McKown built in 1953
at their home at 1501 Richcreek Road



McKOWN & SONS HOT MIX PLANT
LOCATION BOLM ROAD
AUSTIN SAND & GRAVEL
1950's



McKOWN & SONS
OIL SPRAYER
1963



HIGH RATIO OF FATHER AND SON TEAMS SHOWS STABILITY IN CONSTRUCTION INDUSTRY

which was matched with \$1 million of federal aid. And the county was on its way out of the mud.

The younger member of the Reeves team is son Henry, who has worked with his father the past 48 years, except for one week some 29-years ago when he tried, and didn't like, working for another firm. Presently son Henry is in charge of an extensive operation centering in Pecos, while "Cap" is running the bridge construction department out of Austin and Houston. The outfit does \$3 to \$4 million of highway work per year.

Until last year the team was a triumvirate which leaned heavily on the skill and ability of son Felix. His tragic death climaxed the growth of the company to a position of leadership in the fraternity. And even now one has a feeling, when in the presence of "Cap" and Henry, that Felix is somewhere around, influencing the decisions that help the company do a better job building the highways that Texas needs.

"Cap" is a staunch believer in the advantages of fathers bringing their sons into the business. Chief drawback, he says, is that "it takes the sons so long to educate their fathers." When this impediment is mutually resolved he believes such a managerial arrangement permits the firm to set up long-range programs with reasonable assurances they can be carried out within the family.

→ The McKown and Sons outfit at Austin boasts of the greatest number of fathers and sons in the highway industry. R. J. McKown, or "Mr. Mc," as he is affectionately called, was in the contracting business back in 1907. The sons joined the operation in 1923, the grand-

Representing still another generation to join firm later is Robert Dale McKown.



sons in 1945 after military service in the Navy Air Corps.

It was in 1933 that the firm first became prime contractor on highway work. This followed a long prior status as sub-contractor.

Sons O. B., Senior, Austin, and Arthur represent the second generation in the family team. The third generation on the management team consists of O. B.'s son, O. B., Jr., and Austin's son, Billy. Billy's charming wife brought further distinction to the family by being chosen as "Mrs. Texas" to represent the Lone Star state at the nationwide "Mrs. America" contest.

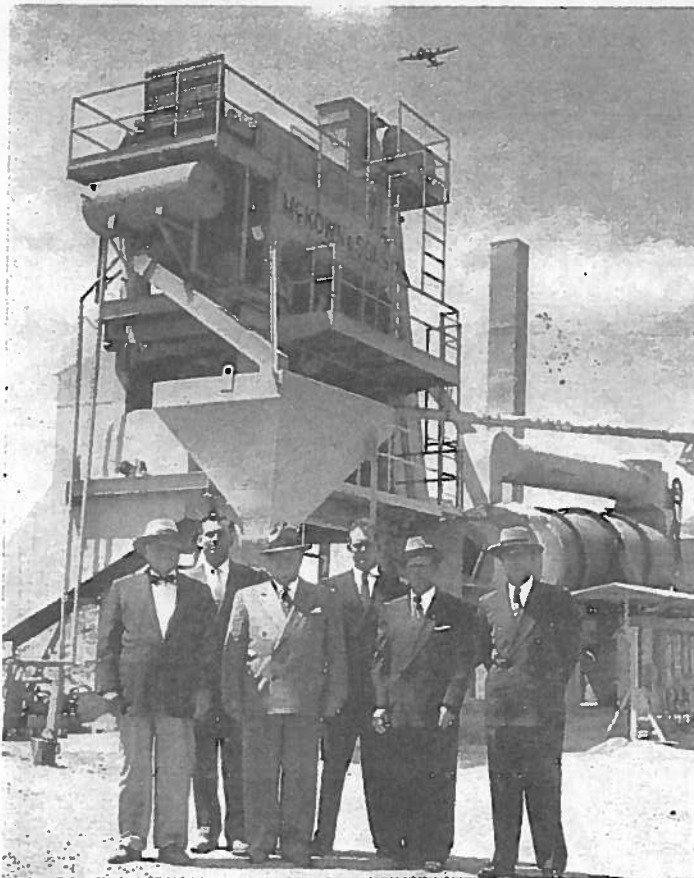
All sons and grandsons started in the business as water boy. This is the projected starting point for Robert Dale, now 6, the adopted son of Mr. Mc. For all practical purposes he can be regarded as the upcoming fourth generation to join the team.

