

Fall
2023

LEGACIES

A History Journal for Dallas & North Central Texas

**Railroad
Ties**

A Shooting at the St. George
Richardson at 150
The Country Estates of Preston Hollow
The Myths of the DFW Rivalry
Memories of November 22, 1963



\$7.50



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Volume

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All previous issues of *Legacies* from 1989 through spring 2023 are online at the University of North Texas Portal to Texas History. The address is: <http://texashistory.unt.edu/explore/collections/LHJNT>



This 1960 aerial view of downtown Dallas from the west shows Dealey Plaza at the bottom, with railroad tracks running throughout the area. Laying some of these tracks in the 1910s caused the razing of W. O. Brown's buggy factory. (See "A Shooting at the St. George," beginning on page 4). And the construction of Dealey Plaza in the 1930s created the site for the assassination of President John F. Kennedy in 1963. The Triple Underpass is barely visible at the very bottom of the postcard. (See "Memories of November 22, 1963," beginning on page 52).

*A*lthough at first the articles in this issue may not seem to have a common theme, there is in fact a thread that runs through them. That is the coming of the railroads to Dallas County and the impact they had over the next hundred years. Since most professional historians consider the arrival of the railroads to have been the most significant event in the region's history, this may not be surprising, even when it's not always readily apparent.

In the article that opens this issue, Mark Rice recounts a verbal altercation at the St. George Hotel on Commerce Street in 1907, which escalated into violence when one of the participants drew a gun and shot and killed the other. The shooter was W. O. Brown, who only two years earlier had built a buggy factory at the foot of Main Street between Water and Broadway. Nearby rail connections allowed him to ship his buggies throughout Texas. And in 1913 his building was razed when rail lines were laid to the newly built Union Terminal. Finally, in the early 1930s, all of Water Street and Broadway were eliminated for the construction of Dealey Plaza.

Richardson was founded in 1873 when the Houston & Texas Central, the first railroad to reach North Texas, built tracks through the area. Richardson was one of many towns and cities in Dallas County that owe their origins to the railroads. As it celebrates its Sesquicentennial, Steve Butler offers a look back at its development from a small crossroads into the major city it has become.

The residential neighborhood of Preston Hollow was planned and developed in the 1930s as an area of spacious estates, with large lots and country houses in a variety of traditional architectural styles. It was barely ten miles from downtown Dallas, but it felt much farther removed. The fact that a railroad line ran north through the area meant that businessmen could commute quickly to work downtown. Preston Hollow retained a somewhat bucolic existence until well after World War II, when the construction of new highways (such as North Central Expressway) and the housing boom that crept steadily north led to its greater integration into the city of Dallas, which its residents voted to join in 1945.

The arrival of the railroads had a tremendous impact not only on Dallas, but also on neighboring Fort Worth, but in somewhat different ways. The fact that

several rail lines crossed in Dallas meant that it became a major distribution center for manufactured goods as well as the place where agricultural products, most significantly cotton, were shipped out. Because a "financial panic" in 1873 halted westward construction of the rail lines, Dallas gained an advantage that it retained even after the lines were finally extended to Fort Worth in 1876. Fort Worth, on the other hand, became the shipping point for cattle to rail termini in Abilene, Kansas, and on to slaughterhouses in Chicago. And eventually packing houses opened processing plants in what came to be called the stockyards district of Fort Worth. In a panel discussion at the 24th Annual *Legacies* Dallas History Conference last January, three leading area historians—one each from Dallas and Fort Worth and one from Arlington—traded lively remarks about the rivalry between the two cities. Stephen Fagin has transcribed and edited the discussion for publication.

If most professional historians would cite the arrival of the railroads as the most significant event in the history of Dallas, the average layman might more likely think of the assassination of President John F. Kennedy on November 22, 1963. That tragic event happened at Dealey Plaza, the ceremonial entry to the city created in the 1930s, the construction of which removed the remnants of Water Street and Broadway, the location of W. O. Brown's buggy factory. And the term "Triple Underpass" entered the national lexicon. The underpass, of course, passes under the rail lines servicing Union Terminal a few blocks to the south. We commemorate the event by publishing an excerpt from a forthcoming memoir by Darwin Payne, who was a local newspaper reporter at the time, as well as brief essays by members of our Editorial Advisory Board recalling when and where they were when they heard the news.

The railroad companies preferred to lay their lines along as straight a route as possible. But sometimes the terrain required at least a gentle curve. The railroad "line" connecting the articles in this issue curves from the foot of Main Street north to Richardson and Preston Hollow, and then it heads west to Fort Worth before returning to Dealey Plaza. It's hardly a route an actual railroad could take. But as a metaphor linking these articles, it reinforces the profound impact of the railroads and transportation routes in general on the development of Dallas.

—Michael V. Hazel

A Shooting at the St. George

BY MARK RICE

*A*s the 1936 Texas Centennial Exposition approached, teams of workmen labored to clear the area just to the west of Houston Street, sloping down to the ongoing construction on the Triple Underpass. This westernmost approach to the downtown area had been the 1841 birthplace of Dallas, where John Neely Bryan had originally pitched his camp and built a primitive cabin on the banks of the Trinity River. Nearly a century later, steam shovels and picks were now unearthing the remaining foundations of the city's oldest industrial concerns. Many of these old buildings to the west of Houston Street had been razed just over two decades earlier, when the rail approaches to the new Union Terminal were cut through the area. Now the entire plot of land at the foot of Commerce, Main, and Elm Streets would be scraped clean to construct what would later become Dealey Plaza.¹

One of the substantial foundations that the workmen uncovered was the 100-foot-square cement slab that had supported the home of the Brown Buggy Company, a four-story 1905 building located at the foot of Main Street between Water Street and Broadway, right at the river's edge. The attractive structure had been designed

by the noted architectural firm of Hubbell & Greene. Brown Buggies had once employed dozens of mechanics and fabricators to make the horse-drawn vehicles that coursed along Dallas streets. Neighboring factories and warehouses had included the Ohio Cultivator Company, South Bend Iron Works, Dallas Coffin Company, Waples-Platter Wholesale Grocers, New Century Milling Company, and Standard-Tilton Milling Company.²

William Owen Brown started his buggy company when he was but thirty-three years old. A Cleburne native, Brown spent fourteen years learning the buggy trade in Cleburne and Waco before coming to Dallas in 1904 to start his own business.³ C.C. Slaughter, Jr., a wealthy and highly-respected local businessman, was a partner in the venture. After an extensive tour of Midwestern vehicle dealers, the company hired John A. Creighton, an expert carriage builder, as factory superintendent.⁴ Brown was extraordinarily proud of the fact that his buggies were to be manufactured locally, as opposed to large Midwestern manufacturers like Texas Moline Plow Company and Parlin & Orendorff, which manufactured their products out-of-state and distrib-

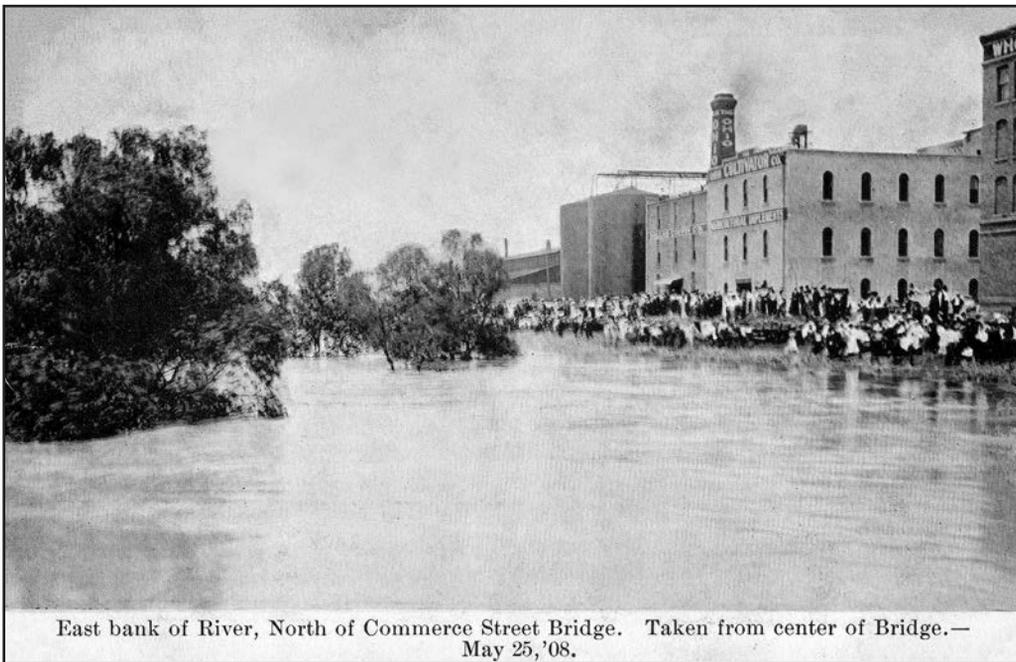


Letterhead for W. O. Brown Company included a line drawing of the building, which stood on Main between Broadway and Water streets. It was designed by the distinguished architectural firm Hubbell & Greene.

uted them locally. Brown’s ad campaigns leaned heavily on freight savings to Texas dealers and the importance of keeping Texas dollars in Texas. The copy on one of Brown’s ads read, “Patronize the dealer who is loyal to Home manufacturers and help make Texas a great manufacturing state. Remember that the ‘knocker’ of Home industries is an enemy of his community.” The W.O. Brown Company exclusively distributed its Dallas-made buggies to Texas vehicle dealers. The company’s

product line included buggies, surreys, and runabouts. From the outset, the company announced ambitious plans to build 5,000 buggies per year.

The Brown Buggy Company occupied its new home in August 1905 and completed its first shipment of buggies in October.⁵ The company, sometimes referred to as the Dallas Buggy Factory, was off to an auspicious start, but an unlikely twist of fate would soon threaten the company’s bright future.



The Trinity River flood of 1908 inundated Water Street. This photo shows the factories and warehouses for the Dallas Coffin Co., Ohio Cultivator, and W. O. Brown Company at the far right.

A FEW QUESTIONS, MR. BUGGY DEALER

- 1st.—Are you a citizen of Texas?
- 2nd.—Is your business in Texas?
- 3rd.—Are you dependent upon Texas people for your patronage?
- 4th.—Do you advocate patronizing home industry—all things being equal?
- 5th.—Do you criticise your neighbor for sending his money North for commodities without investigating what he can do at home?
- 6th.—Do you want factories in Texas?
- 7th.—Where do you buy your buggies?
- 8th.—Live dealers are awakening to the fact that it is to their interest to "line up" on "Dallas made buggies"—are you one of them?
- 9th.—Do you know that it is a saving to you and your customers to handle Dallas made buggies?
- 10th.—Why don't you get in line?

NOTE—Our business is entirely satisfactory—orders continue to increase each week, but we note with much amusement that some of the dealers who get together occasionally and "resolve" to stop people from sending their money away for buggies without investigating stocks at home, haven't given our factory the slightest consideration. Wake up! We will always welcome you to join us in our forward march to the front ranks.

W. O. BROWN COMPANY
DALLAS TEXAS
WHOLESALE BUGGY MANUFACTURERS

This ad for W. O. Brown Company featured a drawing of Brown himself as well as a detailed rendering of the building.

The January 1907 state convention of the Retail Dealers' Hardware and Implement Association of Texas provided W.O. Brown with an opportunity to rub shoulders with dozens of hardware dealers from throughout Texas and also conduct tours of his nearby manufacturing facility. Registration for attendees was held in the lobby of the St. George Hotel on Commerce Street on the evening of January 22. The popular hotel was one of the earliest constructed in Dallas and was at the center of downtown activity,

standing in close proximity to *The Dallas Morning News* offices, the prestigious Dallas Club, the Padgitt Bros. Saddlery building, and the Dorsey Printing Company. The hotel bar served as a convenient watering hole for convention goers and was predictably crowded during the evening hours. Brown's persistent attack ads on out-of-state manufacturers had surely antagonized many of his competitors, and in return rumors were circulated about the supposedly shoddy quality of Brown buggies. Brown was well aware of the

BE SURE TO SEE THE
DALLAS-MADE BUGGY EXHIBIT
 IN MAIN VEHICLE BUILDING AT THE FAIR GROUNDS

Mr. Vehicle Dealer:
 Secure a contract for **DALLAS-MADE VEHICLES** for season 1908 and have the advantage not only of **SUPERIOR QUALITY**, but of being able to keep a bright, clean stock, *always complete, never over-stocked.*

**YOU SAVE
THE FREIGHT**

The Factory being near at hand you will be enabled to keep your customers satisfied by making the guarantee good

**WITHOUT THE USUAL LONG
DELAY AND ANNOYANCE**

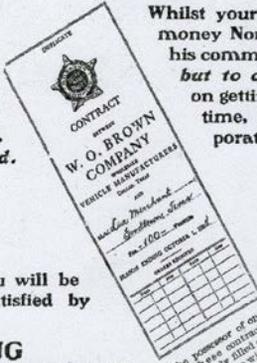
W. O. BROWN COMPANY
 Wholesale Vehicle Manufacturers
 DALLAS, TEXAS

**HE PAYS
THE FREIGHT**

We cordially invite you to visit our Factory and inspect the

**EXCELLENT QUALITY
of MATERIALS We Use**

The purchaser of one of these contracts, if these contracts are properly filled out, is due wages for season 1908.



This ad from about 1906 advertised W. O. Brown's exhibit at the State Fair of Texas, where visitors were invited to view its Dallas-made buggies.

smear campaign, and as he entered the bar he was undoubtedly incensed by what he considered to be malicious lies.⁶

One of the convention attendees was Albert Sidney Johnson, a traveling salesman for the Southern Rock Island Plow Company and a direct competitor to W.O. Brown. Malicious rumors had recently been circulated that Sears & Roebuck Company had bought out Brown Buggy, and W.O. Brown had managed to confirm that the rumors came from Johnson and one of his associates, Bob Miller.⁷ It was a deep wound to Brown's pride and a potential wound to his pocketbook. Independent hardware dealers were contemptuous of the big catalogue houses like Sears, probably much like specialty retailers today are contemptuous of big box stores. Johnson, Miller and Brown inevitably crossed paths during the early evening, and words were exchanged. Brown first confronted Miller about the Sears

rumors, cursed at him, and slapped him across the face. After the two men were separated, Miller took refuge in a baggage room while Brown stayed in the lobby and fumed.⁸ A little later, Brown was seated in a lobby chair when Albert Sidney Johnson approached, sat down on the arm of the chair, and leaned closely over Brown. As the *Dallas Daily Times Herald* recounted, the two men exchanged words "spoken so low that no one heard them."⁹ A scuffle quickly ensued, and while Brown ended up with contusions on his head, Johnson ended up with a .32-caliber slug in his torso. As the *Dallas News* phrased it, "the slug took effect in the abdominal region." Johnson had indeed sustained serious damage to his liver and intestines. Another slug ended up in the ceiling. In a masterpiece of understatement, the *News* described the panicked flight of nearby bar patrons as "a general exodus of those in close proximity."¹⁰ The general exodus also included



The shooting took place in the St. George Hotel on Commerce Street, clearly visible on the right.

W.O. Brown, who left Albert Johnson bleeding on the floor while he quickly took a horse-drawn cab to his home. Officers soon arrived to arrest Brown.¹¹ Johnson was carried to St. Paul's Sanitarium, where he gave a death bed statement accusing Brown of instigating the fight.¹² Johnson died two days later and was buried in Oakland Cemetery. The state charged W.O. Brown with second degree murder and freed him on bail.

