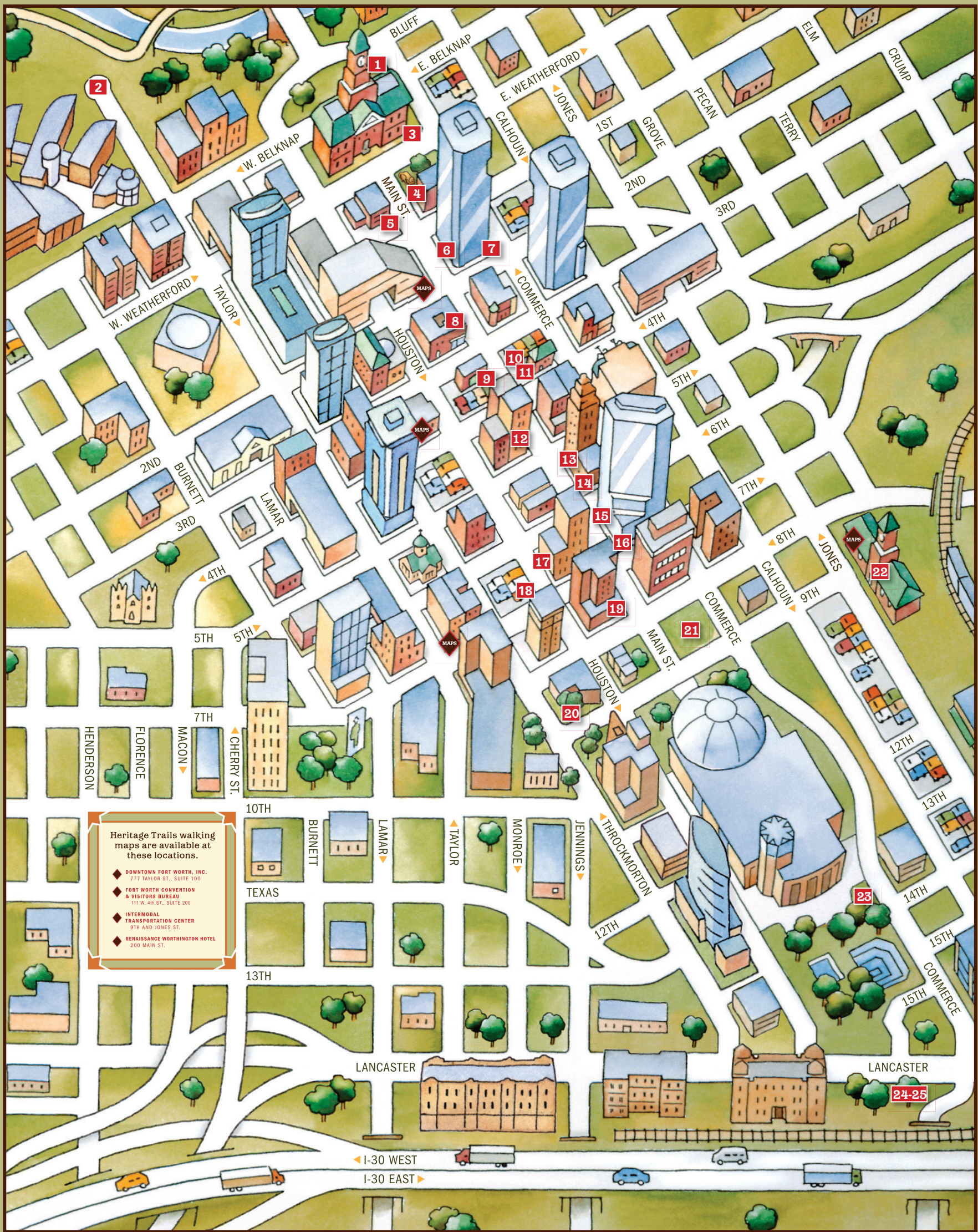




AMERICREDIT PRESENTS

# HERITAGE TRAILS



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1. FORT WORTH 1849-1853	2. RIPLEY ARNOLD PLACE	3. TEXAS CHRISTIAN UNIVERSITY	4. SLEEPING PANTHER SCULPTURE	5. HISPANIC HERITAGE
<p>Paddock Park – E. Belknap &amp; Commerce Streets</p> <p>On June 6, 1849, Major Ripley Arnold and Company F of the Second Dragons established a military post on this site. Arnold named the post Fort Worth to honor Major General William Jenkins Worth, commander of the Department of Texas. Worth died of cholera before he learned of this honor. The fort was the northernmost in a line of forts in central Texas established to provide protection for settlers and oversight of the Native Americans in the area.</p> <p>Log buildings with earthen floors surrounding a parade ground were built for stables, housing, a hospital, commissary, kitchens, laundries, and Suttler’s store. Two houses for commanders were constructed.</p> <p>In September 1853, Fort Worth was closed and the troops moved to other postings. Settlers moved into the buildings or tore them down and used the materials elsewhere. These buildings and these early settlers were the foundation of the city of Fort Worth.</p> <p>SPONSORED BY: CITY OF FORT WORTH</p>	<p>Taylor Street at Trinity River Trailhead</p> <p>Fort Worth’s first public housing development, completed in 1940, was named to honor Major Ripley Arnold, commanding officer of the Fort on the Bluff overlooking the Trinity River that became Fort Worth (1849).</p> <p>Six local architects designed the apartments in 1938 to provide affordable housing for low-income white tenants. Butler Place, several blocks east, was built at the same time for African-American residents. Funding for the 252 modernistic brick and concrete dwellings came from the United States Housing Authority and the sale of City of Fort Worth Housing Authority bonds. Twenty-eight new homes were added in 1962. Units were racially integrated in the 1960s and air conditioning was added in 1996.</p> <p>Ripley Arnold Place was sold in 2001; its proceeds provided seed money for mixed income developments in neighborhoods throughout the city. This new housing created better environments for residents and their families.</p>	<p>Tarrant County Courthouse east lawn E. Weatherford &amp; Commerce Streets</p> <p>Texas Christian University and Fort Worth’s partnership dates to 1910, although the connection began in 1869 when Ida, Addison, and Randolph Clark established TCU’s forerunner academy in the area known as Hell’s Half Acre. The rowdiness of the area persuaded the Clarks to relocate their school to the country.</p> <p>So began the moves and changes that led TCU to Thorp Spring, Waco and back to Fort Worth in 1910, after fire destroyed the main building on the Waco campus.</p> <p>The Fort Worth Board of Trade, an antecedent of the Chamber of Commerce, the Fairmount Land Company, and the city’s Christian Churches offered 50 acres, \$200,000 and promises of utilities and a street car line, outbidding Waco and Dallas. Until facilities were constructed on “the Hill” —site of the present campus — in 1911, TCU leased space downtown in Ingram Flats, a series of two-story brick buildings at Weatherford and Commerce streets.</p> <p>SPONSORED BY: TEXAS CHRISTIAN UNIVERSITY</p>	<p>Tarrant County Administration Bldg. Lawn – E. Weatherford &amp; Main Streets</p> <p>In 1873, economic overexpansion sparked a nationwide depression lasting more than five years. The young city scaled down its operations. Many believed Fort Worth to be doomed.</p> <p>Robert E. Cowart, a former resident of Fort Worth who practiced law in Dallas, wrote the <i>Dallas Herald</i> that he “had been to a meeting in Fort Worth the other day and things were so quiet he had seen a panther asleep on Main Street, undisturbed by the rush of men or the hum of trade.”