The McKown company has recently completed about \$2.5 million of work

on the Austin expressway and operates as a contractor over a wide sweep of Texas, in addition to a sand and gravel business at Austin. Speaking for the entire clan, O. B. asserts, "We certainly think the Texas highway industry affords a great future, as we have grown with the industry since its beginning. It is a great business, and the future is unlimited."

This statement represents the consensus of views coming from the 165 years of experience which father, sons and grandsons have so far accumulated in building Texas highways. In acquiring this long record of experience the family has been together all the time. The roomy, rambling house of father R. J., holiday headquarters for all the family connections, is a short drive from the homes of all children and grandchildren. "Mrs. Mc" keeps a well stocked snack bar, complete with five regular soda fountain stools, for the frequent family callers who drop by.

McKown & Sons, with first and second generations in front. L. to R. are R. J., O. B., Sr., Austin, and Arthur. Standing behind their fathers are grandsons O. B., Jr., and Billy.



Texas Parade Magazine, May 1954



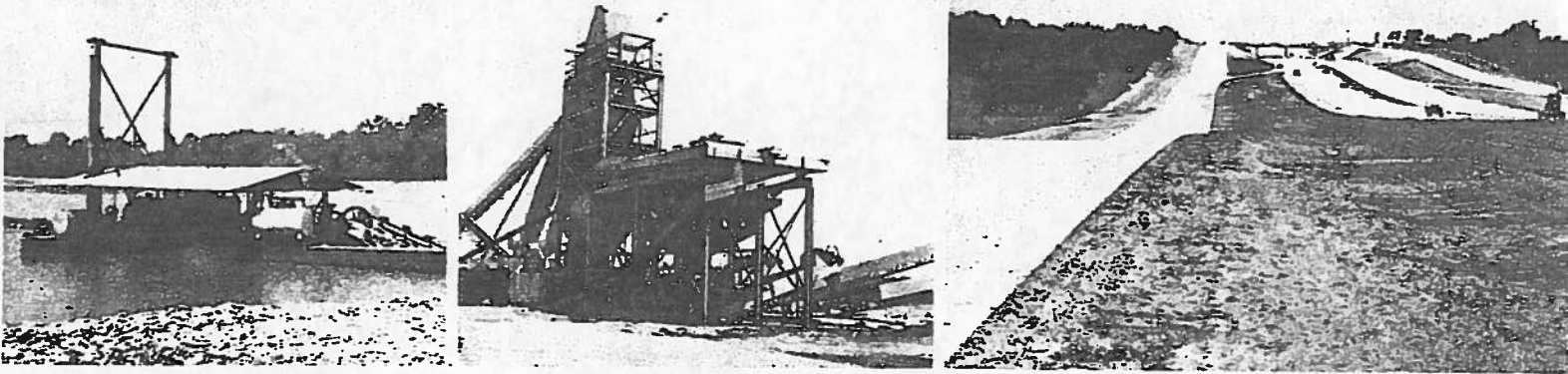
Wedge & plant designed and built by Arthur Lee McKown

13

**family
works together**

rather than using the more customary crushed rock in the mixture.

Because of the unique problem of widespread area versus concentrated population, Texas roadbuilding is breaking all former records. To cope with the mounting necessity for materials, Arthur Lee McKown designed and built a "push button" sand and gravel plant utilizing a hydraulic intake system — first of its type in



Sand and gravel are pumped by dredge (left) and piped to plant (center). Austin expressway (right) constructed largely by McKown corporations.