The Brown case came to trial on December 1, 1907, nearly a year after the shooting. Witness availability was a major obstacle to conducting the trial, since many of the people involved lived in distant towns. Both the prosecution and the defense produced a handful of eyewitnesses, and Brown himself took the stand.¹³ Brown testified that Johnson had aggressively approached him, forcing Brown down into the chair and restraining him. Brown swore that he feared for his life.¹⁴ Approximately seventy-five people had been present in the lobby, and the chaotic situa-

tion produced different reactions from different vantage points. One witness, E.F. Stover of Lewisville, testified similarly to Brown that he saw the two men grappling with one another before W.O. Brown was forced down into a chair with his head striking the wainscoted wall behind him. Stover asserted that Brown fired defensively with his .32-caliber revolver, striking Johnson once and sending another slug into the ceiling.¹⁵ In the end, W.O. Brown was convicted of the second-degree murder charge upon the unarmed Albert Johnson, receiving a sentence of thirty years in prison.¹⁶ Brown entered the Dallas County Jail on December 8, 1907, and remained imprisoned until July 4, 1908, when an appellate judge reversed the verdict and ordered a new trial. The judge's ruling stated that, among other mistakes, certain prejudicial testimony against Brown should never have been admitted due to witnesses' distance from the confrontation and their inability to see the events clearly.¹⁷



The W. O. Brown Company factory was razed in 1913 when rail lines were put through the area at the time of Union Terminal's construction. Both Water Street and Broadway disappeared completely during construction of Dealey Plaza in the early 1930s. This is a view of the area today.

The state elected to continue its pursuit of Brown, but ongoing problems with witness availability delayed a new trial. As late as June 1911, the state had to ask for a continuance of the case in hopes of securing new witness testimony.¹⁸ In the meantime, Brown Buggy Company had continued to operate with the freed W.O. Brown as its President, but controversy over Brown's actions hung over the company's fortunes. The company fell into receivership in 1911 and was forced to assign all of its assets to its creditors in order to repay debt.¹⁹ Perhaps the company's failure was due to the growing ascendancy of the automobile, or maybe it was a reflection of W.O. Brown's understandable distraction stemming from his legal problems. A disappointed W.O. Brown soon went on the road as a traveling salesman for another company. An October 1911 ad in *The Dallas Morning News* shows Brown as the general agent for the Ohio Motor Car Company. Brown's buggy factory, now vacant, was sold to prominent Dallas businessmen Alex Sanger, Royal A. Ferris, and Louis Lipsitz in early 1912.²⁰ The structure would be razed for the construction of the new Union Station and its rail approaches only a year later.

In the end, the shooting at the St. George probably claimed two lives. By 1913, six years after Albert S. Johnson's death, W.O. Brown had briefly returned to Cleburne and was staying with his elderly father. In January 1913, at the age of 41, William O. Brown passed away from *delirium tremens*, a complication related to rapid withdrawal from severe alcoholism.²¹ It seems likely that the relentless legal pursuit he had endured over the past six years, coupled with the loss of his company and its landmark building, had driven him to drink heavily. Brown is buried in a family plot at Cleburne's Memorial Cemetery, largely forgotten like his once prominent company. **L**

NOTES

¹"Construction of Underpass Unearthing Mute Reminders," *The Dallas Morning News* (hereafter cited as *DMN*), January 4, 1936.

²"Ten Big Buildings Will Be Destroyed," *DMN*, July 12, 1913.

³"Another Factory for Dallas," *DMN*, March 24, 1905.

⁴"Prepare for Enterprise," *DMN*, April 13, 1905.

⁵"Shipment of Dallas-Made Buggies," *DMN*, October 8, 1905.

⁶"Defense Closes Its Testimony," *The Ft. Worth Record*, December 7, 1907.

⁷"Brown Trial Begins," *DMN*, December 1, 1907.

⁸"Defense Closes Its Testimony," *The Ft. Worth Record*, December 7, 1907.

⁹"Shooting Affair Tuesday Afternoon," *Dallas Daily Times Herald*, January 23, 1907.

¹⁰"Shot in Hotel Lobby," *DMN*, January 23, 1907.

¹¹"Death Comes from Wound," *DMN*, January 25, 1907.

¹²"Brown Trial Begins," *DMN*, December 1, 1907.

¹³"Brown Takes Stand," *DMN*, December 5, 1907.

¹⁴"Finishes His Story," *DMN*, December 6, 1907.

¹⁵"Testify for State," *DMN*, December 3, 1907.

¹⁶"Given Thirty Years," *DMN*, December 12, 1907.

¹⁷"W.O. Brown Case to be Tried Again," *DMN*, June 28, 1908.

¹⁸"Brown Case is Continued," *DMN*, June 6, 1911.

¹⁹"Notice to Creditors," *DMN*, February 12, 1911.

²⁰"Construction of Underpass Unearthing Many Mute Reminders," *DMN*, January 4, 1936.

²¹"Defendant in Old Murder Case Dies Wealthy Man," *Ft. Worth Star-Telegram*, January 19, 1913.

N. B.—Every cause of death should be stated in plain terms, so that it may be properly classified. Exact statement of occupation is very important.

PLACE OF DEATH		Texas State Board of Health 2779	
County <u>Johnson</u>		STANDARD CERTIFICATE OF DEATH	
City <u>Cliburn</u>		Registered No. <u>454</u>	
(No. <u>208 S. Anglin St.</u> ; Ward)		✓ 1833	
If death occurred in a hospital or institution, give its NAME instead of street and number.)			
FULL NAME <u>W. O. Brown</u>			
PERSONAL AND STATISTICAL PARTICULARS		MEDICAL PARTICULARS	
SEX <u>Male</u>	COLOR OR RACE <u>white</u>	SINGLE, MARRIED, WIDOWED OR DIVORCED (Write the word)	DATE OF DEATH <u>Jan 18th</u> 191 <u>3</u>
DATE OF BIRTH <u>June 16</u> 18 <u>71</u>	I HEREBY CERTIFY that I attended deceased from <u>Jan 18th</u> 191 <u>3</u> to <u>Jan 18th</u> 191 <u>3</u> that I last saw him alive on <u>Jan 18th</u> 191 <u>3</u> and that death occurred on the date stated above, at <u>2:45 P.</u> m.		The CAUSE OF DEATH* was as follows: <u>Delirium Tremens</u>
Age <u>41</u> yrs. <u>4</u> mos. <u>2</u> ds.	OCCUPATION (a) Trade, profession, or particular kind of work: (b) General nature of industry, business or establishment in which employed (or employer):		CONTRIBUTORY (Secondary) (Duration) yrs. mos. ds.
BIRTHPLACE (State or country) <u>Bremond Texas</u>	NAME OF FATHER <u>John L. Brown</u>		(Signed) <u>R. H. Roark</u> M. D. <u>Jan 19th</u> 191 <u>3</u> (Address) <u>Cliburn Texas</u>
BIRTHPLACE OF FATHER (State or country)	MOTHER'S MAIDEN NAME		*State the DISEASE CAUSING DEATH, or, in deaths from VIOLENT CAUSES, state (1) MEANS OF INJURY, and (2) whether ACCIDENTAL, SUICIDAL, or HOMICIDAL.
BIRTHPLACE OF MOTHER (State or country)	THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE (Informant) (Address)		LENGTH OF RESIDENCE (FOR HOSPITALS, INSTITUTIONS, TRANSIENTS, OR RECENT RESIDENTS). At place of death: yrs. mos. ds. In the State: yrs. mos. ds. Where was disease contracted, if not at place of death? Former or usual residence:
FILED	REGISTRY	DATE OF BURIAL <u>1/19</u> 191 <u>3</u>	ADDRESS <u>1754 Duwong Cliburn</u>
			1364-210-50in.

W. O. Brown's death certificate from January 1913 states that he died of "delirium tremens," a result of alcoholism. He was 41 years old.

Richardson



at 150

BY STEVEN R. BUTLER

Richardson is soon to be a depot on the H.&T.C.R.R., near old Breckinridge, in this county, and is situated in the course of the richest and most nourishing neighborhood in North Texas... At Richardson there will be a considerable business done, and not long after the depot is established, you will hear of a flourishing little village in North Dallas county, equal to Lancaster in the southern portion.

—The Dallas Herald, April 19, 1873

In the spring of 1873, as the Houston & Texas Central Railway laid track toward Red River City, its intended terminus, a gang of railroad carpenters constructed a little wooden depot at a spot on the North Texas prairie, about twelve miles north of Dallas, where a civil engineer named Theodore Kosse was busy mapping a 121-acre townsite, purchased from two local landowners—William J. Wheeler and Bernard Reilly. If an early map of Dallas County can be relied upon as evidence, the railroad considered calling the town “Breckinridge,” which was the name of an existing small settlement on the Sawyer & Risher stagecoach route, about two-and-a-half miles southeast of the depot. In any event,

it didn’t. Instead, the place was named “Richardson,” in honor of H.&T.C. Secretary Alfred Stephen Richardson, and on June 26, 1873, a deed was filed for record in Dallas County that gave the H.&T.C. unfettered jurisdiction over the “rail reservation” that ran through the middle of the newly-platted town. The deed also included Kosse’s map.¹

At that moment, apart from the newly-constructed depot, Richardson existed only on paper. There was nothing else there in respect to human endeavor, and would not be for more than a year, when the H.&T.C. sold its first town lot—No. 10, Block 4—to a settler named Thomas L. Frank, on October 14, 1874.²

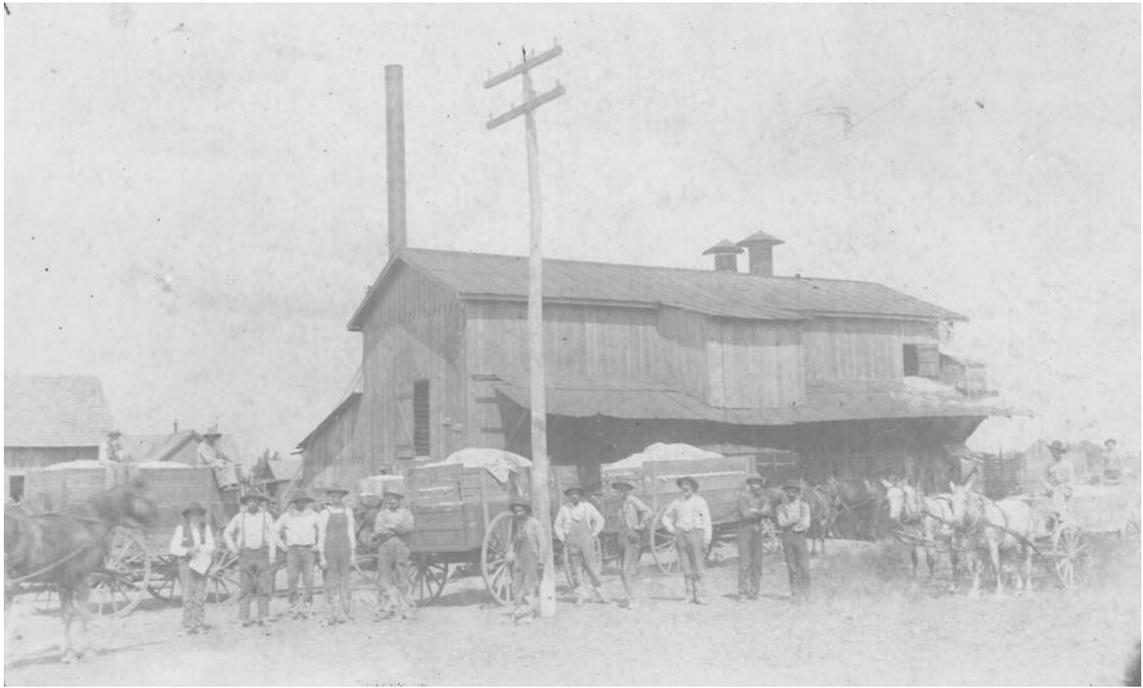


Well into the early 20th century, Richardson's Main Street was unpaved and lined with wooden, "false front" buildings.

At first, Richardson grew slowly. Out of 187 town lots, the H.&T.C. sold only fifty between 1874 and 1898. The most desirable, and therefore the costliest, were those closest to the railroad tracks, where by the early 1880s a handful of businesses—a general store, a farm supply store, a drugstore, and a grocery store—were housed in wood frame buildings with tall false fronts to make them look as if they were two stories tall. One, owned by Arthur R. White, actually was two stories tall. It was also the only one without a false front. Interestingly, there was no saloon, and never would be, making Richardson a bit of an anomaly during an era when the hard-drinking men of the West were known to have liked their whiskey.³

During the early morning hours of May 15, 1892, a fire broke out in White & Stratton's storehouse on Central Street (named for the railroad and now called Texas Street). In short order, the drugstore and grocery store were also engulfed in flames. With no fire department to come to the rescue, all three suffered considerable damage, as well as the almost total loss of their largely uninsured contents. Their owners rebuilt, and within a few years, it was hard to tell that a fire had ever occurred.⁴

Before the Civil War, farmers who settled in the area grew mostly grain of various kinds. But after the coming of the railroad, which provided an efficient and cost-effective way to transport heavy cotton bales, they became increasingly



When the railroads made transporting cotton bales from Richardson efficient and economical, cotton gins began to operate. By 1880, there were nine of them competing for business.

reliant on cotton as a major cash crop. Consequently, from Richardson's founding in 1873 until after World War II, when housing developments and shopping centers began swallowing up cotton-producing land, the town was the place where farmers brought their freshly-picked cotton for ginning, baling, selling, and shipping at the end of each summer. Within seven years of the town's founding, there were no fewer than nine ginners competing for business in Richardson. In later years, there were fewer gins, but larger in size and operation. The last one remained in business until 1963.⁵

By the turn of the twentieth century, commercial buildings had spread eastward along the town's principal thoroughfare, Smith Street, now known as East Main. Two of these structures, both built in 1898, were made of brick and one was two stories tall. Remarkably, both are still standing. All the remainder were wood frame structures, housing a variety of commercial enterprises that catered to the material wants and needs of

both townspeople and farm families who lived within the bounds of the district then served by Richardson's post office, which was established in June 1874 and for many years was located inside Arthur White's storehouse, where for a while White himself was the postmaster.⁶

The waning years of the nineteenth century and the first two decades of the twentieth were something of a boom time for Richardson as sales and re-sales of town lots became more frequent and business partnerships were quickly formed and then dissolved with astonishing rapidity. Only three businesses that started up during this era—Thomas Newton "Newt" Harris's barbershop, the Harben family's drugstore, and Sam Harben's newspaper, *The Richardson Echo*—were still operating under the same owners when World War II ended.⁷

Several new developments also occurred during this busy period. In 1900, a new three-story school building was constructed to replace one that burned down earlier that year, and in



The Harben family's drugstore was one of the most long-lasting of Richardson's businesses, still operating under family ownership when World War II ended.