</p> <p>B.B. Paddock, editor of the <i>Fort Worth Democrat</i>, took these comments as a challenge and had a new masthead engraved with a panther lying in front of the bluff and the motto: “Where the panther laid down.” The nickname “Panther City” stuck.</p> <p>MADE POSSIBLE THROUGH THE GENEROUS SUPPORT OF THE DOROTHEA LEONHARDT FUND, COMMUNITIES FOUNDATION OF TEXAS, PASCHAL HIGH SCHOOL CLASS OF 1955, SUNDANCE SQUARE, DERAN WRIGHT, SCULPTOR, HOKA HEY FOUNDRY AND THE FORT WORTH CHAMBER FOUNDATION.</p>	<p>West side of Main &amp; Weatherford Streets</p> <p>Fort Worth’s Hispanic community dates to 1849, when cavalryman Anthony Mendez was among the first soldiers at the fort. Vaqueros (Hispanic cowboys) rode in cattle drives of the late 1880s. Fort Worth’s earliest Hispanic residents were noted in the 1880 U.S. census. Political upheavals in Mexico in the early 1990s brought waves of immigrant families seeking work in the city’s railroads, steel plants, stockyards meat packinghouses, hotels and restaurants. Latino neighborhoods (barrios) sprang up around these employment sites on the north, east, and south sides of downtown.</p> <p>Barrio family life revolved around school and church, with charitable organizations providing support to newcomers adapting to city life. Several restaurants, bakeries, grocery stores and other Hispanic businesses established in the early 20th century still operate today.</p> <p>SPONSORED BY: CITY OF FORT WORTH</p>

6. THE STAGE LEAVES FROM HERE	7. CATTLE DRIVES	8. GAMBLERS & GUNFIGHTS	9. STREETCARS & THE INTERURBAN	10. GRAND HOTELS
<p>East side of Main between 1st &amp; 2nd Streets</p> <p>Few images of the American West are more enduring than the stagecoach. On July 18, 1856, the United States mail line brought the first stagecoach to Fort Worth on its way to Fort Belknap. The stagecoach stopped at Steel’s Tavern at the present intersection of Bluff &amp; Houston Streets, then headed west. At Fort Belknap, passengers and mail joined the Southern Overland mail line on its route connecting the East Coast to San Francisco.</p> <p>By the 1870s, daily service arrived and departed from Fort Worth’s El Paso Hotel on Main Street. With the arrival of the railroad in 1876, the city became the largest stagecoach terminus in the Southwest. In 1878 the Fort Worth and Yuma stage line was established, providing mail delivery on a “star route” to Yuma, Arizona. The six-horse team pulled the stage 1,560 miles on a 17-day trip, the longest daily stage line in existence at that time.</p> <p>SPONSORED BY: WELLS FARGO</p>	<p>West side of Commerce &amp; 2nd Streets</p> <p>After the Civil War, people in Texas realized that an estimated 3.5 million free-roaming cattle scattered throughout the state were a valuable asset. Between 1866 and 1887, over five million head of cattle were rounded up to make the five-month, 800-mile trip through Texas to railheads in Kansas. Fort Worth, the last “civilized” stop before Indian Territory, became an important supply center. Driven by 10 or 12 cowboys, herds forded the Trinity and bedded down north of the river for a few days. In 1871, a reported 360,000 “beeves” were driven through Fort Worth along the Chisholm Trail (today’s Commerce, Calhoun, Jones and Grove streets). The invention of barbed wire and the advancing railroad brought an end to the cattle drives, but with the stockyards and the growing number of area ranches in need of supplies, Fort Worth remained a “cowtown.”</p> <p>SPONSORED BY: THE ELTON AND CHRISTINE HYDER FOUNDATION</p>	<p>West side of Main between 2nd &amp; 3rd Streets</p> <p>In the 1880s, Fort Worth, “the queen city of the prairies,” was home to good hotels, restaurants, theaters, banks, 60 saloons and nine churches. Patrons dined at the elegant White Elephant Saloon with its 40-foot mahogany bar and climbed the broad carpeted stairs for a game of keno at Luke Short’s casino. Famous men of the West, including Bat Masterson, Wyatt Earp, “Doc” Holliday and “Longhair Jim” Courtright often frequented the casino.