Helping to Build Texas

Many hundred miles of the splendid highways, bridges and overpasses which bring statesmen and lawmakers into the Texas capital city have been constructed by the enterprising McKown family of Austin. Originally established as a partnership of the father, R. J. McKown, and sons, O. B., Arthur Lee, and Austin, the family has now vested their interests into 3 corporations handling construction throughout the entire state.

These corporations, McKown & Sons, Austin Sand and Gravel and McKown Brothers, Inc., in order to supply their extensive road and bridge constructing operations, built and operate their own sand and gravel plants located along the banks of the Colorado River. After furnishing the majority of the crushed rock used in the construction of Bergstrom Field in 1942, the family corporations set up a hot mix asphalt concrete plant in which river sand and gravel were used as the principal ingredients,

the area. Pumped up by a dredge anchored in the river, the sand and gravel are sucked and sorted hydraulically through many feet of pipe in a plant on the river bank. Despite the complexity of this procedure, all operations are automatic and may be efficiently controlled by 3 men. Some 1,500 yards of sand and gravel are produced daily and this plant is also unusual in that it can produce several types of sand simultaneously.

With the sprawling layout of the 3 corporations, river crossing presented a problem involving a detour of several miles to the only bridge. But very soon, say the McKowns, they will be builders and owners of the only private bridge to cross the Colorado River. All their ponderous equipment, including a 35-ton crane, will then be able to arrive at and leave from the plant without traveling up or down the river to cross.

The aggressive McKown family figures prominently in the long range highway transportation program which is the lifeblood of Texas economy. Of the future of these various enterprises, senior partner O. B. McKown says: "We've invested well over \$200,000.00 in equipment; the demand for sand and gravel, as well as for roadbuilding, seems virtually endless; and we've a supply source for many years from the river. With good fortune, the sky will be the only limit to our expansion."

Working Going On At Munny Airport

Work on improved field facilities at Austin Municipal Airport is now more than one-fifth completed, Reuben Rountree, the city's public works director, said Monday. When construction by the firm of McKown and Sons of Austin is

completed, the airport will have a longer main instrument runway, now being extended 1,100 feet, and a new 2,800-foot taxiway leading to the terminal.

The projects are part of the first phase of the overall expansion of the airport.

McKown and Sons is doing more than \$180,000 worth of the work. All in all, a total of \$788,000 will be spent on the first phase of the expansion—approximately half of it put up by the federal government.

In addition to the runway and taxiway construction, the money will go toward acquisition of land, special field lighting, and clearing of air approach zones.

Land acquired under the first phase of the expansion program is needed for another extension of the main runway during "Phase II," when an additional 2,050 feet will be added to give the runway an ultimate length of 6,400 feet.

Austin has already been assured of an additional federal aid grant of \$889,000 for the second phase of its airport program. This is in addition to \$392,000 already received.

Austin TX 1954

Lowest Bid

For Airport

Is \$190,766

McKown and Sons of Austin was announced Friday as the apparent low bidder on construction work in connection with the expansion of Austin Municipal Airport.

Reuben Rountree, acting director of public works, said McKown and Sons submitted an offer of \$190,766.

Only two firms bid on the project—for extension of the instrument runway 1,100 feet and construction of a 2,800-foot taxiway, Rountree said. The other bidder, also an Austin firm, submitted a bid of \$216,007.

Engineering estimates on the project, made by the airport consultant firm of Gill and Willis of Dallas, were figured at \$218,000.

A total of \$788,000 will be available to finance the first phase of the airport expansion program, if the city receives a federal grant of \$2,000 from the Civil Aeronautics Administration.

BIG SHOVEL—Heavy equipment has been moved to Municipal Airport to reshape the lay of the land in preparation for the extension of the field's instrument runway by 1,100 feet. The work under Phase I of the overall

airport expansion plan also calls for construction of a 2,800-foot taxiway connecting the extended runway and the terminal building. McKown and Sons has the contract.