1901, the same year that Sam Harben started *The Richardson Echo*, the Richardson Telephone Company was formed, with its switchboard operator working out of a back room in Harben's Drug Store. This was followed in 1905 by the establishment of Richardson's first financial institution, the Citizens State Bank. Started by an enterprising Dallas banker named David Waggoner, the bank began operating out of the ground floor of the 1898 Oddfellows Building, previously occupied by Stansell's Grocery. It would remain in this location for more than fifty years and would later boast that it was one of the few banks in Texas that remained solvent during the Great Depression. The Citizens State Bank also had the distinc-

tion of being robbed only once (in 1933), and even then, the thieves did not get away with very much—a mere \$115 in pennies.⁸

Although the opening of the town's first bank was certainly an important development, Richardsonites were probably far more excited about the brief appearance of the President of the United States, Theodore Roosevelt, in their town on April 5, 1905. On his way to Dallas, and then ultimately, San Antonio, where he was scheduled to attend a reunion of his famed Spanish-American War regiment, the "Rough Riders," TR's "Rocket," as the presidential train was called, made quick stops at Denison, McKinney, Allen, and Plano. At each of those places, the president



The Richardson Telephone Exchange opened in 1901. The switchboard operator worked out of a back room in Harben's Drug Store.

made short remarks from the back of the train to the crowds that assembled at the bunting-draped depot to see and hear him. Richardson was reportedly no exception. When the "Rocket" reached the depot, recalled Latin-American scholar James Fred Rippey, who was then a boy, "I was the lad who sat on the ladder used by the depot-master to hang out the mailbag and greeted Theodore Roosevelt when his special train stopped briefly in Richardson . . . [and] told him there were very few Republicans in Texas, but added the 'we all liked Teddy.'"⁹

Two years later, the original 1873 depot, where Roosevelt's train had stopped, was demolished by the H.&T.C., which replaced it with a slightly larger station, this time on the east side of the tracks and the north side of Smith Street,

which had supplanted Central Street as the town's main thoroughfare. The decision to build a new depot was apparently due to the increasing amount of cotton that was being shipped out of Richardson. In 1907, the H.&T.C. was also the town's only form of public transportation, an advantage that would soon be changing.¹⁰

In 1908, an old Dallas County settler named George Jackson wrote a book in which he included a flattering word-picture of Richardson as it then existed, but got it wrong when he predicted that the town would never be "very large."

This village is twelve miles north and a little east of Dallas, on the Houston & Texas Central Railroad. It was established in 1872 [*sic*], near the old town of Breckinridge [*sic*], that flourished in ante

bellum days. There is no richer body of land in America than the country that surrounds Richardson. The town is small, probably five or six hundred. It is too near Dallas to grow into a very large place. The citizens are enterprising and abreast of the times. They have one of the best schools in that section of the country. The farmers are thrifty, and Richardson is a great grain and cotton shipping point. Considering its population it is one of the best towns in the country for business and enterprise, and the farmers around Richardson are well fixed, with comfortable houses and well improved farms.¹¹

The same year that Jackson's book was published, one of the biggest developments of the first decade of the twentieth century in Richardson occurred when the Texas Traction Company began operating electric railway service that linked the town to Denison in the north and Dallas and points beyond to the south. Unlike the H.&T.C., which had only two departures per day, the "Interurban," as it was called, operated hourly. It was also cheaper than the railroad.¹²

The following year, the Texas Traction Company built a small brick Interurban depot on the southwest corner of present-day Interurban Street and West Main, where it stood for nearly six decades adjacent to the Interurban tracks that ran parallel to those of the Houston & Texas Central Railway. After the company's successor, the Texas Electric Railway, ceased service at the end of 1948, the building was used as an auto parts store until it was demolished in 1966, unlike Allen's almost identical brick depot, which is still standing, or Plano's larger depot, which now houses an Interurban railway museum.¹³

Up until the second decade of the twentieth century, cotton gins in Richardson, as elsewhere, were either powered by mules or by steam engines, typically the latter. In 1912, after a dynamic young Collin County entrepreneur named Gilford Wilcox built the town's first elec-

trical power generating plant, the Huguely brothers, whose steam-powered cotton gin had burned to the ground earlier that same year, decided, after rebuilding, to switch to electricity to run their machinery. Their "electric gin" was an immediate success.¹⁴

The coming of the automobile was another important development, just as it was all over the country. A young man from Tennessee named Charlie Miles arrived in Richardson sometime between 1900 and 1908, the year he married his sweetheart, Lillian Dalton. One of his first jobs was operating the livery stable that the Farrell family owned on the west side of the H.&T.C. tracks, just north of Smith Street, where travelers could leave their horses and carriages whenever they left town by train or Interurban. By the time Miles's third child, Roderick, was born in 1915, he was working for Dallas County as a road builder. The following year, Richardson's first auto repair facility, the aptly-named Twentieth Century Garage, opened on Smith Street, where horses, wagons, and carriages were becoming increasingly scarce.¹⁵

Apart from the tragic loss of some of its young men to deadly combat in France, and the suspension of the community band and some ladies' clubs, Richardson was relatively untouched by the First World War.¹⁶

During the second decade of the twentieth century, the residential portion of Richardson grew a little larger when in 1910 Citizens State Bank owner David Waggoner, who was also on the board of the Texas Traction Company, and a business partner, created the North Richardson Addition. Ten years later, a pair of enterprising contractors named Edgar E. Pittman and J. A. Stults offered lots for sale in their Pittman-Stults Addition, located just outside the city limits on the south. One thing that both developments had in common was a clause in their contracts that forbade the renting, leasing, or resale of property to "negroes." These restrictive covenants, combined with the State of Texas' own "Jim Crow" laws, kept Richardson an almost exclusively white



The inauguration of an “Interurban” train in 1908, providing hourly transportation north to Denison and south to Dallas and points beyond, was a key event in connecting Richardson to a wider North Central Texas area.

enclave well into the twentieth century. The only people of color were farmers who lived outside the town.¹⁷

During the early 1920s, although Richardson was likely to remain off limits to Blacks and immigrants for the foreseeable future (except as workers), Sam Harben, one of Richardson’s biggest boosters and editor of its only newspaper, frequently used his amplified voice to write editorials that praised a resurgent Ku Klux Klan and criticized anyone who opposed it. In 1923,

after Harben called for the organization to march in Richardson, a thousand Klansmen did so on the eve of the annual community fair. Twice that number reportedly came to watch the spectacle.¹⁸

In 1924, the year that the Richardson-Dallas Pike (present-day Greenville Avenue) was paved with red bricks, the town’s old-timers could look back at a remarkable half-century of change and progress. Although the town was still small in terms of population, and its business district still confined largely to the two blocks of Smith Street



Automobiles gradually transformed Richardson, as they did most American cities and towns in the early twentieth century. This photo of the Gulf (gasoline) station dates from 1934.

that lay between the railroad tracks and the Pike, the coming of the Interurban, of automobiles, of banking, of telephones and electric power, had all played an important role in transforming Richardson from a literal dot on a map into a town that had the potential for bigger and better things to occur, and in 1925, something did.

Early in 1925, a large group of citizens assembled at Walton's Lumberyard, which lay between the business houses on Smith Street and one of the town's largest cotton gins, to discuss the need for something that even with all its amenities, Richardson still sorely lacked, namely a safe and

reliable water system, and also sanitary sewers. There, at the meeting, they were told by a civil engineer from Dallas that the only way they could hope for such things to become reality would be to incorporate as a city, because then, and only then, would they be able to sell the bonds that would be necessary to raise the needed capital for such projects.²⁰

In short order an election was announced, and on June 22, 1925, almost exactly fifty-two years after their town was founded, 112 Richardson voters cast their ballots at McKamy & Reddick's grocery store on Smith Street in favor



A new Richardson Public Library opened in 1972, replacing an earlier one from 1959. It was soon joined by a new City Hall and other municipal buildings.

of incorporation. Only ten people voted against it. The electorate also approved an expansion of the city limits to include three new housing additions, to the north, the south, and east, and elected their first mayor, Tom McKamy, and two city commissioners.²¹

No sooner had the mayor and commissioners been elected than they leapt into action to carry out the main reason why Richardson voters had gone for incorporation. Within six months, the newly-formed municipality had laid pipes all

over town, dug a 2,200 feet-deep artesian well, erected a tall water tower, and built a pump house, which was put into operation, with a great deal of fanfare, on April 9, 1926. The city commissioners might have also had the town's sewer system in place by that time too except for the opposition they encountered from a pair of local dairy farmers who objected to the city laying pipe across their property and erecting a sewage treatment plant nearby. It wasn't until the fall of 1927 that the legal battles that ensued were concluded

and the system put into operation. That same year, natural gas, provided by a private company, also became available. The need for public safety was also addressed when a volunteer fire department was formed and the mayor appointed a chief of police.²²

For the most part, Richardson was untouched by the Great Depression and World War II. During the 1930s and '40s, even with all the modern conveniences and city services that its citizens now enjoyed, the city retained its sleepy, predictable, small-town atmosphere. Each season, cotton farmers still competed for the distinction of who would bring the first wagonload into town for ginning and baling, and though the population grew slightly, from 629 in 1930 to 740 in 1940,²³ the physical size of the town, including the central business district, remained the same it had been when incorporation took effect in 1925. Apart from the construction of a WPA-built community house in 1936, the erection of a distinctive new post office on Main Street in 1939, the opening of a movie theater in an existing building that same year, and the demolition of the 1907 train depot in 1942, anyone who visited Richardson in 1925 and didn't return until 1945 probably wouldn't have noticed much difference. The only major adversity of that period was the worry that the families of service men and women had to suffer while their loved ones were fighting overseas. Thankfully, most returned safe and sound, but not all. Among the handful of casualties were Mayor Tom Jackson's son, Kenneth, a Navy petty officer, and Marine Lt. Edward Henry Hughes, both lost in action in the Pacific theater of war.²⁴

The immediate postwar period was not without some activity. In 1946, the annual community fair, suspended throughout the conflict, was revived, as was the Chamber of Commerce, inactive since the early 1930s. The following year, a purpose-built two-story city hall and fire and police station was constructed. That same year, the Owens Country Sausage Company built a

new factory and offices on Greenville Avenue, and the first postwar housing development, called the Northern Hills Addition, began selling lots. In 1948 and 1949, a Dallas County road-building crew supervised by Charlie Miles, who as a youth had run the town's livery stable, repaved every single street in the city. When the Texas Electric Interurban ceased service in December 1948, the Dixie Bus Company took its place. That same year, a large new football stadium, designed by the same architect who had drawn up the plans for the Cotton Bowl, was built next to the high school.²⁵

During the 1950s, Richardson underwent what was arguably the most transformative period of its history, exceeding even the first two-and-a-half decades of the twentieth century. In 1953, thanks to population growth, a new high school was built. The following year, Central Expressway (Hwy 75), a modern high-speed freeway, reached Richardson, making downtown Dallas a mere fifteen-to-twenty-minute ride away. No sooner had that happened than developers began buying up cotton farms and turning them into suburban housing developments and shopping centers like those that were sprouting up like mushrooms all over the United States, thanks largely to the celebrated postwar "baby boom" and the G.I. Bill, which gave returning veterans the opportunity to buy a home for their growing families without having to save up a down payment. The first big development was Richardson Heights, located on the west side of the highway, only a few blocks from the historic two-block-long downtown district. Soon after, the Terrace Addition, its homes and adjacent shopping center located in East Richardson, began competing with the Heights both for shoppers and prospective home buyers.²⁶

The mid-to-late 1950s were an even busier period for Richardson. In 1955, a professional police department was established and in 1956, the same year that Richardson adopted a "home rule" charter, a modern new brick city hall and fire station were constructed on the site of the



The Eisemann Center for the Performing Arts opened in 2002, bringing a host of cultural events to Richardson.

1947 city hall. Then, in 1958, Collins Radio and Texas Instruments arrived.²⁷

Of all the many businesses that have located in Richardson, Texas over the years, there is no doubt that the two that made the biggest impact were Collins Radio and Texas Instruments. Not only did these two scientific giants transform Richardson from a regional agricultural center into a technological one, but they also helped the city grow as their employees bought homes in Richardson, sent their kids to school there, did their shopping there, went to church there, and joined its civic institutions. In short, Collins and TI helped Richardson thrive.

Collins Radio, which opened the first build-

ing on its 200-acre campus in East Richardson in 1958, also put its host city on the map when it became one of the leading businesses that helped the United States win the 1960s “Space Race” against its Cold War rival, the Soviet Union. So too did Texas Instruments, which built its new facility just outside the Richardson city limits in 1958, where during the summer of that year, a brilliant engineer named Jack Kilby invented the microchip, ushering in the modern age of electronics.²⁸

The 1960s were an exciting time to live in what the Chamber of Commerce and the press were calling “Remarkable Richardson.” Not only was the city continuing to grow in both land size

and population, but it was also becoming much more than just a bedroom suburb of Dallas, with new parks, new schools, new businesses, and new employment opportunities that rivaled any that its larger neighbor to the south had to offer.

In 1964 the city was briefly and unexpectedly in the national spotlight in an unexpected way when Russian-born Marina Oswald, widow of the man believed to have assassinated President John F. Kennedy in downtown Dallas the previous November, decided to make Richardson her home too, and then, two years later, married a local man and TI employee named Kenneth Porter, with whom she had a son, born in Richardson in 1966.²⁹

That same year, Richardson also made the news (though this time only locally) when it desegregated its public schools, some ten years after the celebrated *Brown vs. Board of Education* Supreme Court decision which had made separate schools for blacks and whites unlawful. The 1964 Civil Rights Act, signed into law by President Lyndon B. Johnson, combined with the 1965 Immigration and Nationality Act, also signed by Johnson, paved the way for a Richardson that would eventually become much more racially, ethnically, and religiously diverse than it had been in the past, when “Jim Crow” laws, tradition, and restrictive deed covenants prevented people from selling homes or renting property or even providing sales and service to people who weren’t white, while at the same time the Ku Klux Klan-supported immigration act of 1924 strictly limited the number of people who could enter the country from Africa, Asia, and Eastern Europe.³⁰

In 1969, the same year that Richardson-based Collins Radio engineer Art Roberts made it possible for the world to hear the voices of American astronauts speaking from the surface of the Moon, by erecting relay antennas at Goldstone, California, higher education came to Richardson when the Graduate Research Center of the Southwest, located in the western part of the city,

became the University of Texas at Dallas (UTD). Three years later, Richland College of the Dallas County Community College District opened on Richardson’s southeastern doorstep. In between these two important events, the Richardson Independent School District opened two new high schools—J.J. Pearce and Lloyd V. Berkner—which had been made necessary by the city’s ever-growing population.³¹

In 1973, the same year that samples of the Moon’s surface, brought to Earth by the Apollo astronauts, were being examined by scientists and put on public display at UTD, Richardson celebrated its centennial with a carnival, a parade, and the burying of a time capsule next to the entrance of the city’s new public library, built in 1972 to replace the one which had served the city since 1959. Three years later, when Richardsonites, along with the rest of the nation, commemorated the Bicentennial of the United States, the city established Memorial Park to honor the city’s servicemen and women, including those who had died in the then-recent war in Vietnam.³²

Starting in the late 1970s, when a popular new shopping mall called Richardson Square was opened in East Richardson, and continuing into the 1980s, the city underwent a noticeable demographic transformation as immigrants from the Middle East and South Asia began to find new homes in Richardson, along with refugees from Southeast Asia. Technology too continued to play a part in the city’s growth and development. In 1982, two years after a modern civic center was constructed on the west side of Central Expressway, adjacent to the library, replacing the 1956 city hall, mobile communications pioneer MCI arrived in Richardson, establishing its southwest headquarters on International Parkway. Soon after, several other telecommunications firms found a home in Richardson. By 1989, the city was being called the “Telecom Corridor,”³³ which is now a registered trademark of the Richardson Chamber of Commerce.



In 1969 the Graduate Research Center of the Southwest became the University of Texas at Dallas. At first admitting only upper level students, it now enrolls more than 21,000 undergraduates along with graduate students.