</p> <p>On the evening of February 8, 1887, Courtright, unsteady by alcohol, was feuding with Short over protection money. A sharpshooter and former lawman, Courtright challenged Short to a gunfight. But his legendary draw failed him, and Courtright was buried with a procession of carriages six blocks long. A few years later, the mild-mannered 39-year-old Short was shot. He was buried near Courtright at Oakwood Cemetery on the city’s north side.</p> <p>SPONSORED BY: THE SID W. RICHARDSON FOUNDATION</p>	<p>West side of Main between 3rd &amp; 4th Streets</p> <p>Fort Worth’s first streetcars began operating on Main Street in December 1876. By 1889, horses and mule-drawn cars had been replaced by the first electric trolley line in the entire Southwest. Individual companies served the north, south, east, and west sections of the city, with each building its own tracks and electric power plants. By the 1920s, consolidation had reduced duplication of facilities. Streetcars were replaced by buses in 1940.</p> <p>The Northern Texas Traction Co., from its headquarters in the building on this corner, began interurban service between Fort Worth and Dallas in July 1902. Passengers were transported between the two cities for 32 years. Affordability of the automobile and improved highways weakened ridership, bringing an end to this transit service in December 1934.</p> <p>The Trinity Railway Express introduced daily commuter rail service connecting Fort Worth and Dallas in December 2001.</p> <p>SPONSORED BY: FORT WORTH TRANSPORTATION AUTHORITY</p>	<p>East side of Main between 3rd &amp; 4th Streets</p> <p>In March 1878, the lavish El Paso Hotel opened on this block. The three-storied, gas-lit, first class hotel featured a telephone and billiard room. It quickly became the major gathering place for city leaders, businessmen, visitors, actors and gamblers. Regularly scheduled stagecoach service from the hotel allowed passengers to connect with trains to the east or take the 1560-mile stage journey west to Yuma.</p> <p>Additions were made to the hotel and it was renamed the Pickwick. The hotel’s name changed to the Delaware in 1891. The Delaware was demolished in 1911, and the seven-story Westbrook Hotel opened on the site. In 1917, the Westbrook’s crowded lobby became the center of frenzied oil boom activity. A lobby sculpture was named the “golden goddess” because of the many oil deals made around her. The Westbrook was torn down in 1978 and the “golden goddess” now resides at the Petroleum Club at 7th and Main Streets.</p> <p>SPONSORED BY: SUSAN KELLY BLUE, M.D.</p>

11. OPERA HOUSES & THEATERS	12. CATTLEMAN, OILMAN, CIVIC LEADER SAMUEL BURK BURNETT (1849-1922)	13. AMON G. CARTER, SR. (1879-1955)	14. THE WILD BUNCH	15. ARCHITECTURAL DIVERSITY
<p>East side of Main &amp; 4th Streets</p> <p>The Adelphi, Fort Worth’s first vaudeville theater, opened in 1876 at 3rd &amp; Main but soon closed. Within a month, the “Theatre Comique” occupied the site, attracting audiences to its popular presentations of western-style variety entertainment. Greenwall’s Opera House opened in 1891 introducing Fort Worth audiences to legendary actors including Lily Langtry, Sarah Bernhardt, Lillian Russell, Douglas Fairbanks, and Ethel and Lionel Barrymore.</p> <p>The opulent Majestic Theater, seating 1,500 people and covering half a block, opened at 10th &amp; Commerce Streets in 1910. Patrons at the Majestic enjoyed performances by internationally famous entertainers. A beautiful Fort Worth girl, Ginger Rogers, won a national dance contest on the Majestic stage, starting her on her way to becoming a major movie star.