

# Lone Star T's Spring Tour 2010

## LBJ Grasslands Tour

Decatur, Texas

May 14-16



Hospitality Room: Room 400 (Candy & Robert's)

Hotel: La Quinta Inn & Suites

940-627-9603

# **Decatur Grasslands Tour**

## **May 14-16, 2010**

### **Guidelines and Courtesy for Touring**

1. When the car behind you stops, then you stop as soon as it is safe to do so. Thus it daisy chains forward so the leader can know of the problem.
2. If you can't see the car behind you, then slow down or, if it safe to do so, stop until the car appears (applies to all participants, including the leader)
3. When you make a turn, slow down or stop after the turn to make sure the car behind you makes the same turn.
4. If the corner is poorly or unmarked, make the turn, then stop and wait until you are sure the car behind you will make the same turn.
5. On a six-lane divided road, use the center lane allowing modern cars to go around you on both sides and don't have someone cutting in front of you shortly before the intersection then almost stopping to make a turn.
6. At any signal, when traffic and road permit, the T's should double up at a red light so that two lanes are turning or moving through the intersection together at the same time, thus avoiding having to take several cycles to get everyone through.
7. On a two-lane road, when there is no shoulder, the T's must space out, 1/4 mile or more, so that a modern car can hopscotch around the tour.
8. If there is a good paved shoulder, the T's should pull over and run on the shoulder to let modern cars pass. Be aware that the shoulder can end abruptly at bridges and intersections.
9. Observe the car ahead and car behind for potential problems, including dropped or loose parts, excessive wheel wobble, or perhaps loss of a spare tire.
10. Members driving modern cars should run behind the Vulture Wagon with hazard flashers operating.

# Decatur Grasslands Tour

## May 14-16, 2010

### Approximate Itinerary

#### Friday - Dallas to Decatur

Segment Mileage	Segment Time		
	0:15	8:15 AM	Driver's Meeting
28.7	1:30	8:30 AM - 10:00 AM	Church to the first break
	0:30	10:00 AM - 10:30 AM	Break
12.5	0:25	10:30 AM - 11:00 AM	Drive to The Spot for Lunch
	1:15	11:00 AM - 12:15 PM	Lunch at The Spot
8.1	0:15	12:15 PM - 12:30 PM	Drive to the Bureau of Engraving and Printing
	2:00	12:30 PM - 2:30 PM	Tour the BEP
23.1		2:30 PM - 3:30 PM	Drive to Afternoon Break
		3:30 PM - 4:00 PM	Break
19.8	1:30	4:00 PM - 5:00 PM	Drive to the Decatur Square
1.5		After 5:00 PM	Drive to the LaQuinta Inn & Suites
<u>93.7</u>	Dinner is on your own tonight. We have a list of restaurants available in the Hospitality Room (Room 400)		

#### Saturday - LBJ Grasslands

Segment Mileage	Segment Time		
	0:15	8:45 AM	Driver's Meeting
20.3	1:00	9:00 AM - 10:00 AM	Hotel to the first break in Alvord
	0:30	10:00 AM - 10:30 AM	Break in Alvord
19.6	1:00	10:30:00 AM - 11:30 AM	Drive to Greenwood for Lunch
	1:30	11:30 AM - 1:00 PM	Lunch at the Greenwood Grocery & Grill
13.9	0:45	1:00 PM - 1:45 PM	Greenwood to Wise Cnty Heritage Museum
	1:00	1:45 PM - 3:00 PM	Wise County Heritage Museum
0.5		3:00 PM - 3:10 PM	Museum to LaQuinta Inn & Suites
<u>54.3</u>			
32.9	1:30	3:30 PM - 5:00 PM	Bonus Tour
		6:30:00 PM - Whenever	BBQ Dinner at the Hotel

#### Sunday - Decatur to Dallas

Segment Mileage	Segment Time		
	0:15	8:45 AM	Driver's Meeting
1.7	0:15	9:00 AM - 9:15 AM	Hotel to the Petrified Gas Station for photos
	0:30	9:15 AM - 9:45 AM	Pictures at the Petrified Gas Station
29.6	1:15	9:45 AM - 11:00 AM	Drive to Corral City for Pit Stop
	0:30	11:00 AM - 11:30 AM	Break at Corral City
10.3	0:30	11:30 AM - Noon	Drive to Roanoke for Lunch
	1:30	Noon - 1:30 PM	Lunch at The Prairie House in Roanoke
13.8	0:30	1:30 PM - 2:00 PM	Drive to afternoon break in Grapevine
	0:45	2:00 PM - 2:45 PM	Ice Cream break at Braum's
17.9	0:45	2:45 PM - 3:30 PM	Arrive at the Central Congregational Church
<u>73.3</u>			