Austin American-United Press

McKOWN & SON:
AUSTIN, TX
1955



Sidewalk superintendents won't have long to watch over the job of resurfacing downtown Congress Avenue. O. B. McKown, whose firm has the resurfacing contract, said work has moved so far

ahead of schedule the project should be completed by Friday. Monday men and machinery put the new topping down between Seventh and Fifth Streets. Tuesday the operation will move below Fifth.

Austin Statesman-Union Press

AVENUE PAVING JOB AHEAD OF SCHEDULE

Resurfacing of downtown Congress Avenue should be completed by Friday, Contractor O. B. McKown said Monday.

"We're going fine now," McKown said. "We're getting wonderful support from the public and the police on the traffic problem, so barring bad weather we should finish in about half the time we had expected."

Work on the stretch between Seventh and Fifth Streets was expected to be completed late Monday.

Operations then would shift Tuesday morning to the next leg, below Fifth Street.

Because the work was moving faster than scheduled the original plan of working only on one side of Congress at a time was abandoned.

Now—or beginning Monday—the work will be limited to two-block segments, but both sides will be resurfaced simultaneously.

Cross streets between the blocks being worked on will be closed off to traffic entirely.

Tuesday morning Sixth Street was due to be open again, but Fifth and Fourth probably will be closed between Brazos and Colorado.

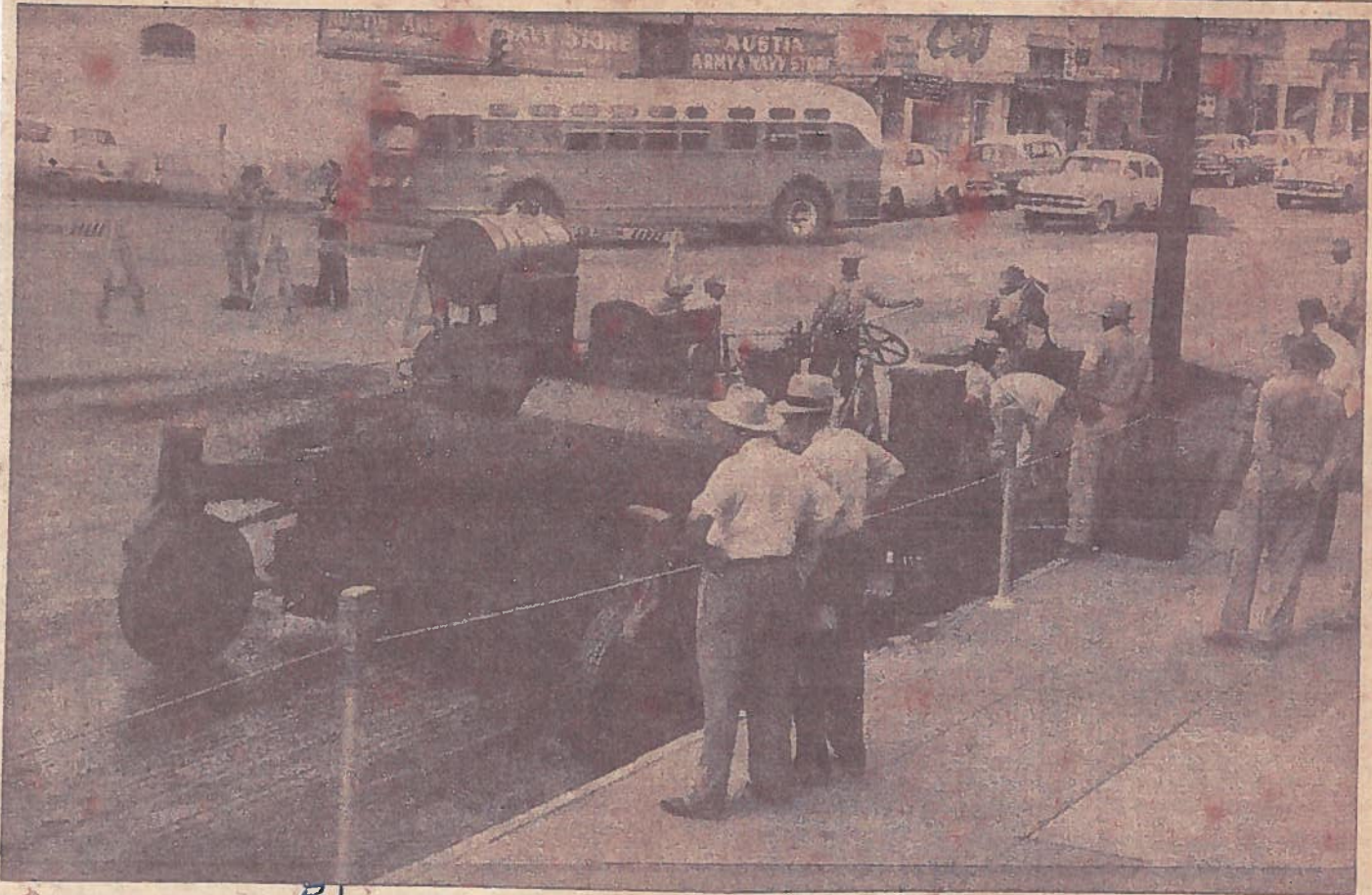
Under the original work schedule resurfacing below Seventh was not to have started until Wednesday.