During the 1990s, although Richardson's land size was by now limited by its being surrounded by other expanding communities, most notably Dallas, Addison, Garland, and Plano, its population continued to grow. Among the things which attracted new residents were RISD schools, said to be some of the best in the area. New parks, such as Breckinridge, built on a former landfill in Richardson's "panhandle," a new Senior Center, a new nature preserve in the northern part of the city, and the newly-inaugurated Wildflower Festival, an annual event which is still being held more than twenty-five years later, were other reasons why people found Richardson an attractive place to make a home.³⁴

Unfortunately, not all was well in Richardson in the 1990s and early 2000s. This decade also saw a rash of teen suicides in the city, which attracted much unwanted attention. Undoubtedly, the

most dramatic and infamous of these incidents was the shocking suicide of Jeremy Wade Delle, who shot himself with a pistol in front of his class at Richardson High School in 1991, prompting Seattle-based grunge-rock band Pearl Jam to write and record a song about it, which much to the dismay of Delle's friends and family, became a national chart-topper. The brutal murder of two Berkner High School students by a sporting goods store robber in 1992 likewise made headlines across the country. Even more unwanted attention came to the city in 2004, when in the wake of 9/11, five individuals connected to the Richardson office of the Holy Land Foundation were tried and convicted of federal crimes associated with what President George W. Bush called the "War on Terror." The early twenty-first century economic downturn in the technology sector of the economy also hurt Richardson

as several companies went out of business and people lost their jobs.³⁵

Despite these unwelcome and unfortunate episodes and setbacks, Richardson still had plenty of things to be thankful for and proud of as the twenty-first century dawned. One of the most important and transformative was the arrival of DART (Dallas Area Rapid Transit) trains in 2002. In the more than two decades since DART arrived, the technology sector has rebounded with modern new business parks being built in close proximity to the tracks, clustered largely near the city's principal DART stations—Spring Valley, Arapaho, Galatyn Park, and City Line—bringing with them new jobs and consequently, new residents to occupy the modern new apartments and single-family homes that have likewise been constructed. Interestingly, one of the largest of these businesses campuses, recently opened at City Line, is owned by a company that has nothing to do with technology, State Farm Insurance.³⁶

The twenty-first century has also seen an expansion of city services and facilities in Richardson. In 2002, the Eisemann Center for the Performing Arts was opened, and in 2013, a new Aquatics Center, Gymnastics Center, and west side Recreation Center were all built, along with a new Fire Department Training Center. More recently, the original civic tract has been expanded into a large Public Safety campus, complete with a brand-new Fire Station No. One and Police Department building, near the intersection of East Main Street and Greenville Avenue.³⁷

Another relatively recent city project has been the designation of Richardson's oldest neighborhoods and business districts as the CORE, with plans for rejuvenation over time. Between 2019 and 2020, the City of Richardson widened East

Main Street, where it passes through Historic Downtown Richardson, creating a median strip complete with trees and new lampposts. The city also recently approved the construction of a new apartment block adjacent to the historic old downtown district. Unfortunately, these plans do not appear to include any effort to preserve the historic downtown buildings, some of which date back to the 1890s, "as is," nor has the City of Richardson shown much enthusiasm for proposals that were recently presented to it by the Richardson Historical & Genealogical Society, which include officially designating downtown as "historic" and erecting signage that would call attention to its historic character. The Historical & Genealogical Society is hopeful that that may change, however, now that a new administration under recently-elected Mayor Bob Dubey has taken office.³⁸

In May 2023, the citizens of Richardson not only elected a new mayor, but also approved the sale of bonds that will permit the construction of a new city hall, to replace the one that suffered fire damage in 2022,³⁹ and on Saturday, June 24, 2023, they celebrated their community's 150th anniversary with a four-hour-long celebration in Historic Downtown Richardson, adjacent to the DART tracks, in the same spot where the Houston & Texas Central Railway built a depot in 1873. From all reports, the affair was a success, reminding Richardsonites of their city's past while at the same time giving them a chance to look to the future, which if it turns out to be anything like the previous 150 years, will doubtless be something of which they can all be proud.⁴⁰ **L**

NOTES

- ¹*The Dallas Morning News* (hereafter DMN), January 17, 1896; Dallas County, Texas Deed Book U, 216-17.
- ²Dallas County, Texas Deed Book Y, 569.
- ³Steven R. Butler, *A Sesquicentennial History of Richardson, Texas, or, How a Tiny Railroad Town Became One of the Biggest Small Cities in Texas, Volume One: Rural Roots* (Richardson, Texas: Poor Scholar Publications, 2022), 117-119.
- ⁴DMN, May 16, 1892; Galveston Daily News, May 17, 1892.
- ⁵Butler, *A Sesquicentennial History of Richardson, Texas, Volume One*, 119-123; Steven R. Butler, *A Sesquicentennial History of Richardson, Texas, or, How a Tiny Railroad Town Became One of the Biggest Small Cities in Texas, Volume Two: Remarkable Rise* (Richardson, Texas: Poor Scholar Publications, 2022), 124.
- ⁶Butler, *A Sesquicentennial History of Richardson, Texas, Volume One*, 135 and 164-5.
- ⁷*Ibid.*, 167-71.
- ⁸*Ibid.*, 173-6, 180-7, and 197; Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 137-9.
- ⁹James Fred Rippy, *Bygones: I Cannot Help Recalling* (Austin, Texas: Steck-Vaughn Company, 1966), 69.
- ¹⁰DMN, September 7, 1907.
- ¹¹George Jackson, *Sixty Years in Texas* (Dallas, Texas: Wilkinson Printing Company, Publishers, 1908), 380.
- ¹²Butler, *A Sesquicentennial History of Richardson, Texas, Volume One*, 205-14.
- ¹³*Richardson Daily News*, March 25, 1966.
- ¹⁴*Richardson Echo*, August 28, 1925.
- ¹⁵Butler, *A Sesquicentennial History of Richardson, Texas, Volume One*, 188-90.
- ¹⁶*Ibid.*, 250-1.
- ¹⁷*Ibid.*, 219-24 and 263-6.
- ¹⁸*Ibid.*, 257-63.
- ¹⁹*Ibid.*, 272.
- ²⁰Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 2.
- ²¹DMN, June 28, 1925.
- ²²Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 5-15.
- ²³*Texas Almanac*: City Population History from 1850-2000 [<https://www.texasalmanac.com/drupal-backup/images/CityPopHist%20web.pdf>; accessed June 16, 2023.]
- ²⁴Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 257 and 265-6.
- ²⁵*Ibid.*, 266-7.
- ²⁶*Ibid.*, 267-8.
- ²⁷*Ibid.*, 268-70.
- ²⁸*Ibid.*, 105-10 and 125-132.
- ²⁹DMN, February 29, 1964, June 2, 1965, and July 4, 1966.
- ³⁰Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 146-8.
- ³¹*Ibid.*, 275-6.
- ³²*Ibid.*, 276-7.
- ³³*Austin American-Statesman*, October 26, 1989.
- ³⁴Butler, *A Sesquicentennial History of Richardson, Texas, Volume Two*, 278-80.
- ³⁵*Ibid.*, 279-82.
- ³⁶*Ibid.*, 281-3.
- ³⁷*Ibid.*, 283-4.
- ³⁸*Ibid.*, 246-8.
- ³⁹*Richardson Today*, June 2023.
- ⁴⁰Personal observation by the author.

The Country Estates of Preston Hollow

BY JACK WALKER DRAKE

“The Better Homes of America are gradually drifting away from the urban abode of restricted activity to the freedom, comfort, seclusion, and the individuality of the COUNTRY ESTATE,” stated Ira Pleasant De Loache in a 1935 real estate advertisement. De Loache described the country estate as a “trend . . . sweeping the country . . . especially in localities where proximity to important cities is favored.”¹

A man with a vision, De Loache purchased his first fifty-six acres in present day Preston Hollow little more than ten years prior. Even though some solely residential homes (not associated with a farm) existed in the area in the early 1920s, De Loache’s plan was to develop the area into an oasis outside the city, full of large, romantic, picturesque homes. The ultimate goal was to preserve the tranquil country environment, as prospective buyers were greeted by wooden signs in lots which stated “Restricted to Country Houses.”²

Two key advancements led to the idea of “the country estate”: the Industrial Revolution and the subsequent introduction and expansion

of the railroad. Trains allowed for the possibility to live in a rural area slightly outside of the big city, commuting in for a day’s work and then quickly exiting at day’s end, while the overcrowding and rising population of the cities created the demand to do so. Perhaps the most famous railway in the world, the London Underground, was originally created to serve such a purpose. The Metropolitan Railway of 1863 (now TFL’s Metropolitan Line), the first underground train in the world, transported commuters from busy London to “Metro-land,” a charming array of country-like suburbs plotted by the railway company and its subsidiary, perfectly dubbed “Country Estates.”³ In the U.S., this idea took off about the same time,



This house, built in 1938 at the corner of Glendora and Preston, was among the most picturesque of the Preston Hollow country houses. Often called “the house with the roses” because of the colorful flowers that spilled over its fence, it was demolished in 2022.

as the era of American Romanticism of the mid 1800s led to a re-appreciation of the country’s natural beauty and vast land. Writers such as Walt Whitman and Ralph Waldo Emerson praised the American countryside, while Henry David Thoreau in *Walden* claimed that he “went to the woods because [he] wished to live deliberately, to front only the essential facts of life.” Another author emphasized that “the uncharted territory of the outdoors was an escape from the societal constraints many railed against. Living in nature away from the industrialized and developed city offered the immense potential to live life freely and on one’s own terms.”⁴

A country estate can generally be defined as a grand, multi-structure dwelling on a large plot of land with some type of farm animal, surrounded by beautiful plants and gardens which isolated it from neighboring estates and homes. In addition to these key characteristics, there is another aspect of the country estates that made them stand out: the social aspect. Large properties with many activities and often spacious, screened-in porches provided the perfect setting for weekend events. The early American Country Estates were

built to serve this purpose, and some of the most famous Gilded Age families raced to build lavish country estates in Newport, Rhode Island; in the Berkshires of Massachusetts; and along the coast of Maine.⁵

A short trip of seven miles up the Cotton Belt Railway transported the Preston Hollow resident from downtown Dallas to a whole different world. The “Weeds-to Orchids-Development” of Preston Hollow, as one 1939 *Dallas Morning News* article named it, allowed for romantic, idealized living that combined the American countryside with the modern-day city living of 1930, creating a free, flexible, and laid back style of life for individuals who still wished to work in Dallas. The same article also called Preston Hollow “one of the richest and most exclusive residential areas in the south with fine country estates, a dozen private lakes and swimming pools, and rambling, informal roads,” also claiming “as a Park Avenue address in New York means social position and prestige, so does a Preston Road area address in



A family poses in front of its new Preston Hollow country home in 1938. Note the unpaved street. This area lacked sewer and water lines until after Preston Hollow was annexed by Dallas in 1945.

Dallas.”⁶ It was a nice mixture of city vs. country, combining the best of both worlds. Even today, when standing on these properties, it is easy to forget that you are in the heart of one of the busiest, largest cities in the world due to the peace and tranquility, a true testament to the developers, builders, architects, and residents of early Preston Hollow.

“We could have a horse. We had chickens during the war, people down the street had rabbits, and the people next door had turkeys, so we always had some meat for Sunday,” explained Margie Martin Vanderpool, daughter of Preston Hollow City Councilman Jack Tolliver Martin.⁷ Due to the large property sizes, lack of paved roads, and distance to stores, many residents utilized animals for food, milk and eggs, transportation, and recreation. Preston Hollow residents even took advantage of the country for sporting activities. Steve Watson of Park Lane recalls walking through the Caruth fields east of the neighborhood with his brothers and dog, and they “would shoot and hunt anything that moved.” And he remembers the children riding their bikes to the ponds in the western part of the neighborhood to fish.⁸

School life in country Preston Hollow also embraced the surroundings. Walnut Hill Elementary School had served the area since 1914, but

it often faced problems brought on by its rural location. Vanderpool explained how she felt like “the school was closed more than it was open” due to various problems, such as a rat dying in the water well which tainted the water supply, trouble keeping the building warm in the winter, and even students drinking vinegar during a factory tour field trip. Walnut Hill Elementary didn’t have a library, so students relied on the Bookmobile, a service of the Dallas Public Library that began



As children, Jane Horwits (Smith) and Peggy Horwits (Lohr) explored the fields around Preston Hollow. Much of the area remained undeveloped until after World War II.



The picturesque Preston Hollow country house at 6414 Mimosa combined a variety of traditional architectural styles and enjoyed a generous set-back from the street. Since its construction in 1938, trees have matured to provide plenty of shade.

in 1949 and came every two weeks. Despite this, longtime principal Shirley Welch, who helped the transition when D.I.S.D. took over Walnut Hill Elementary in 1946, loved field-trips, taking the students to pet the cows on the Dietrich Dairy Farm or to pick cotton in various farms around Preston Hollow due to a shortage of labor during World War II. Texas Country Day School, which opened in 1933 at the corner of Preston Road and Walnut Hill, also took advantage of its country location, allowing students to roam the fields during the school day.⁹

The original set of Preston Hollow homes encompassed a wide array of architectural styles, but many typical Preston Hollow “country estates” tended to combine American Colonial

architecture with a southern farmhouse twist, even though the early, famous country estates in other parts of the country followed the Queen Anne or French Renaissance styles. A variety of species of trees and meticulously landscaped lawns were common. Because the country estates featured smaller homes on expansive properties, many have been torn down, (including some of the more notable examples), while other monumental estates still stand.¹⁰

The following examples are a selection of just a few of the wonderful country estates that once stood or currently stand in Preston Hollow.