## Day 1 - Friday, May 14th (Cont)

### Day 1 - Friday, May 14th Driver's Meeting 8:15 AM / Start 8:30 AM Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
0.0		Turn <b>LEFT</b> out of the Church Parking Lot onto <b>Royal Lane</b>
		There are about a dozen traffic signals on Royal Lane. You will need to get out of line and double up as we approach the lights so that we can try to get through the intersections as a group
5.0	5.0	At the traffic signal at I-35E, continue straight on <b>Royal Lane</b>
9.0	4.0	Just past a bridge, turn <b>LEFT</b> onto <b>Connection Drive</b> . After the turn, we will pull over to wait for everyone to catch up
9.2	0.2	At the stop sign, turn <b>RIGHT</b> onto <b>W. John Carpenter Freeway</b> service road (S.H. 114)
9.5	0.3	Turn <b>LEFT</b> at the light onto <b>Valley View Lane</b> , stay in the right hand lane
10.4	0.9	After passing Gateway Drive, turn <b>RIGHT</b> and continue on <b>Valley View Lane</b>
13.2	2.8	At the light, turn <b>RIGHT</b> on <b>Walnut Hill Lane</b> and get into the left lane
13.3	0.1	Turn <b>LEFT</b> onto <b>South Airfield Drive</b>

# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
15.9	2.6	At the light, turn <b>LEFT</b> at <b>East Mid-Cities Boulevard</b>
18.6	2.7	As you cross N. Industrial Avenue, the street name changes to <b>Cheek-Sparger Road</b>
22.9	4.3	As you cross Grapevine Hwy/Colleyville Blvd street name changes to <b>Mid-Cities Blvd</b>
27.0	4.1	As you cross Rufe Snow Drive street name changes to <b>Watauga Road</b>
28.5	1.5	As you cross Denton Highway (US 377) street name changes to <b>Western Center Boulevard</b>
28.7	0.2	Just past the traffic signal at Park Vista Blvd turn <b>RIGHT</b> into the parking lot of the <b>Shell</b> station for a pit stop
28.7		Turn <b>RIGHT</b> out of the parking lot and continue West on <b>Western Center Blvd</b>
31.4	2.7	At the traffic signals at I-35W, continue <b>STRAIGHT</b> on <b>Western Center Blvd</b>
33.1	1.7	At the stop sign at the T intersection, turn <b>RIGHT</b> onto <b>N. Blue Mound Road/FM 156</b> <b>CROSS TRAFFIC DOES NOT STOP!!</b>
34.5	1.4	At the traffic signal, turn <b>LEFT</b> onto <b>E. Bailey Boswell Road</b>

# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
36.2	1.7	At the "Y" intersection, keep <b>LEFT</b> on <b>E. Bailey Boswell Road</b>
36.9	0.7	At the traffic signal at Business SH 287 continue straight on <b>E. Bailey Boswell Road</b> You will need to be in the right hand lane on approach to the intersection
39.4	2.5	At the traffic signal, turn <b>RIGHT</b> at the unmarked T intersection onto <b>Boat Club Road/FM 1220</b> . Lake Country Church is on the left as you turn right.
41.2	1.8	Turn <b>LEFT</b> into the parking lot of <b>The Spot</b> , the blue buildings on the left We will be eating lunch here
41.2		Turn <b>RIGHT</b> out of the parking lot of <b>The Spot</b> onto <b>FM 1220/Boat Club Road</b>
43.0	1.8	At the traffic signal, turn <b>LEFT</b> onto <b>E. Bailey Boswell Road</b> , retracing our path back to N. Blue Mound Road/FM 156
48.0	5.0	At the traffic signal at the T intersection, turn <b>LEFT</b> onto <b>N. Blue Mound Road/FM 156</b>
49.3	1.3	Turn <b>RIGHT</b> into the visitor parking lot of the <b>Bureau of Engraving and Printing</b>

# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

Cumm  
Mileage

Interval  
Mileage

The BEP's Western Currency Facility Tour and Visitor Center has a 45 minute tour where you walk on an enclosed elevated walkway suspended over the production floor. In addition to the tour, there are two floors of interactive exhibits and displays showcasing the history of currency and the intricacies of the printing process.

**Note: Cell phones or any electronic equipment, back packs, cameras, weapons (including knives, pellet guns, mace, etc.), explosives, food and drinks are prohibited. We will have someone in the parking lot to keep watch over the cars.**

49.3

Turn **RIGHT** out of the parking lot and  
continue north on **N. Blue Mound Road**

1.5

50.8

After crossing under US 287, turn **LEFT** at  
the traffic signal onto **W. Bonds Ranch Rd**

7.2

58.0

At the stop sign at the T intersection, turn  
**RIGHT** onto **FM 1220/Boat Club Road**

6.9

64.9

At the stop sign at the T intersection, turn  
**LEFT** on **FM 718 / Avondale Haslet Road**

1.5

66.4

Drive through Newark and at the stop light  
continue straight on **FM 718**

2.2

68.6

Just past the bridge, veer **RIGHT** onto  
**Old Base Road** and continue north.  
There is a sign on the right just before the  
intersection