SPORTS



The Austin

Austin, Texas, Wednesday, S



ANOTHER ONE FIXED C. B. McKown and Sons, contractors who resurfaced downtown Congress Avenue, Wednesday put a new top on, another heavily traveled downtown street—West Sixth from Congress to Colorado. Although West Sixth was completely blocked, workmen reported they were having “no trouble at all” with traffic.

Austin Statesman-United Press

West Sixth, and a one-block stretch of East Eighth off Congress, were resurfaced at a cost of \$2.67 a front foot to property owners. Mayor Tom Miller said he hopes property owners on other downtown cross streets will follow suit.

Bess Beeman,
Writer-Editor
Frank Albrecht
Photographer

MUNICIPAL

Published By and For
City Employees

AUGUST, 1955

AUSTIN, TEXAS

VOL. 4 No. 1



THE FORWARD LOOK

November 8, 1904, Brown & Dabney entered into a contract with the City of Austin to lay a brick pavement on Congress Avenue and the picture shows them at work in the block below Fourth Street. This work was completed in the early part of March, 1905.

Quite a few changes have been made on Congress Avenue since then. On August 12, 1955, letters from the City Council under Mayor Tom Miller's signature went out to property owners on Congress Avenue, advising them that bids had been received for application of 1½ inches of hot mix asphaltic concrete for the resurfacing of Congress Avenue between First Street and the entrance to the State Capitol grounds. The low bidder was McKown & Sons, who, according to the Mayor's letter, made their bids not only as Austin paving contractors but as good civic-minded Austin citizens.

The property owners were also advised that the City Administration would assist the contractor in expediting the work so as to keep to a minimum any interruptions to the merchants' business. Fifteen days is the estimated time for finishing the work if some of it is done at night, thereby getting it finished and out of the way before the Fall shopping season.

With the planned repairing and painting of the State Capitol which plan also includes exterior lighting, and the contemplated improvements, resurfacing Congress Avenue will greatly benefit the property owners. They will pay the low price of \$4 per front foot as set out by the contractors, McKown & Sons, of Austin.

Actually, improvements on Congress Avenue will be "from one end to the other", since agreement has been reached by the City, County and State for \$75,000 improvements to the Congress Avenue bridge over the Colorado River, according to an announcement by Mayor Tom Miller. It is hoped that this work will get under way at an early date.