5950 Deloache

Built: 1924 (demolished 1995)

Owners: Ira Pleasant and Nelle Slaughter De Loache

Property Size: seven acres

5950 Deloache was built in 1924 for Ira P. De Loache, the developer of much of Preston Hollow, and his wife Nelle Slaughter De Loache. This property was part of the first fifty-seven acres De Loache purchased for development, and he kept these seven acres for himself. The home had stables, as the De Loaches loved to ride horses. Son James (Jimmy) Ira De Loache would ride a horse to school each day at Texas Country Day School. Chicken coops, gardens, a smoke house, and even a swimming pool graced the large property along the lake. In the late 1920s, the Dallas Country Club put in a swimming pool, one De Loache admired so much he had the same crew install a replica in his back yard. Residential swimming pools were uncommon at this time, even for the large estates. William J. De Loache, grandson of Ira and son of Jimmy, recalls that his grandparents “were somewhat self sufficient right there,” and this is especially true considering this home was built before running water reached Preston Hollow and over a decade before any commercial business reached the area. The original home, which was demolished in the mid 1990s, had a Preston Road street address. The home’s replacement carries on the legacy of the De Loache family and the original country estates of Preston Hollow. Built by John Sebastian and designed by architect Robert A. M. Stern, the second home is one of Stern’s few residential works around the world and the only one in Dallas. Stern describes it as “a perfect house, one of my best.” Its current landscape architecture and gardens preserve the tranquil, country environment for which Ira De Loache initially selected the property.¹¹

4644 Park

Built: 1931 (demolished 2014)

Owners: Dan and Anna Bell

Property Size: eleven acres

4644 Park was built in 1931 for Dan and Anna Bell. This home was one of the most notable country estates in the neighborhood, considering it originally sat on eleven acres along Bachman Creek. The home was built following suggestions from *House & Garden* magazine’s modern country home plans. The design was American Colonial, and the home boldly featured large dormers, paneled maple walls, a French fireplace, and an extra large living room. Many of the trees on the property were native, which was rare for the neighborhood. All of the home’s owners were proud of the property’s natural beauty and added their own touches to keep the country feel alive, even until its demolition in 2014. As members of the Dallas Garden Club, Dilworth Scott Hager and Florine Hager planted countless redbud trees on the property, and Florine even led a charge to plant the trees all along Park Lane and throughout the neighborhood. The third and final owners, Frank August Schultz and Henrietta Schultz, were members of the Southern Garden Club and owned the property for over sixty years. At the time of Henrietta’s passing, it was one of the most expensive homes in Dallas with 10,000 square feet and six bedrooms.¹²

4952 Northwest Highway

Built: 1931 (demolished 2006)

Owners: Joseph Earl and Anna Lawther

Property Size: eight acres

4952 Northwest Highway was built in 1931 for Joseph Earl and Anna Lawther by R. L. Ferguson (contractor) and B. G. Scallon (architect). Joe Lawther, a former mayor of Dallas, made headlines and brought attention to Preston Hollow when he built this home. The eight-acre property featured a lake made by damming up the creek. Of colonial design, the home was built on a hill with a slate roof, a six-foot-wide fireplace, and colonial details



This house at 6338 Meadow, constructed in 1934, was one of the first east of Preston Road.

such as doors, chandeliers, and molding. The home featured a basement, as well as a lodge for his son next door, which has also been demolished. Joe Lawther served as the first mayor of the town of Preston Hollow when it incorporated in 1939.¹³ The home was demolished and the address of the current home built in 2007 is 5013 Southbrook. (Note: Even though this property is in present day Bluffview, it was considered part of Preston Hollow at the time.)¹⁴

6338 Meadow

Built: 1934

Owners: W. E. and Edith Palmer

Property Size: .85 acres

6338 Meadow was built in 1934 for W. E. and Edith Palmer. This home was one of the first built in the 1930s in the Preston Road Estates

part of Preston Hollow (or present day Preston Hollow North). Few homes already existed from the 1920s. The home is traditional Tudor style, but it features stone instead of the typical brick. It originally contained two bedrooms, two bathrooms, and a large sun room/porch in the rear. The Palmers sold the home within the first year to R. B. and Edith M. Hill of the Hill Tire Company for \$8,000. The western part of the property was sold in 1949 to Marshall Ham, creating 6326 Meadow. Fun fact: in the early 1940s when Preston Hollow Police Officer Leroy Trice was attempting to raid a home across the street, he positioned Mr. Hill in his upstairs window in case anything went wrong.¹⁵



Known as “Sunnyslopes,” this French Norman house was built in 1936 for Morton and Adah Marr.

9511 Inwood

Built: 1934

Owners: Morton Howard and Adah Marr

Property Size: three acres

9511 Inwood, commonly known as “Sunnyslopes,” was built for Morton Howard and Adah Marr in 1936. The architect is unclear, as various sources list either Mark Lemmon or Fonzie Robertson. The name Louis Cerf is also listed, possibly making him a contractor involved. The home is French Norman, originally with three bedrooms, unique brickwork, a large purple gable, a guest house, and a unique wood paneled study which protrudes diagonally from the southeast corner of the home. When son Ray Marr took over the home, he added a workshop and film production building, as well as a large family room to the west of the original home.¹⁶

5324 Northwest Highway

Built: 1935

Owners: Alvin Charles and Bernice Raines

Property Size: three acres

5324 Northwest Highway was built in 1935 for Alvin Charles and Bernice Raines by Dan McElveen (contractor), Richard Lovell Edgeworth and John D. Carsey (architects), and landscapers Koch and Fowler. The Raines desired that this home, a wedding gift from Bernice’s parents, reflect their proud English heritage. They traveled to England to acquire various items, such as a door knocker from an English castle, and to research designs of English Tudors to incorporate into their own home. In order to enhance the English style, the Raines acquired a brass bell with iron support from Hammacher Schlem-



Designed by the noted Dallas architectural firm Lang & Witchell, this English Tudor house at 5414 Northwest Highway was built for Dan and Beulah McElveen. It has served as a school since 1970.

mer in New York, iron fixtures from Potter Iron Works, a coat of arms from A.C.'s mother's family, and even a pipe organ in the "Great Room," a treasure of Mrs. Raines (which required five miles of wiring). The home also featured a large library, many fireplaces, and a workshop for Mr. Raines. A. C. Raines was a member of the Preston Hollow City Council. The Raines sold the home to Troy C. Bateson and family in 1949, who later donated it to the Baptist Foundation. In 1986, the home was acquired by Lovers Lane United Methodist Church which, with the help of Jan Maxwell Killen and Alvin & Bernice Raines, restored and transformed the home into its Center for Spiritual Development. (Note: This home was considered part of Preston Hollow at the time of construction.)¹⁷

5414 Northwest Highway

Built: 1935

Owners: *Dan Outlaw and Beulah May Daugherty McElveen*

Property Size: 1.5 acres

This home was built in 1935 for Dan and Beulah McElveen. Linskie & Witchell were the architects, and Dan himself was probably the contractor, since he was the contractor for many other homes in the area. The eye-catching Tudor stands out due to its unique brick, stucco, and fieldstone exterior. The inside was stylish, with knotty pine, circular molding, and large fireplaces throughout the home. In 1970, English immigrant Trisha M. Fusch, intending to bring the traditional English primary school and Montessori methods to Texas,



This house at 6423 Glendora, built in 1935, is an example of ranch-style houses frequently built in Preston Hollow. Like other survivors, it has been enlarged and remodeled frequently.

opened the Meadowbrook School in the home, where it remained until its relocation in 2023. That year, a new school, the Compass School of Texas, opened its doors in this property, beginning with Pre K – second grades, and planning to open through the eighth grade. (Note: This home was considered part of Preston Hollow at the time of construction.)¹⁸

6423 Glendora

Built: 1935

Owners: *Martin M. and Jane C. Van Brauman*

Property Size: .43 acres

6423 Glendora was built in 1935. The Van Brauman family was an early owner of the home, but it is unclear if they were the original owners. This home, originally containing only two bedrooms and one bathroom, is a beautiful example of the smaller country estates built in the neighborhood. Visitors entered the home via a front porch that opened into the main living room with a fire-

place, arched doorways, and built in-shelves. The left wing contained the dining room and kitchen, while the right housed the two bedrooms and bathroom. Both wings had bay windows on the front, which are still present today. A sun room/porch was located behind the living room. The farmhouse-style home was painted white, and it is one of the few homes in the neighborhood with real wood siding. The home, now painted red, has seen many renovations and additions over time, practically doubling the size of the original house. Many similar ranch-style homes were built throughout the neighborhood, even though some of the later ones did not retain the country feel.¹⁹

6007 Glendora

Built: 1938 (demolished 2022)

Owners: Lee and Salome Travis

Property Size: .599 acres

6007 Glendora was built in 1938 and later sold to the Travis family. This family and their descendants would occupy the home until its demolition. Few homes fit the mold for the American country estate better than this one. Commonly known around the neighborhood as “the house with the roses,” this home was perhaps the most famous country estate in Preston Hollow due to the roses that lined the property for many years, its staple wood cross fence, and large trees. The inside was very colorful, with a wood paneled office, a yellow kitchen, a large screened-in porch with an intricate floor pattern, different wallpaper throughout the house, and bathrooms with vibrant tiles. The home also featured a large pool and poolhouse, which doubled as a severe weather shelter.

Lee Travis, an oilman, was often away in East Texas while his wife Salome was house-hunting alone in Dallas. In 1946, she wrote a letter to her husband, claiming, “I’ve found the most lovely country estate,” and this sentence started the family’s seventy-five-year journey in this headline-making home. Daughter and son-in-law Jean and David Witts, a PBY Catalina pilot in the Pacific Theatre of WWII and author of *Forgotten War Forgiven Guilt*, and their daughter Elaine moved into the home, continuing the tradition of maintaining the roses and trees. The home constantly gained attention of passersby, many of whom stopped and asked the Witts for permission to have their photos taken in front of the home or simply to pick a rose as a keepsake. *D Magazine* writer Claire Collins stated that during car rides when she was “just tall enough to see out the back window, [she’d] look for the roses. If [she and her mother] went a different route, [she’d] ask where they were. The house seemed like a palace to [her] wide little eyes.” The house and its roses were featured in many publications, such as the *Fort Worth Star Telegram* and *Dallas*

Ft. Worth Home/Garden, the latter stating, “[Mrs. Witts’] flowers will stop traffic.” 6007 Glendora assumed the national stage in the 1960s when it was featured in *Southern Living*. Finally, the home’s demolition and lasting significance were covered by Claire Collins in *D Magazine*. Elaine and her husband John Hansen helped her mother maintain the home until the very end, when Jean passed away at almost 100 years old.²⁰

5817 Lakehurst

Built: 1945 (demolished 1995)

Owners: William Crenshaw (Dub) and Nell Bolanz Miller

Property Size: 8.5 acres

“Roads End Acres” was built in 1945 for W. C. (Dub) and Nell Miller and was their second home in Preston Hollow (they previously lived in a smaller home on Meadow). The architect of this plantation-style home was Will Richter. The property featured a “grandmother’s home,” a tennis court, pool, and several horse corrals. Dub Miller was an avid horse enthusiast, possessing champion Arabian horses. Miller was one of the most famous residents of early Preston Hollow due to his positions as a founder of Preston Hollow Presbyterian Church, member of the Dallas City Council (after Preston Hollow was annexed), and board member of Austin College in Sherman, among many others. In the 1990s, the Miller estate was broken up and the main home demolished, but a horse stable with a mural still stands at 5813 Dexter Drive.²¹ **L**

NOTES

¹Ira P. De Loache, Advertisement, *The Dallas Morning News* (hereafter cited as *DMN*), October 1, 1935, p. 16.

²Peter Flagg Maxson, “Early Preston Hollow,” *Legacies: A History Journal for Dallas and North Central Texas* 14, no. 2, Fall 2002.

³“Metro-Land and London’s Suburbs,” *Sky HISTORY TV Channel*, www.history.co.uk/history-of-london/metro-land-and-londons-suburbs www.history.co.uk/history-of-london/metro-land-and-londons-suburbs.

⁴“American Romanticism: Definition & Examples | StudySmarter,” *StudySmarter US*, www.studysmarter.us/explanations/english-literature/american-literary-movements/american-romanticism/ www.studysmarter.us/explanations/english-literature/american-literary-movements/american-romanticism/.

⁵Evangeline Holland, “The American Country House.” *Edwardian Promenade*, April 20, 2009, www.edwardianpromenade.com/architecture/the-american-country-house/ www.edwardianpromenade.com/architecture/the-american-country-house/. Accessed June 3, 2023.

⁶“Preston Hollow Incorporation Plan Climaxes Weeds-to-Orchids Development,” *DMN*, September 24, 1939.

⁷Margie Vanderpool, Interview with author, April 19, 2023.

⁸Steve Watson, Telephone interview with author, May 22, 2023.

⁹In 1940 Texas Country Day School moved farther north to 10600 Preston. It later merged with the Cathedral School to form St. Mark’s School, still at that location. See “Texas Country Day School,” in the *Handbook of Texas Online*.

¹⁰For more on the historic homes of Preston Hollow, see Jack W. Drake, *Preston Hollow: A Brief History* (Charleston, SC, The History Press, 2021).

¹¹William J. De Loache, Telephone interview with author, May 22, 2023; Narr8 Media. “\$33.5M Dallas Estate.” www.youtube.com/watch?v=U0ptunrBMd0 . www.youtube.com/watch?v=U0ptunrBMd0, May 16, 2015, accessed May 2023.

¹²“Country Home Suggested by ‘House and Garden’ Being Erected in the Preston Road District,” *DMN*, November 1, 1931, p. 3; Nancy Richey Ranson, “Redbud Trees Create Many Lovely Vistas,” *DMN*, March 30, 1949, p. 12.

¹³Preston Hollow existed as an independent town from 1939 to 1945, when its residents voted to be incorporated into Dallas. See Maxson, “Preston Hollow,” 31–32.

¹⁴“Real Country Place Former Mayor’s New Home,”

DMN, December 13, 1931, p. 2; “Lawther’s Home Starts Building for New Section,” *ibid*.

¹⁵History of 6338 Meadow Road.

¹⁶“Three New Residences in Preston Road District,” *DMN*, May 27, 1934, p. 10; “Ray Marr Obituary (1930 - 2021) - Dallas, TX - *DMN*” Legacy.com, October 26, 2021, obits.dallasnews.com/us/obituaries/dallasmorningnews/name/ray-marr-obituary?id=21967400 obits.dallasnews.com/us/obituaries/dallasmorningnews/name/ray-marr-obituary?id=21967400, accessed June 3, 2023; Susan Baldwin, Interview with author, February 19, 2023; The Baldwin Group, “HYPERLINK “x-apple-data-detectors://23” 9511 Inwood Road,” *Allie Beth Allman & Associates: A Berkshire Hathaway Affiliate*, November 19, 2023.

¹⁷“Old English Style Marks Home,” *DMN*, February 23, 1936, p. 10; Jan Maxwell Killen, “Home’s History Gives Center Rich Legacy,” *The United Methodist Reporter*, April 25, 1986, pp. 1, 5. Lovers Lane UMC Dallas.

¹⁸“Breakfast Room of Knotty Pine,” *DMN*, April 21, 1935, p. 11; “Our History-Meadowbrook School,” www.meadowbrook-school.com/about-us/our-history.cfm www.meadowbrook-school.com/about-us/our-history.cfm. Accessed June 4, 2023; compasschooltx.org; Shelly Sender and Frances Mitchell, Interview with author, June 6, 2023.

¹⁹John and Christy Kidwell. Interview with author. May 30, 2023; Anne McDonald Davis. “Little House on the Prairie,” *Preston Hollow Home & Heritage*, 2001, pp. 20, 21, 22, 23, 30, 32, 33.

²⁰John and Elane Witts Hansen, Interview with author, January 13, 2022; Karen Muncy, “Mrs. Witts’ Roses,” *Dallas Ft. Worth Home/Garden*, October 1979; Claire Collins. “The House with the Roses.” *D Magazine*, May 11, 2022, www.dmagazine.com/publications/d-magazine/2022/may/the-house-with-the-roses/ www.dmagazine.com/publications/d-magazine/2022/may/the-house-with-the-roses/, accessed June 3, 2023.

²¹Lasandra Miller, Correspondence with author, June 4, 2023.



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The Myths of the DFW Rivalry

Panelists

Robert B. Fairbanks
Darwin Payne
Richard Selcer

Moderator

Walter L. Buenger
Chief Historian,
Texas State Historical Association

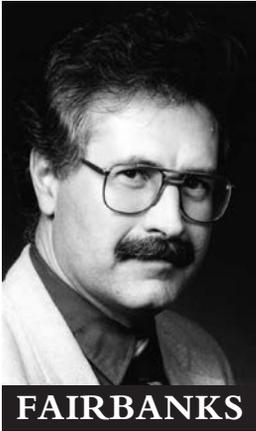
This panel discussion took place at the 24th Annual Legacies Dallas History Conference on the seventh floor of the J. Erik Jonsson Central Library on January 28, 2023. The conversation has been edited for space and clarity from a transcript by Stephen Fagin, Curator, The Sixth Floor Museum at Dealey Plaza.