</p> <p>Bass Performance Hall, opened May 1, 1998, continues Fort Worth’s entertainment tradition.</p> <p>SPONSORED BY: SUNDANCE SQUARE</p>	<p>West side of Main between 4th &amp; 5th Streets</p> <p>Burk Burnett made his first cattle drive from North Texas along the Chisholm Trail to Kansas in 1866. By 1871 he had begun to build the famous Four Sixes (6666) Ranch which became one of the largest cattle empires in the world.</p> <p>While drilling for needed water in 1911, oil was discovered on Burnett ranch land near the small community of Burkburnett. The town had become a “boom town” with a population of 20,000 by 1921, and it was said that one could walk across town on the tops of oil derricks to avoid the congested, muddy streets.</p> <p>Making Fort Worth his home, Burnett built a bank at this site. During his presidency of the Stock Show (1908-1922), the scope of the show expanded, the North Side Coliseum was built (1908) and the first indoor rodeo was held (1918). Burnett’s family continues to operate the 6666 Ranch and numerous cultural, civic and business interests.</p> <p>IN MEMORY OF JOHN V. MCILLIAN</p>	<p>East side of Main between 5th &amp; 6th Streets</p> <p>From his arrival in Fort Worth in 1905 until his death, Amon Carter was the city’s most vigorous booster and champion. At his death, it was said that more than half of the city’s workers were employed by businesses Carter helped establish. As the owner and publisher of the Fort Worth Star-Telegram, Carter tirelessly promoted Fort Worth and West Texas and was responsible for the paper’s masthead, “Where the West begins.”</p> <p>Through his national influence, Carter brought World War I and II military bases and manufacturing plants to Fort Worth. In 1922 he established WBAP, Fort Worth’s first radio station with studios in the Blackstone Hotel. In 1948, Carter started Texas’ first TV station, WBAP Channel 5.</p> <p>The Amon Carter Museum, one of the nation’s premiere art museums, features his collection of Remington and Russell, as well as other American art.</p> <p>SPONSORED BY: AMON G. CARTER FOUNDATION</p>	<p>East side of Main between 5th &amp; 6th Streets</p> <p>When professional photographer John Swartz snapped the famous photograph of five young men in 1901, he had no idea it would end up on a “wanted” poster. Swartz and his brothers, considered Fort Worth’s premier photographers, were unaware that the dandily-dressed men were notorious outlaws. Pleased with his work, Swartz placed a copy of the photo in his studio window. It wasn’t until a Pinkerton detective recognized one of the men in the photo that Swartz knew he had taken what was to become a legendary portrait of “the Wild Bunch.” The five men were Harry Longbaugh (the Sundance Kid), Ben Kilpatrick, George Lee Roy Parker (Butch Cassidy), Will Carver and Harvey Logan. They had been in Fort Worth for two months, but by the time law enforcement issued the poster on May 15, 1901, the elusive gang had already moved on. Butch Cassidy and the Sundance Kid were never captured.</p> <p>SPONSORED BY: MOLLIE L. AND GARLAND M. LASATER, JR.</p>	<p>East side of Main between 6th &amp; 7th Streets</p> <p>Fifteen log and two wood-frame buildings at Fort Worth (1849-53) were the city’s first permanent structures. A few brick buildings were added in the 1850s and construction of a stone courthouse was begun in 1860. Arrival of the railroad in 1876 made a variety of building materials easily available to the city, sparking interest in stylish architectural design trends already popular in established cities.</p> <p>Examples of stylistic diversity are 1) The Land Title Building (Richardsonian Romanesque Revival, 1889); 2) Tarrant County Courthouse (American Beaux-Arts, 1895); 3) Knights of Pythias Hall (19th c. Romanesque Revival, 1901); 4) Flatiron Building (Renaissance Revival/Prairie School, 1907); 5) Sinclair Building (Zigzag Moderne, 1930); 6) City Center Towers (Post-Modern, 1982/84); 7) Bass Hall (Vienna Secession/ Beaux-Arts Revival, 1998); 8) Palace 9 Theatre (Streamline Moderne Revival, 1998).</p> <p>SPONSORED BY: JACOBS CARTER BURGESS</p>