Paving Contract Given To McKown and Sons

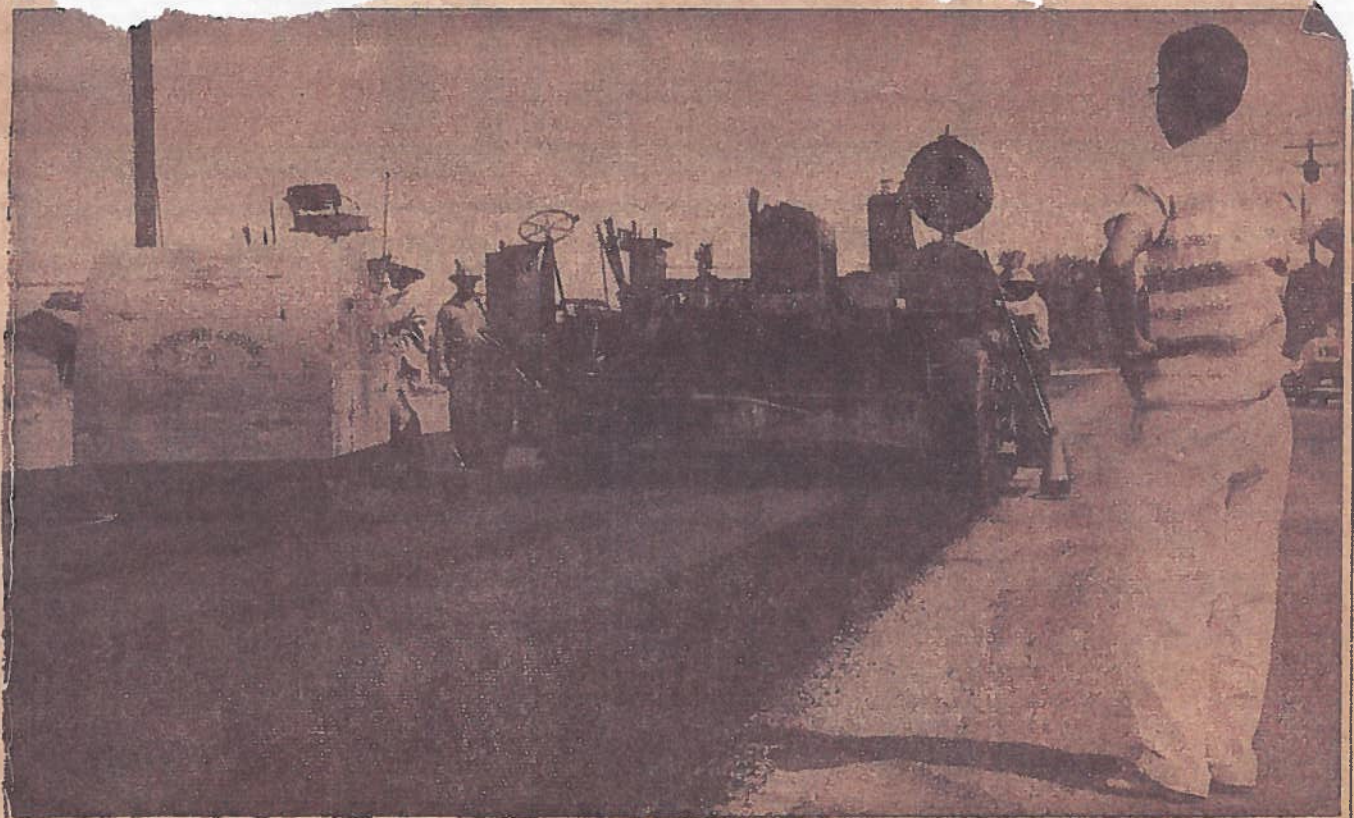
A \$127,942 contract was awarded by the City Council to McKown and Sons for 32 blocks of paving under the voluntary paving policy.

The contract letting was scheduled last week but had been postponed when several property owners on Justin Lane told the council they could have the paving done for \$3.80 a front foot instead of \$4.41.