BUENGER: I'm going to introduce the panelists today and let each of them speak for a few minutes. I asked them to think about the myths and reality of the competition between Dallas and Fort Worth and also provide a glimpse of where they are coming from in terms of their backgrounds. I'll start with Dr. Robert B. Fairbanks, who holds a Ph.D. from the University of Cincinnati. He's an urban historian and former chair of the history department at the University of Texas at Arlington. He's now professor emeritus at UTA, where he taught for thirty-nine years. While at UTA, he created a popular course on the history of the DFW metroplex and was part of the storyboard team for the Old Red Museum of Dallas History and Culture. He has written or co-edited seven books, including *For the City as a Whole: Planning, Politics, and the Public Interest in Dallas, Texas, 1900-1965*, published by the Ohio State University Press (1998). His most recent book, entitled *The War on Slums in the Southwest*, was published in 2005 by Temple University Press. He's also served on the editorial board for *Legacies* and has written numerous book chapters and articles on Dallas topics.



Left to right: Robert B. Fairbanks, Darwin Payne, Richard Selcer, Walter Buenger

FAIRBANKS: It's good to be with these panelists and see all of you here today. In some ways, I'm the outsider of this group. I think I'm the only non-Texan here, though I've lived here for what seems like a long time, more than forty years. It's interesting that I'm an outsider because while most of you here are local historians or interested in local history, I see myself as an urban historian who specializes in looking at Dallas and Fort Worth. And the reason I make that distinction is because urban historians, when we teach, we try to teach students about the similarities that all cities have while getting away from the kind of uniqueness that makes this a special place. Dallas and Fort Worth, you know—this is a unique situation here. And in my study, because I've done a lot about southwestern cities, we kind of follow the tradition of what other cities are doing in a variety of ways. I used to teach a course on the Dallas/Fort Worth metroplex and used DFW to identify the big urban issues that these cities deal with over time. I call it symptomatic history. And so, my focus is going beyond narrative history to hook it up with a larger sense of urban history.



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Let me tell you a story about my introduction to Dallas/Fort Worth when I was about thirteen or fourteen years old. I was an avid Chicago Cubs baseball fan—before this became popular, by the way, because I had to suffer through the ‘50s and ‘60s when they were really pretty terrible. Anyway, because of that and because there was no ESPN, or any cable for that matter, I couldn’t keep track of the Cubs very well. So, I got this weekly *Sporting News* and was able to follow the Cubs. For a while in the 1960s, the Cubs were training here, and they were the first people to go into the new Turnpike Stadium in Arlington. It was a minor league stadium before it became a major league stadium. As a Cubs fan, you always had to look in the *Sporting News* to see who was in the minors because the major league players were pretty terrible at the time. So, I was kind of interested when I saw that they were now a team called the Dallas-Fort Worth Spurs. And I thought, well, that’s interesting, these two cities are cooperating like that to have this minor league team. So, I always had this vision of Dallas and Fort Worth working together all the time. Well, guess what? We know that’s not the reality.

One of the things we were asked to do today is talk about how our notions of Dallas and Fort Worth have been altered over time. When I came down here, I realized that the friendly, cooperative relationship that I thought was going on did not exist at all. We lived in Arlington, so we got to see both sides of the argument. When I talked to people in Dallas, you know, they’d say, “Oh, there’s nothing to do in Fort Worth. You don’t want to go there.” And then when I’d talk to someone from Fort Worth, they’d say, “If you go to Dallas, you’ll get robbed.” So, right from the beginning I knew there was a lack of friendship between the two cities. The fact is that exceptionalism is sometimes overdone here. Dallas and Fort Worth are not the only two cities that have had rivalries and don’t like each other. For example, Houston and Galveston distinctly disliked each other. Cincinnati and Lexington did not like each other. My favorite story is St. Paul and Minneapolis, which are just across the river from each other. Back in the 1880s, they were very concerned about the U.S. census because St. Paul, which was the capital city, was kind of losing out. And the census enumerators in St. Paul were accused of miscounting people and giving people more than they should’ve had. Well, Minneapolis sent a bunch of policemen over there and threw them in jail. I

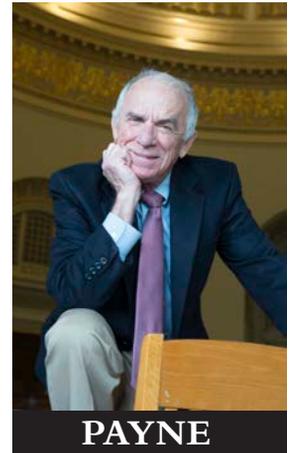
don't remember that ever happening in Dallas/Fort Worth, but there's always been this rivalry.

BUENGER: Our second panelist is historian and journalist Darwin Payne, who I'm sure many of you know. A lifelong Texan, he has spent a career writing, reporting, and teaching about the state. He is the author of numerous books about Texas and some of its most prominent individuals. His books include his recent history of SMU, *One Hundred Years on the Hilltop* (2016), as well as *Big D: Troubles and Triumphs of an American City in the 20th Century* (1994) and biographies of Judge Sarah T. Hughes, attorney Louis A. Bedford, Jr. and Dallas mayor J. Erik Jonsson, who was also one of the founders of Texas Instruments. His biography, *Owen Wister: Chronicler of the West, Gentleman of the East* (1985) won the Texas Institute of Letters Award for the year's best scholarly book. In his reporting career, he worked for the *Fort Worth Press* and the *Dallas Times Herald* and was a television reporter for the groundbreaking *Newsroom* program on KERA. As a teacher, he is professor of journalism emeritus at Southern Methodist University, where he taught for thirty years. He holds a bachelor's degree in journalism from UT Austin, an MA from SMU, and a Ph.D. from UT.

PAYNE: I see this is the 24th *Legacies* Dallas History Conference, and I just want to thank Mike Hazel for launching it and keeping it going for so long. I notice the title of our panel discussion is "The Myths of the DFW Rivalry." But I think it is not a myth. There has been very strong rivalry through many years, although not so many now since we've become just one general community. I guess I represent Dallas, and Bob, you represent...?

FAIRBANKS: Arlington. So, nobody likes us.

PAYNE: OK. You're caught in the middle. I've lived here in Dallas since I was six months old. My parents brought me here from Kaufman County. So, I've watched the city and appreciated it all this time. I remember the times when you might be in a movie theater when a character in the movie says, "Well, we're going to Dallas next week." As soon as the word "Dallas" was



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mentioned, everybody would start applauding in the theater. It was great! After the Kennedy assassination, there was dead silence. Now, of course, it's so big that it's mentioned all the time. So, I'm eager to get on with the discussion. That's enough from me.

BUENGER: Our third panelist is Richard Selcer, a Fort Worth native, who has taught and written history for fifty years. He received his BA and MA degrees from Austin College and his Ph.D. from Texas Christian University in Fort Worth in 1980. He's taught all over the world, including Jarvis Christian College in Hawkins, Texas; Yankton College in South Dakota; Tarrant County College; International Christian University in Vienna, Austria, and Kiev, Ukraine; and City University in Bulgaria. He's currently an adjunct professor at TCU. He's written thirteen books and published more than fifty articles in popular magazines and scholarly journals. He's got a book coming from TCU Press this year entitled *Fort Worth, Texas: That's My Town! A Young People's History* (2023). He's also a member of the Tarrant County Historical Commission and conducts walking tours of downtown Fort Worth.

SELKER: I'm here representing Fort Worth in this nest of Dallasites. I just want to go on record that I did not say "nest of vipers," but it's the same difference. [audience laughter] In Fort Worth, we like to say the difference between niceness and arrogance is the Trinity River, and you can spin that either way you want to. The topic of my focus, interest, and research is the rivalry between Dallas/Fort Worth but the myth also. Bob already mentioned Minneapolis/St. Paul, though another one you didn't mention is Sherman/Denison. I went to college in Sherman, and Sherman/Denison never had anything nice to say about each other. In the case of Dallas/Fort Worth, it's been blown up into larger-than-life, mythic proportions for a couple of reasons. One is because it's fun. Another Fort Worth saying is, "Flush twice. It's a long way to Dallas." [audience laughter] But the rivalry goes back to the beginning. If you go back to the pioneer time before the Civil War when settlers were coming west, when they got to Dallas, Dallas people warned them, "Don't go west to Fort Worth. The Indians will kill you." The railroad got as far as Dallas in 1873 and then died, and it wasn't until three years later in 1876 that Fort Worth got the railroad. One of our big stories is that of the sleeping panther. If you look at a Fort Worth policeman's badge, you'll see a recumbent panther. It's on all sorts of things. I went to Paschall High School, and we were the Paschall Panthers. Well, that story was created because a Dallas

Nothing irritates Fort Worth people more than when flight attendants on airlines nowadays say, “We’ll be landing at Dallas.” It’s not the Dallas airport! It’s Dallas Fort Worth International Airport. And whoever said it has to be Dallas/Fort Worth as opposed to Fort Worth/Dallas?

lawyer named Robert Cowart went to Fort Worth and reported that Fort Worth was so dead that somebody had seen a panther sleeping in the middle of the street. Well, the story wasn’t true, but it made a great story. And so, remember what your mother told you growing up? If they give you lemons, squeeze it and make lemonade. So, Fort Worth adopted this image that we were Panther City. Later on, we got a minor league baseball team called the Fort Worth Panthers. And it went on and on and on—a natural rivalry that got blown out of proportion or into mythic size.

Among the people that really promoted this myth of Dallas being horrible is Amon Carter, though a lot of what was attributed to Amon Carter and his hatred of Dallas at the time of the Frontier Centennial in 1936 was actually the creation of Billy Rose. There’s a book by Jacob Olmstead called *The Frontier Centennial: Fort Worth and the New West* (2021). According to his research, in the beginning Fort Worth and Dallas were getting along fine. Dallas would get the official Texas Centennial celebration, and Fort Worth would put on a Frontier Centennial. Well, when Billy Rose got to Fort Worth, one of his ways of promoting and stirring up interest and raising money was to talk about how horrible those Dallas people were. “Don’t go to Dallas. Come to Fort Worth.” So, a lot of what Billy Rose did gets credited to Amon Carter. However, it goes back before that. B. B. Paddock, a great editor and mayor of Fort Worth, never missed a chance to take potshots at Dallas. And today, Bud Kennedy, one of the last remaining columnists at the *Fort Worth Star-Telegram*, still loves stirring that up.

In 1889, Fort Worth created the Texas Spring Palace as a rival or answer to the State Fair in Dallas. And we were very proud of the Texas Spring Palace, right up to the point when it burned down in 1890. Dallas and Fort Worth fought into the twentieth century over federal money. If you look at New Deal spending, look how much went into Fort Worth versus what went



In Fort Worth, we like to say the difference between niceness and arrogance is the Trinity River, and you can spin that either way you want to.

First, early on the rivalry did not exist. I believe Dallas was founded in 1841 and Fort Worth in 1849. They worked together for a good many years to make the Trinity River navigable.

into Dallas. Texas was a prime receiver of New Deal funding because if you had connections in Washington, D.C. you got more money. Dallas and Fort Worth played that up to the hilt. How about sports teams? In Fort Worth, we still love to brag about how much better TCU is now than SMU. That hasn't always been the case. Fort Worth got Camp Bowie in 1917, which could've gone to any other city, including Dallas. Fort Worth pulled strings and got Camp Bowie, which was a great addition. We got the bomber plant in 1941. We were the home of the B-24. I want to wrap up my part because, if I'm not careful, I'll go on about the superiority of Fort Worth for another two or three hours. Nothing irritates Fort Worth people more than when flight attendants on airlines nowadays say, "We'll be landing at Dallas." It's not the Dallas airport! It's Dallas Fort Worth International Airport. And whoever said it has to be Dallas/Fort Worth as opposed to Fort Worth/Dallas?

PAYNE: Well, it was Dallas's initiative to have the airport.

SELCER: Uh-huh. I'd also like to point out in a slightly more morbid fashion that Fort Worth gave John and Jackie Kennedy a big welcome in 1963. [audience groans] We welcomed them, were kind to them, and then we sent them off to Dallas. I'll end by saying that Fort Worth has hospitality and western history while Dallas has that stupid TV series and an assassination.

PAYNE: Well, let me say this.

SELCER: See? Dallas always has to get in the last word!

PAYNE: First, early on the rivalry did not exist. I believe Dallas was founded in 1841 and Fort Worth in 1849. They worked together for a good many years to make the Trinity River navigable. Later the trouble came over the airport, of course, because Love Field was prospering so much. Love Field was trying to take away routes from Fort Worth. So, there was great competition, lawsuits, and all sorts of complaints being made. That's when the rivalry became very serious because the economic future was at stake for those two cities.

SELCER: There are areas of cooperation. My primary focus for years has been law enforcement, and one of the things that gets overlooked is that Dallas and Fort Worth law enforcement cooperated going way back. When somebody wanted in Dallas was grabbed by the Fort Worth police, we'd tell them so they could come get him. Sometimes, we'd even deliver him to Dallas. If somebody wanted in Fort Worth was collared in Dallas, same thing, they would either call us or bring him over. This went on for years. So, there has been cooperation on various things. You'll remember a few years ago that Dallas and Fort Worth cooperated on a bid for the Olympics. Obviously, we didn't get the Olympics, but there was cooperation there. And again, one reason we have the rivalry is that it makes for great media, and it's fun.

BUENGER: I think Rick and Darwin both made good points that it's a mistake to look back from the present to the past and say there's always been competition. We've already had some examples of cooperation. So, for a more nuanced view, Bob, starting in the 1840s or '50s and coming forward, how has this changed?

FAIRBANKS: I'm caught up in this now! I do want to point out that the rivalry was pretty strong early on over railroads generally. When the Santa Fe, which was part of the larger rail line, wanted to put a train in North Texas, they wanted to have Dallas and Fort Worth bid against each other, thinking that they could maybe jack up the prices. Well, Fort Worth raised so much money that, instead of waiting to have this offered to both cities, they would just offer the money. And the Santa Fe took it, of course, because it was ridiculously high. This is when Paddock locked up a bunch of rich people and said, "You're not getting out of here until we raise this money." The rate was so high that Dallas never even got a chance. So, I would suggest that is a little sneaky. So much for the morality of Fort Worth. I also want to point out that Dallas was in a position to outlaw prostitution when the 1936 Frontier Centennial occurred in Fort Worth. Fort Worth was so wide open that Dallas rescinded all prostitution laws because it knew that that had to be available for the guests. Just remember, Fort Worth is not necessarily the place we think it is all the time. [audience laughter]

That said, Dallas and Fort Worth have cooperated in a number of ways. Arlington benefitted tremendously from cooperation about major league baseball. Both sides wanted baseball, and they understood that the only way that the Dallas/Fort Worth area was going to get baseball was to, in fact, do it together because the numbers would then look better for the people who were investing in the ballparks. And so, they ultimately did work together. Longtime Arlington mayor Tom Vandergriff once told me that they actually



I think Rick and Darwin both made good points that it's a mistake to look back from the present to the past and say there's always been competition. We've already had some examples of cooperation.

wanted a joint Dallas and Fort Worth baseball field, but the problem with that is that Dallas is located in Dallas County while Fort Worth is in Tarrant County. At that time, it was illegal to sell bonds for both cities. Of course, myths sometimes came out of Vandergriff's mouth, but the idea was that part of the field was going to be Dallas, another part was Fort Worth, and then Arlington would have some. Even before the legal issues were raised, they knew it would be a problem if any players fought in the ballpark. Where would they take them? The point is that they were both very committed to a plan that would only work by working together. They were still rivals and definitely would've taken advantage any way they could to get the upper hand. But they understood that this was a valuable approach. Being in Arlington, I made the drive over here on the Dallas-Fort Worth Turnpike. The state didn't have money to build the road that was necessary to get people from Dallas to Fort Worth faster. They came up with the idea of getting a turnpike authority, and both sides lobbied like crazy for this. The result was connecting Dallas and Fort Worth much quicker while also benefitting Arlington and other places.