16. FLYING MACHINES	17 FORT WORTH CHAMBER OF COMMERCE	18. CHANGING LANDSCAPE	19. CYNTHIA ANN PARKER AND NATIVE AMERICANS OF NORTH TEXAS	20. WOMEN IN EARLY FORT WORTH
<p>East side of Main between 6th &amp; 7th Streets</p> <p>Fort Worth residents got their first sight of flying machines in 1911 when the International Aviators National Tour was lured to town by Amon G. Carter, Sr. That same year the first “air mail” letter was delivered.</p> <p>During World War I, the U.S., Canada, and Britain jointly established three airfields where 2,000 pilots trained. The city’s first airport, Meacham Field, opened in 1925. Texas Air Transport began regular mail and passenger service in 1928; it became American Airlines in 1934.</p> <p>Thousands of B-24 “Liberator” bombers were built in Fort Worth during World War II. Pilots trained at adjacent Tarrant Air Field, renamed Carswell Air Force Base in 1948. The site became the Naval Air Station Joint Reserve Base in 1994. Known as an aviation manufacturing center for bombers, fighter planes, helicopters, and commercial aircraft, Fort Worth also became a major transportation center in 1974 with the opening of DFW International Airport.</p> <p>SPONSORED BY: LOCKHEED MARTIN</p>	<p>East side of Houston between 6th &amp; 7th Streets</p> <p>The Fort Worth Chamber of Commerce traces its history to 1882 when the Fort Worth Board of Trade first organized. During the early years, local business leaders promoted Fort Worth as the “queen city of the plains.” The beautiful 1888 red sandstone Board of Trade building at 7th and Houston was home to the Board of Trade for several years. In 1900, Capt. B.B. Paddock and other business leaders reorganized and revitalized the Board of Trade, which then helped attract the Armour and Swift companies to the Fort Worth Stockyards in 1902. In 1912, the Board of Trade changed its name to the Fort Worth Chamber of Commerce, and it undertook many economic development programs to market the city for agricultural businesses, ground distribution companies, oil and gas firms, aviation services and manufacturing, military facilities, educational institutions and conventions. As early as the 1920s, the Chamber included a department to solicit conventions to the city. In 1986, that department, the Fort Worth Convention &amp; Visitors Bureau, became a separate organization.</p> <p>SPONSORED BY: FORT WORTH CHAMBER FOUNDATION</p>	<p>West side of Houston &amp; 7th Streets</p> <p>In 1873, when the city of Fort Worth was incorporated, the intersection of 7th &amp; Houston was open fields. But, by the early 1900s the corner had become the center of a vibrant business and financial area.</p> <p>From 1905-1921 Continental Bank &amp; Trust occupied the former Board of Trade building on the northwest corner of the intersection. In 1912 First National Bank built a ten-story building on the northeast corner. In 1952 Continental National Bank returned to the northwest corner and built a thirty-story building topped with a revolving digital clock with 25 foot high numbers. Fort Worth National Bank occupied its headquarters on the southeast corner from 1956-1973. The banks now have new names and locations.</p> <p>XTO Energy purchased the 1952 Continental National Bank building (Landmark Tower) in 2005. The building was imploded March 18, 2006, the tallest building in Texas to be imploded.