The McKown bid was the lowest of three bids submitted, and Public Works Director Reuben Roundtree said all paving contractors were invited to bid. Mayor Tom Miller and other council members said the city could not take bids

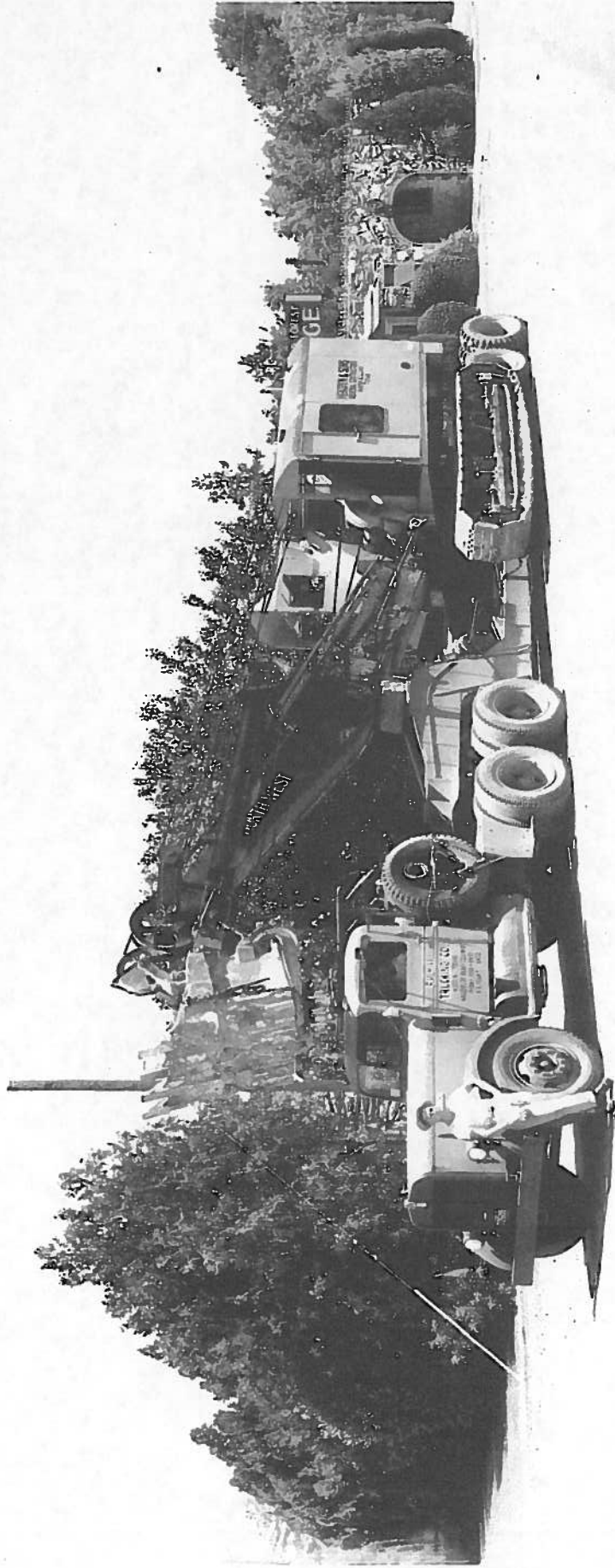
and subsequently break up contracts because "nobody will bid with us."

The paving project is on 12 different streets, but 13 of the 32 blocks are on Justin Lane. The offer to pave at the low price was made only to Justin Lane property owners by a contractor who said he did not want to take his equipment all over town.



IMPROVED — A new paving surface is rolled onto a widened Riverside Drive east of South Congress. Riverside Drive, already widened and paved west of

Austin Statesman-United Press
Congress to South First Street, is scheduled for even more work to take care of increasing traffic loads. McKown and Sons is the contractor on this phase.



Petrified Forest Lodge
45th and Guadalupe
Austin, TX.