PAYNE: My first job in journalism was in Fort Worth. I went there in 1960 to work for the *Fort Worth Press*, a progressive and rather sensational daily tabloid. Having grown up in Dallas, the first difference I really noticed was that businessmen in Fort Worth wore cowboy hats. In Dallas, they wore snap-brim fedoras. That was quite remarkable, and I think it's still true to a great extent. You had Fort Worth looking west with the *Star-Telegram* having a great circulation west of Fort Worth. Dallas looked east to the financial establishment, and *The Dallas Morning News* circulation was towards the east primarily. Now, as far as the rivalry goes, I'll talk about a few instances of rivalry. It was a fun when you had SMU versus TCU. Those were always big games. You also had minor league baseball. You had the Double-A Dallas Rebels and Fort Worth Cats. The Cats were the minor league team for the Brooklyn Dodgers. The Rebels, later called the Eagles, were for the Detroit Tigers. That was an important rivalry. And of course, they were rivals for the 1936 Texas Centennial. Dallas won despite great odds. You know, Dallas had not even been founded in 1836. As competitors, you had San Antonio with the Alamo and Houston with the San Jacinto battlefield. Dallas, however, had three bank presidents who put on the drive for Dallas and did a sensational job. Fort Worth dropped out of the race early on.

FAIRBANKS: This drove Amon Carter crazy. I mean, he was really upset once Dallas got it.

PAYNE: Fort Worth was a one-man town with Amon Carter, who started the *Star* and then bought the *Telegram*, which merged together. He also had

WBAP-TV and Radio. The airport built in the middle between the two cities was unofficially named Amon Carter Field. Unfortunately, they couldn't get passengers, though they did get more mail delivery, which was important in the early years for the airplane industry. They also had a couple of federal agencies like the CAA and FAA in Fort Worth. They favored Fort Worth because they liked a mid-cities airport. And they managed to get the post office to start bringing a lot of Dallas mail to Meacham Field in Fort Worth and maybe Amon Carter Field. Dallas threw a fit over that because the mail was going past Love Field over to Fort Worth.

SELCER: I'd like to quote Amon Carter that "Fort Worth is where the West begins, and Dallas is where the East peters out." Bob was talking about the railroads. Between 1930 and 1932, Texas and Pacific Railroad did a huge building project in Fort Worth and constructed what became the T&P terminal, which had T&P offices on the top eight or ten floors. The president of T&P was John Lancaster, who lived in Dallas and refused to move. So, he drove to Fort Worth whenever he wanted to go to the T&P offices.

PAYNE: Well, another thing that brought Dallas and Fort Worth together was growth of the suburbs and the fact that small towns have grown up around both cities. They've really merged into one great metropolitan area. Statistics show, I'm told, that Dallas-Fort Worth in the next decade will be bigger than Chicago. So, we'll be like number three in the nation.

BUENGER: Well, let's jump ahead. Is it even possible to talk about many differences between Dallas and Fort Worth, beyond these memories of past fights, given that Arlington and other places now connect them?

PAYNE: If you read *The Dallas Morning News* today, you have almost as much news about Fort Worth as you do Dallas. So, the *Morning News* is treating the two towns as one.

FAIRBANKS: Well, I take the darker view of this completely because Dallas and Fort Worth shouldn't be rivals against each other because they're getting blown away by the suburbs. The suburbs are taking their population and their money. That becomes a really serious issue. Where I think Dallas, and Fort Worth in some ways, really messed up was with liberal annexation laws. After World War II, Dallas went after all sorts of territory, thinking that this would solve their problems. But the problem with annexation laws was that any home rule city had the power to annex. So, the suburbs got frightened, incorporated, and started annexing. That's why Arlington has more than one hundred square miles of territory now. We have these big chunks that are creating their own industries. You know, the initial threat was we were losing a lot of the white population to the suburbs because of segregation. Arlington,

I think perhaps the major factor bringing the cities together was DFW Airport because, after all, the City of Dallas and the City of Fort Worth are co-owners of the airport. When they came together on that, they had to cooperate.

which was just a little farm town not that long ago, now has major sports venues. This benefits the whole region, but there's a mentality now. We don't think about the metropolitan region as much as we should. Planners were begging to have county planning for years, and it never really took place. I would argue that things are more unified on the map because there's not a lot of open space, though I think there are serious problems about what has happened. And Frisco now has a tremendous number. Where did those people come from? Of course, a lot of them came from out of town, but a lot of people moved to Frisco for different reasons. This bothers me as a historian and as someone who just thinks about our priorities.

PAYNE: I think perhaps the major factor bringing the cities together was DFW Airport because, after all, the City of Dallas and the City of Fort Worth are co-owners of the airport. When they came together on that, they had to cooperate. The reason Dallas got started on DFW Airport was the Kennedy assassination and Erik Jonsson. All the Dallas leaders at that time had fought fiercely for Love Field against Fort Worth. They picked Jonsson to be mayor after the assassination, and they wanted to improve the city's image. Jonsson insisted on the midway airport. He had lots of opposition because they were so protective of the city's reputation. But they said, "OK, if that's what you want, that's what we'll do." That brought the two cities together and ended the airport feud.

FAIRBANKS: Well, remember the mandate was from the federal government.

PAYNE: Up to that point, we had always fought the federal government.

FAIRBANKS: OK, but one of the reasons why Dallas disliked Fort Worth was because Fort Worth was being funded, you know. Carter Field got more federal funds, and they were worried about that. The enmity between Dallas and Fort Worth was tremendous at that time. I've made a ridiculous argument that Dallas conservatism and anti-federal government was not about



government intervention in civil rights, which is wrong clearly, but they were so mad at federal regulations taking routes from Dallas and putting them in Fort Worth Meacham International Airport. There was so much anger there. You know, at the time there was this great quote. When someone suggested talking to Fort Worth, somebody wrote, “Oh no, talking to Fort Worth is like having Kennedy talk to Russia.” You can’t trust them. The only way to win an argument is to defeat them. Tempers were quite great at that time. When Woodall Rodgers was Dallas mayor and was angry at Amon Carter, he made some amazingly powerful statements. But the federal government did play a strong role in mandating. They understood air safety was very important. You know, expanding Love Field couldn’t go on forever.

PAYNE: Nevertheless, the leaders always wanted to expand it forever.

SELCER: My father was an American Airlines pilot for thirty years. In the old days before DFW Airport, commercial airlines by law had to land in Dallas and land in Fort Worth. My father used to pull his hair out about landing at Love Field, then taking off five minutes later to land in Fort Worth. It didn’t make any sense. My concluding point is that the difference between the two cities is more than history and more than hype. In Fort Worth, whether you accept it or believe it, we like to believe that we’re about hospitality, friendliness, and western heritage. Dallas historically and still has a certain culture of fashion and big business. Not that Dallas doesn’t have any western history and Fort Worth doesn’t have any fashion or big business. But there’s an identifying culture with both cities which has nothing to do with metroplex and getting together to build an airport. We still cherish our differences.

BUENGER: It seems to me that myths have a function. That would be my takeaway from listening to you guys. Myths serve a purpose. **L**

Memories of November 22, 1963

Recalling a Tragic Day in the
History of Dallas and the Nation

PART I

Editor's note: *As a reporter for the Dallas Times Herald, Darwin Payne was in the midst of events the weekend of November 22, 1963. His memoir, Behind the Scenes: Covering the JFK Assassination, just published by the University of North Texas Press, recounts his activities while also placing the assassination in a historical context. Following is his vivid recollection of first hearing the news of the shooting and his dash from his office to Dealey Plaza.*

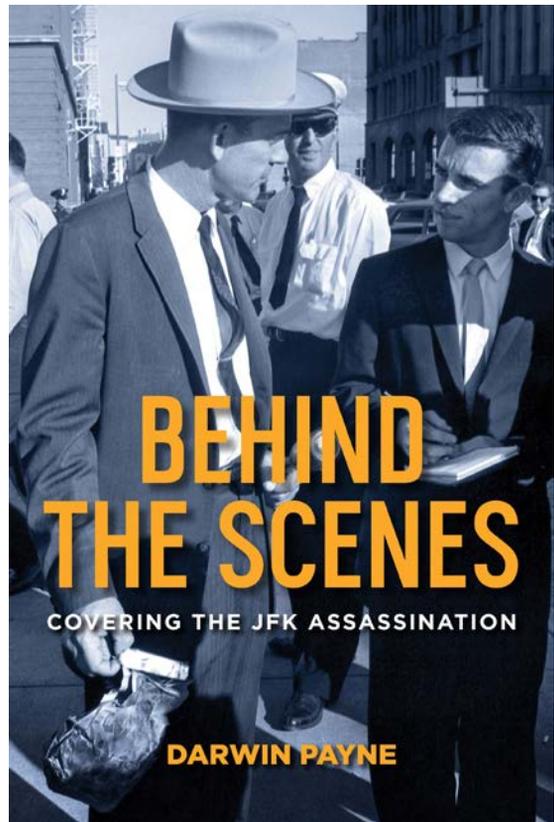
Suddenly City Editor Ken Smart stood up with a horrified look that I'll never forget. "They're sending an ambulance and homicide unit to the Triple Underpass, code three," he shouted.

At first, I didn't connect this to the president, thinking that something else had happened in the large crowds, probably related to the passing of the motorcade and the excitement it was generating. Perhaps a heart attack. We knew, though, that "code three" meant a need for officers to speed urgently to the destination with sirens and flashing lights. Veteran police reporter George Carter, who was at the police station's press room listening to the police dispatcher, was hearing more information while he talked to Smart.

Looking paler than ever, Smart shouted to the rest of us, "He's been hit! The president has been hit."

"Hit? What with?" I shouted, joining a cacophony of questions. My first thought was that the president might have been struck with a protestor's placard the same as Adlai Stevenson. My question was lost in the tumult. A dozen or so of us who had been hearing Smart as we worked were on our feet, surrounding him, desperate to know what that meant. The sound of clattering typewriters had stopped. Whatever stories we had been typing for the minutes before deadline had to be forgotten. Was this a terrible mistake with an easy explanation?

Smart was pumping Carter for more, and it came quickly. "He's been shot; they're taking him to Parkland," Smart said, clearly distressed.



The president's condition? They don't know, Smart said, still repeating what he heard from Carter. But early word was that it was bad.

News Editor Charles Dameron, sitting behind Smart, had heard enough. He picked up his telephone to the adjacent composing room where typesetters and make-up men were waiting. Dameron's apparent calmness surprised me. He quietly told a printer to pull out "that huge blockbuster type" used only for a rare

advertisement. Give me two headlines, he said, “PRESIDENT SHOT” and “PRESIDENT DEAD.” Both would fit across the top of page one.

This, we all knew, was the biggest story we would ever cover.

Smart shouted at me: “Forget Jackie, get to the Triple Underpass fast as you can.” I jumped up, my unfinished story in my typewriter. I grabbed pen and notebook as Smart looked around. One reporter wasn’t enough. He spotted Paul Rosenfield, now our Sunday magazine assistant editor. “Paul,” he yelled, “go with Darwin.”

Paul and I rushed to the elevator but realized we simply should hustle down the stairs to the street four floors below and run. Driving would take too long. The Triple Underpass was only five or six short blocks away.

I knew the location well. It was the city’s birthplace. A wandering frontiersman from Tennessee named John Neely Bryan had camped there in 1841 with the unlikely notion of founding a town there named for his anonymous friend “Dallas.” Now, downtown’s three principal streets, Main, Commerce, and Elm, converged through the landscaped and park-like Dealey Plaza to pass beneath overhead railroad tracks. Thus, the name “Triple Underpass.”

As we raced in that direction we knew that whatever happened would be the story of our lives. We ran, trotted, and occasionally walked so we could catch our breath. Huffing and puffing, we hardly talked except to express our astonishment in a few words. (I thought for years that it probably took about fifteen minutes to get there. Six decades later, I tried duplicating our pace from the newspaper’s site, 1101 Pacific Ave. I was astonished to reach Dealey Plaza in just under eight minutes.)

Surely ultra-rightists had been the shooters, little question about that. Dallas’ newly aroused ultra-extremists had taken their hatred of President Kennedy to an unbelievable level. Was the president wounded? Dead? Could the report that Kennedy had been shot or even killed be true? How about Jackie? Governor Connally? Others in the motorcade? Would the assailant or assailants already be caught? Was a shoot-out with police impending? We had no idea, but we feared the worst. Would one of Dameron’s huge headlines actually be needed?

We saw only a few individuals walking rapidly on the other side of Elm Street in our same direction. Grim-faced, they seemed concerned.

A few blocks away we arrived at Dealey Plaza, where we confronted an agitated, tormented crowd of spectators milling about in front of the adjacent Texas School Book Depository building. The Triple Underpass itself, some 100 yards downhill, was forgotten. This was the site. Individuals in anguished tears, wrought with pain, paced about aimlessly, some comparing stories with one another of the still incomprehensible sights they had witnessed. They knew that shots had been fired, that the president had been at least seriously wounded as well as another individual, possibly a Secret Service agent, but few had been near enough to know for sure. Friends and strangers alike were comparing stories as best they could to make sense of it. No one was in charge to help them.

Paul and I knew what we must do—locate police officers or witnesses who could tell us as precisely as possible what had happened. We separated and went to work.

Memories of November 22, 1963

Recalling a Tragic Day in the History of Dallas and the Nation

PART II

Editor's note: *To complement Darwin Payne's memoir, several members of the Legacies Editorial Advisory Board shared their own memories of November 22, 1963. They are arranged here in order of age, from Russell Martin, who was six and in the first grade in Iowa City to Thomas Smith, who was twenty-seven and in graduate school at Kent State at the time. Others were living in Beaumont, Texas, and Youngstown, Ohio, at the time. I have also included my own memories; I was a freshman in high school in Dallas.*

Russell L. Martin III

On November 22, 1963, I was six years old and in first grade at Theodore Roosevelt Elementary School in Iowa City, Iowa. I remember walking home from school that day, entering our house on Giblin Drive, and finding my mother crying in front of the TV set. This had happened before, a year earlier, during the Cuban Missile Crisis: I had walked home from kindergarten and found my mother, standing at the ironing board in front of the TV set, holding back tears, while news reports told us of the ominous threat that Soviet nuclear weapons in Cuba posed to the United States. Most of the time, TV was innocuous. We had a small, black & white portable set, with flickering images coming to us from TV stations in the Quad Cities (Rock Island, Moline, Burlington, and Bettendorf). The channel selector knob had fallen off our set and you had to use a pair of pliers to change the channel, a skill I had mastered. For me, TV consisted of *Captain Kangaroo* in the morning and in the afternoon, *The Three Stooges*, *Roy Rogers*, and maybe some cartoons. The TV news never claimed my attention, not counting the special days when Walter Cronkite covered Gemini rocket launches from Cape Canaveral. Other than that, the outside world hardly intruded in my life, except through the pages of *National Geographic*, which I couldn't read very well but I enjoyed the photographs and maps.