</p> <p>SPONSORED BY: XTO ENERGY</p>	<p>West side of Main between 7th &amp; 8th Streets</p> <p>Native Americans hunted bison on the plains of North Texas in the 1800s. They traded freely with settlers, but conflicts did occur. Some tribal villages were attacked and some settlers’ homesteads were raided and captives taken.</p> <p>In January 1861, a photo of captive Cynthia Ann Parker and her daughter Topsannah was taken in Fort Worth. In 1836 Cynthia Ann, age 9, and others had been taken from their family compound at Fort Parker by Comanche. She then lived her life as a Comanche. Comanche leader Peta Nocona and Cynthia Ann had three children. In 1860 she and her daughter were captured by Texas Rangers and returned to the Parker family who lived in Tarrant County. Topsannah died in 1863. Parker’s life until she died in 1870 was spent in sadness, lonely for her life as a Comanche. Her son, Quannah, became a great leader of the Comanche as a warrior and a statesman and frequently visited Fort Worth.</p> <p>SPONSORED BY: CITY OF FORT WORTH</p>	<p>Hyde Park – Throckmorton &amp; 9th Streets</p> <p>Jane Farmer was living with her husband and infant daughter in tents on the Bluff of the Trinity River in 1849 when Major Arnold and his Dragoons arrived to establish Fort Worth. Her husband, Press, became the fort’s sutler (supplier) and their family moved further south. Jane was soon joined by Kate Arnold, her children, and members of the extended Farmer family.</p> <p>As the city grew, women advocated for paved streets, schools, clean water and orphanages. In 1866, Dorcals Williams was named postmistress. Belle Burchill started home mail delivery and in the 1880s, Sue Huffman became the first school superintendent. In 1895, Daisy Emery was the first woman to graduate from the Fort Worth Medical College. Women collected “cigar money” from Fort Worth men and persuaded Andrew Carnegie to help fund the city’s first public library, built here in 1901. Women’s activities were vital to the establishment of Fort Worth.</p> <p>SPONSORED BY: WILLIAMS TREW REAL ESTATE SERVICE</p>

21 JFK	22. AFRICAN-AMERICAN HISTORY	23. HELL’S HALF ACRE	24. HORSELESS CARRIAGES	25. TRAINS
<p>Kennedy Plaza – 8th Street between Main &amp; Commerce Streets</p> <p>On the evening of November 21, 1963, President and Mrs. John F. Kennedy arrived in Fort Worth to spend the night at the Hotel Texas. Early the next morning, President Kennedy made an unscheduled outdoor appearance and surprised a crowd that had gathered here hoping to see him. At breakfast in the hotel, he spoke to 3,000 people emphasizing Fort Worth’s role in defense and aircraft production. He accepted with good humor the city’s traditional welcome gift of a locally made Shady Oaks Western Hat. The president’s trip around Texas, though billed as non-political, was surely brought about by infighting among Texas democrats.</p> <p>Following breakfast on November 22, 1963 the president and his entourage left the Hotel Texas in a motorcade to Carswell Air Force Base for a short flight to Dallas. On the drive to a luncheon speech in Dallas, President Kennedy was assassinated, bringing shock and grief to Texas, the nation and the world.</p> <p>SPONSORED BY: FORT WORTH STAR-TELEGRAM</p>	<p>Intermodal Transportation Center, 9th &amp; Jones Streets</p> <p>The first African-American residents of Fort Worth were slaves who received the delayed news of their emancipation on June 19, 1865. Those who remained in the area began to build a community on the city’s east side. A blacksmith shop operated by John Pratt was the first known African-American business. Mount Gilead Baptist Church, 600 Grove Street, was organized in 1875.</p> <p>The community revolved around the Fraternal Bank &amp; Trust Co. and the Masonic Lodge, both built in 1912 by prominent businessman William Madison “Gooseneck Bill” McDonald. Loans from McDonald’s bank enabled residents to purchase homes and start businesses. The community was served by several African-American doctors, including Dr. Riley Ransom, who opened a hospital in 1918.</p> <p>A mural by artist Paula Blincoe Collins (along the Intermodal Transportation Center walkway) depicts Fort Worth’s early African-American history.</p> <p>SPONSORED BY: CITY OF FORT WORTH</p>	<p>East side of Water Garden Plaza – Commerce Street</p> <p>This area was the edge of Cowtown’s notorious Hell’s Half Acre where a district of saloons, dance halls, gambling parlors, and bordellos thrived in the late 1800s. Lawmen, gamblers, cowboys, trainmen, buffalo hunters, teamsters, madams and prostitutes frequented the Acre’s dance halls, gambling parlors and brothels.</p> <p>On November 29, 1878, the <i>Fort Worth Democrat</i> described the range of patrons at the dance halls as “...lewd women of all ages 16 to 40... the most respectable of citizens, the experienced thief... the ordinary murderer, the average cowboy and the ordinary young man of the town.”</p> <p>The scandalous activities of Hell’s Half Acre and the businesses that supported them, continued to ebb and flow throughout the early 1900’s. Fort Worth’s Hell’s Half Acre finally ceased to exist when the area was cleared to build the Tarrant County Convention Center in the 1960s.</p> <p>SPONSORED BY: SHERATON FORT WORTH HOTEL &amp; SPA</p>	<p>COMING SOON Lancaster</p> <p>Automobiles appeared in Fort Worth around 1902. By 1904, vehicles had to be registered, display a painted license number, and be fitted with two lights and a horn or gong.</p> <p>Twelve miles per hour was the top speed allowed, with horns or gongs sounded 100 feet before each crossing. On August 24, 1903, a speed record of 1 hour and 35 minutes was set for the 30-mile trip between Fort Worth and Dallas, and the <i>Star-Telegram</i> reported “the automobile is no longer a toy or luxury.” By 1909, a motorcycle police officer was needed to catch speeders.</p> <p>Manufacturing plants and many dealerships opened during the “boom years” of the 1920s. Slow sales during the years of the Great Depression and World War II were followed by a post-war boom that required new roads and highways. The state’s first toll road opened in 1953 between Fort Worth and Dallas.</p> <p>SPONSORED BY: FRANK KENT CADILLAC</p>	<p>COMING SOON Lancaster</p> <p>In 1873 B.B. Paddock published the “Tarantula Map,” depicting his dream of Fort Worth as a hub of nine railroads. Civic leaders like Paddock knew that if Fort Worth were to thrive, the young city needed a railroad. The world-wide financial crisis of 1873 stopped the progress of the railroad in North Texas just 26 miles east of Fort Worth. After tireless fundraising and negotiations, the first Texas and Pacific train finally rolled into town on July 19, 1876, over rails laid on roadbed prepared by Fort Worth citizens. Huge crowds greeted the train and more railroad lines soon followed. In 1886, a rail strike threatened progress, turning the city into an armed camp, but the presence of federal marshalls and the militia averted a crisis. By 1900, Paddock’s “Tarantula” dream had come true. Fort Worth had become a multi-line transportation and shipping center, as it remains today.</p> <p>SPONSORED BY: BNSF RAILWAY COMPANY</p>

HERITAGE TRAILS

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Take a walk through downtown and discover the people and events that shaped Fort Worth's rich history. Have your picture taken alongside our sleeping panther and then visit each permanent bronze-plaque detailing a historic event that occurred. Each location is indicated on our map.

Funded by local businesses and foundations, Fort Worth Heritage Trails celebrates our community's early history through the colorful legacy of our founders. Enjoy!

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