But this day was different. We had moved to Iowa City from Dallas in 1960. My dad had finished medical school at Southwestern and was doing his residency in internal medicine at the University of Iowa. We were transplanted Texans, with family and friends in Dallas and elsewhere in the state. The TV was on constantly all through the weekend. And it seemed that my



parents were on the phone much more often than usual, talking to relatives, everyone in shock. My dad had colleagues from medical school who were at the Parkland Hospital emergency room. I remember seeing TV images of John Connally in his hospital bed (this happened five days later, November 27). On Sunday morning, I remember the confusion after Jack Ruby shot Oswald. I

peered in from the hallway, seeing my parents gathered in front of the TV, in disbelief. When I came into the living room to watch, they shooed me away from the screen. On Monday, there was no school. I remember sitting in front of the TV that day, watching the somber funeral procession. The flag-draped casket. The sad, sad images of Jackie Kennedy and her children.

The next day, my first-grade teacher, Miss Wilson, asked the class, "Who can tell me the name of the new President of the United States?" I knew the answer but didn't want to raise my hand. My friend Doug, in the desk in front of me, raised his hand, and Miss Wilson called on him. I remember watching him swing his legs out of his desk (he had on blue jeans and black sneakers), stand up, and say, "Lyndon Baines Johnson." "That's correct, Douglas," Miss Wilson said from her desk in front of the blackboard. On one side of the blackboard was a portrait of George Washington, a portrait of Abraham Lincoln on the other side, with enlarged flash cards of the alphabet running between them.

Carol Roark

Columbia, Missouri, half-way between St. Louis and Kansas City, was an idyllic place to grow up. In 1963, the town's population was about 37,000 people, with a student enrollment at the University of Missouri just over 15,000 –

or slightly less than half the town's population. I was ten years old and surrounded by smart and curious people – for which I will be forever grateful.

Our family moved to Columbia in the fall of 1958 so that my father could work at the university's student health center. We lived in a new subdivision called Parkade Hills, established about 1955 to house the town's growing post-war population boom. It was full of young professionals with elementary school-age children who attended the nearby Parkade Elementary School, which opened in 1958.

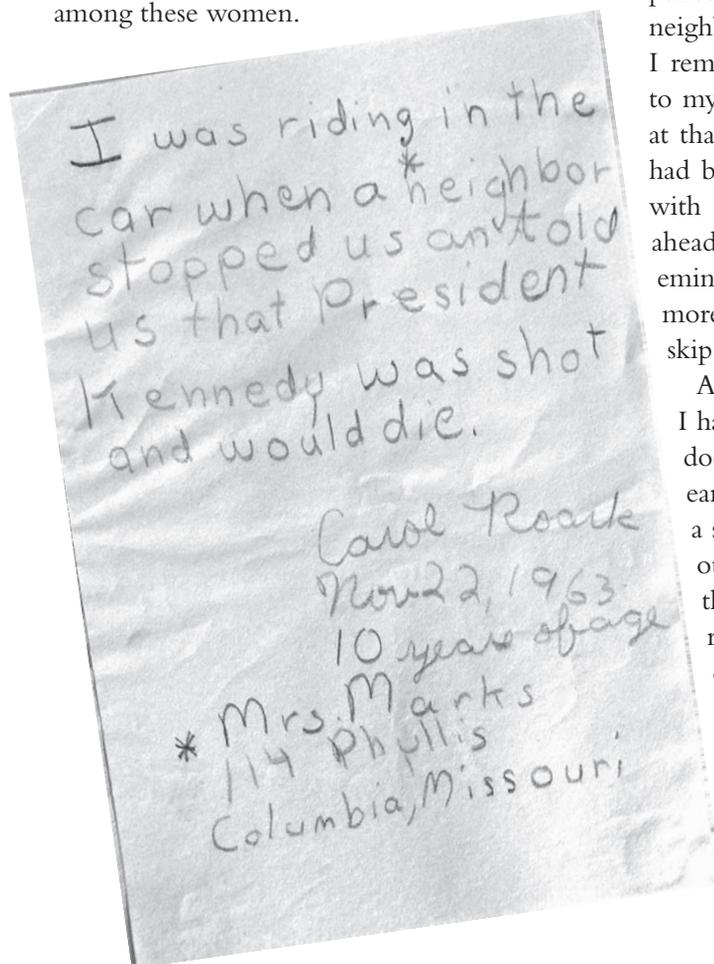
The school was within walking distance of our house on Phyllis Avenue, and I always cut through the back yards to come home for lunch. It was a time when the mothers of most young children didn't have a job outside of the home and there was a strong neighborhood network among these women.



One day, for some reason, my mother gave my brother and me a ride back to school. As we pulled out of the driveway, our across-the-street neighbor, Doris Marks, waved the car down. As I remember, she was very agitated. She talked to my mother, telling her what little she knew at that point – that President John F. Kennedy had been shot and would likely die. I listened with eyes and ears wide open. Mother went ahead and took us back to school. She was an eminently practical woman, and it would take more than the death of a president for us to skip school.

At some point that afternoon, I decided that I had witnessed a major event that should be documented for posterity. In the naïve, but earnest, penmanship of a ten-year old I wrote a sparse account, documenting the name of our neighbor, and signed my name. I pasted the page in my scrapbook along with the remnants of July 4 sparklers and travel post-cards.

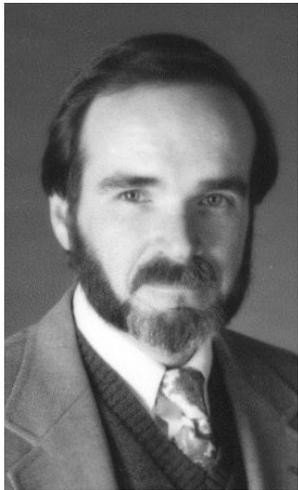
The scrapbook surfaced during a recent move, and I was both pleased and amused to see that my note had survived, though its historical significance is debatable. For me, it is a reminder that my interest in archives and history started when I was very young.



Gerald D. Saxon

I was eleven and in the sixth grade at Edwards Elementary School in Beaumont, Texas, when President Kennedy was assassinated. I remember the school's principal coming on the PA system to report that there had been shots in Dallas and that the president had been wounded. It was early on a Friday afternoon. Then not too much longer after the first announcement, the principal came back on and announced that the president had died. They dismissed school shortly after this, and I jumped on my bike and rode three blocks to my house.

Once I arrived, my mother had the TV on and was watching the news from Dallas. CBS and Walter Cronkite were our main news sources during the assassination reporting, as well as the

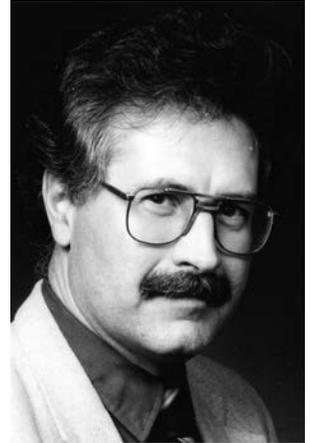


Beaumont Enterprise, the local newspaper. I recall the CBS News was on pretty much constantly through the weekend and into Monday for President Kennedy's funeral. My mother and father were somber throughout the weekend and had a hard time understanding why someone would kill the president. They were both Democrats (heck, just about everyone in

Texas was a Democrat back in the early 1960s!). School was cancelled on the Monday following the assassination so that everyone could watch the procession and funeral. My entire family was home and glued to the TV. It was tragic, sad, and opened my eyes to the impact a single, evil individual can have on the course of history.

Robert B. Fairbanks

On November 22, 1963, I was sitting in a seventh-grade classroom at Princeton Junior High School in Youngstown, Ohio, when the principal came on the intercom and told all students to go back to their home rooms. It was then that he announced that President Kennedy had been shot while in a motorcade in Dallas, Texas, and was seriously injured. He then dismissed students from school. I remember wondering if this shooting was done by a



Soviet Union agent and this was the beginning of World War III, a war we had barely escaped from during the Cuban Missile Crisis. On my walk home, I took a detour to the neighborhood Sears and Roebuck department store so I could catch updates on what happened from the television section of the store. It was there that I heard broadcaster Walter Cronkite's report that Kennedy had been killed. When I got home I went straight to the television set and spent the next five days there, watching the drama of it all (including the murder of Lee Harvey Oswald, live on TV). The murder of the President was an event I will never forget.

Michael V. Hazel

I was fifteen, a sophomore at Highland Park High School, in the fall of 1963. I remember the principal coming on the public address system and informing us first that President Kennedy had been shot, and later that he had died. I recall the almost eerie quiet in the hallways during passing period, which was usually noisy with students conversing or calling out to one another. When I walked into my Latin classroom, the teacher had written on the blackboard, "Nov. 22, 1963, a day that will live in infamy."



My family had been excited because my parents were to be guests at the luncheon at the Trade Mart honoring President and Mrs. Kennedy. When my mother picked me up after school, she told me that the mood among the guests was happy, as they looked forward to seeing the Kennedys. But she thought it was odd when the

waiters began bringing out some food before the guests of honor arrived. Then a man who had been listening to a portable radio came over to the table where my parents were sitting and told them of a rumor that shots had been fired at the presidential party's motorcade. Shortly afterwards, J. Erik Jonsson announced that the president and Governor Connally had been shot. My mother said there was a stunned silence, and then the guests slowly began to leave. As they left, my father—who was returning to his office—gave my mother the invitation and told her to keep it, because it would be historic. After my mother died three years later, I found it and have saved it all these years.

At the time I had a penpal in Australia. On Saturday I wrote him a letter, describing what I had experienced and heard so far. We lost touch not long after that, but he tracked me down forty years later and initiated some email exchanges. He had saved my letter and sent it to me. I mentioned the state of shock we were all in. And I wrote of the great manhunt underway for the assassin. "One suspect has been caught . . . who has admitted being in the building from where the shot was fired. In a few days we shall know who killed President Kennedy." Of course, this was a day before Jack Ruby killed Lee Harvey Oswald, launching sixty years of speculation and debate. My family heard that news on the car radio after leaving church services on Sunday. The schools were closed Monday, and I remember watching the funeral procession and service.

The assassination of President Kennedy changed Dallas profoundly, I think. At first, when it was labeled "a city of hate," many residents reacted defensively. I remember hearing people argue that "it could have happened anywhere." But the fact was that it did happen here. And while the city has grown and developed in multiple ways, the assassination still haunts its history.

Thomas H. Smith

I was twenty-seven, in graduate school at Kent State University, in 1963. On November 22, I was in the school's library preparing for my orals. I could hear a commotion on the floor and, on inquiring, I was told that the president had been shot. Not believing at first, I soon found it was true. I hurriedly walked home, which was on the other side of Kent, turned on the TV, and listened to Walter Cronkite deliver the stories.



I was terribly saddened and felt a great sense of loss. Several years before, while in the Marine Corps stationed at Quantico, on one of my occasional trips to Washington, D. C., I visited the U. S. Capitol and took a seat in the balcony in the Senate chamber. (No security clearances at that time to get into the chambers.) I saw then Senator John F. Kennedy walk onto the Senate floor. The person I was with said, pointing to Kennedy, "There is our next president." **L**

The ongoing Oral History Project at The Sixth Floor Museum at Dealey Plaza continues to actively record memories of the life, death, and legacy of President John F. Kennedy and the history and culture of Dallas and the 1960s. To date, the collection includes nearly 2,500 recordings with individuals from around the world. For more information about the Oral History Project, please visit JFK.org or contact oralhistory@jfk.org.



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25th Annual LEGACIES Dallas History Conference

Milestones

Saturday, January 27, 2024

Registration 8:00 A.M.

Conference 9:00 A.M. – 12:30 P.M.

Location Dallas History & Archives Division
Dallas Public Library
7th Floor, J. Erik Jonsson Central Library
1515 Young Street, Dallas, TX 75201



Conference Presenters (in alphabetical order)

Palmer Bradshaw, “The Stoneleigh Hotel at 100”

Bud Brooks, “The Family Tree of St. Mark’s School of Texas Leading to Its Founding in 1950”

Greg Johnson, “The Aldredge House: A Genuine Landmark in Dallas”

Rene Schmidt, “The New Jerusalem Becomes Part of Dallas: Oak Cliff Is Annexed by Dallas”

Special Feature

Morgan Gieringer, “Preserving Dallas’s Black Cultural Heritage: The Black Academy of Arts and Letters,” including an interview with Curtis King

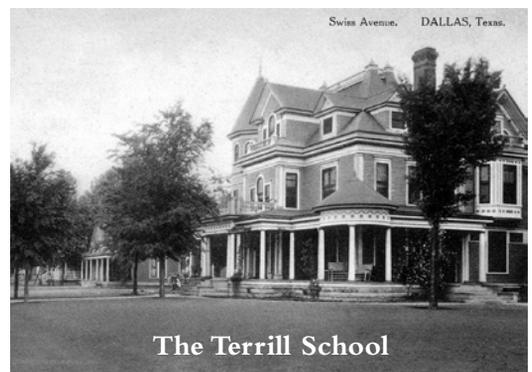
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*as of October 1, 2023

Morning refreshments will be included in the registration fee of \$40. Patrons (\$125) will be invited to a reception with the speakers on Thursday, January 25, 2024. Online registration through EventBrite will be available in late December. For more information, contact Conference Coordinator Dealey Campbell at LegaciesDHC@gmail.com.

Historic postcards from the collection of Mark Rice



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CONTRIBUTORS



Steven R. Butler, a Dallas native, earned his Ph.D. in history at the University of Texas at Arlington. He is currently an Associate Professor of History at Richland College in Dallas and Collin College in Plano. Among his books are a history of White Rock Lake and a biography of John Neely Bryan. Butler is a frequent contributor to *Legacies*. His most recent article was “Uncle Dick and the Common Herd,” in the fall 2021 issue. He has a new book being published this fall on Presidential visits.



Jack Walker Drake is the author of *Preston Hollow: A Brief History* (2021) and a life-long resident of Dallas. Living in Preston Hollow for most of his life and being active in neighborhood organizations such as Preston Hollow Presbyterian Church caused Drake to fall in love with its history, leading him to write his book during COVID in order to preserve the neighborhood’s disappearing stories and landmarks. The Trinity Christian Academy graduate will be attending Ohio State University this fall, majoring in aviation management.



Stephen Fagin is Curator at The Sixth Floor Museum at Dealey Plaza. Since joining the staff in 2000, he has managed the institution’s ongoing Oral History Project and contributed to collections, exhibitions, education and programming initiatives. The author of *Assassination and Commemoration* (2013), Fagin holds degrees from SMU and the University of Oklahoma. He has been an editorial assistant of *Legacies* since 2006.



As a youngster, **Mark Rice** often tagged along with his court reporter father on trips to his downtown Dallas office. The big buildings and bustling streets captured his youthful imagination, and following a career in the business world, he began researching Dallas history. He is the author of *Downtown Dallas: Romantic Past, Modern Renaissance* (2007) and *Dallas at Dawn: Rare Images and Forgotten Stories* (2019). He contributes the “Dallas Then & Now” feature to each issue of *Legacies*. His article “Singing in Harmony: Arthur and Marie Berger” appeared in the fall 2020 issue.

PHOTO CREDITS

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Dallas THEN & NOW

Traders & General Insurance Company Building



One of the early losses in Dallas historic preservation efforts occurred in 1973 when the Traders & General Insurance Company Building was demolished. The venerable (and suddenly vulnerable) structure had stood at the northwest corner of Commerce and Field since 1889, increasingly surrounded by tall, modern buildings. The little building was a fine example of Richardsonian Romanesque architecture and was familiar to decades of downtown workers.

When the Dallas-based company was consolidated with another insurer and relocated to Fort Worth, the old building and its contents were quickly sold off. Despite last-minute protests from preservation advocates, the wrecking ball fell. Eighty-four years of history were replaced by a featureless downtown parking lot. Today, the site provides multi-level parking for residents of The Metropolitan high-rise residential facility.

—Mark Rice