2.0

70.6

Turn **LEFT** onto **W. Aurora Vista Trail**

# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
72.0	1.4	At the stop sign at the T intersection, turn <b>RIGHT</b> onto <b>FM 718</b>
72.4	0.4	Just before the traffic signal, turn <b>LEFT</b> into the parking lot of <b>Kountry Korner</b> for our afternoon break
72.4		Exit Kountry Korner onto <b>FM 718</b> and at the traffic signal turn <b>RIGHT</b> onto <b>SH 114</b> keep to the right while getting up to speed
72.9	0.5	Move into the center turn lane and turn <b>LEFT</b> at the Aurora Animal Hospital onto unmarked <b>CR 4227/Deep Creek</b>
75.4	2.5	Turn <b>LEFT</b> onto <b>CR 4460/Pavillard Road</b> at the red pipe fence. There is no street sign Do not go straight on the rock road. Be sure to stay on the paved roads as CR 4460 makes several turns
76.6	1.2	Turn <b>LEFT</b> to continue on <b>CR 4460/Pavillard Road</b> . Do not go straight on the rock road
77.2	0.6	Turn <b>RIGHT</b> onto <b>CR 4463</b> Road sign is on the left
77.7	0.5	Turn <b>RIGHT</b> at the T intersection onto <b>CR 4360</b>



# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
79.3	1.6	<b>CR 4360</b> changes from a paved surface to a rock road. Be sure to slow down and increase spacing between you and the car in front of you
80.6	1.3	At the T intersection, turn <b>LEFT</b> onto onto unmarked <b>CR 4227</b> continuing on a rock road
81.6	1.0	At 1st <b>LEFT</b> turn onto unmarked <b>CR 4270</b> leaving the rock road behind. Be careful with your speed. This road has lots of bends and turns
84.4	2.8	At the T intersection, turn <b>RIGHT</b> onto <b>FM 730</b> which is unmarked
84.7	0.3	Turn <b>LEFT</b> onto <b>CR 4280</b> just before the cemetery on the left
85.9	1.2	Turn <b>RIGHT</b> onto <b>CR 4191</b>
88.0	2.1	Turn <b>LEFT</b> onto <b>S. Meadow Drive</b>
88.4	0.4	At the stop sign at the T intersection, turn <b>RIGHT</b> onto unmarked <b>FM 51</b> . <b>BE CAREFUL - SPEED LIMIT OF ONCOMING TRAFFIC IS 55 MPH</b>
91.3	2.9	Continue straight passing under US 287 and continue on <b>W. Hale Avenue</b>

## Day 1 - Friday, May 14th (Cont)

### Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
91.7	0.4	Turn <b>LEFT</b> onto <b>S. State Street</b>
92.2	0.5	At the stop sign just past the Courthouse, turn <b>RIGHT</b> onto <b>W. Walnut Street</b>
92.2	0.0	At the stop sign just past the Courthouse, turn <b>RIGHT</b> onto <b>S. Trinity Street</b>
92.2	0.0	Park anywhere on the Square if you are interested in checking out some stores.

If we arrive early enough, take your time and explore what the Square has to offer. There are several shops where you might find the treasures that you have been searching for.

When you are done, the trip to the Hotel is short and on your own. Follow the directions below and **BE CAREFUL AT US 287!!!**

92.2		Leaving the Square from the intersection of E. Main Street and S. Trinity Street, travel south on <b>S. Trinity Street</b>
92.7	0.5	At the four way stop, turn <b>LEFT</b> onto <b>W. Hale Avenue</b>
		<b>As you pass Church Street, on your left you will see the 1889 Wedding Chapel where Candy &amp; Robert were married</b>
92.8	0.1	Turn <b>RIGHT</b> onto <b>S. Hatcher Street</b>

# Day 1 - Friday, May 14th (Cont)

## Dallas to Decatur

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
93.3	0.5	At the stop sign, turn <b>RIGHT</b> onto <b>E. Thompson Street</b>
93.6	0.3	At the stop sign, turn <b>RIGHT</b> onto the shoulder of <b>US 287 - STAY ON SHOULDER</b> <b>BE VERY CAREFUL AND WATCH FOR</b> <b>ONCOMING TRAFFIC ON THE HIGHWAY</b>
93.7	0.1	Turn <b>RIGHT</b> into the parking lot at the <b>La Quinta Inn &amp; Suites</b>
		Dinner tonight is on your own. We have a list of restaurants and general maps in the Hospitality Room (Room 400)

## Day 2 - Saturday, May 15th (Cont)

### Day 2 - Saturday, May 15th Driver's Meeting 8:45 AM / Start 9:00 AM LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
0.0		Turn <b>RIGHT</b> onto the shoulder of <b>US 287</b> exiting the parking lot of the LaQuinta Inn & Suites. <b>STAY ON THE SHOULDER AND</b> <b>BE PATIENT AND BE CAREFUL</b>
0.1	0.1	Turn <b>RIGHT</b> on unmarked <b>S. Trenchard</b> <b>Street</b> just past Allsup's gas station and convenience store
0.3	0.2	At the stop sign, turn <b>RIGHT</b> onto <b>W. Hale</b> <b>Street</b>
0.5	0.2	At the four-way stop, turn <b>LEFT</b> onto <b>S. Trinity Street/FM 730</b>
		Continue downtown, past the courthouse, staying on <b>Trinity Avenue</b>
2.2	1.7	Turn <b>LEFT</b> onto <b>Old Decatur Road</b> which is poorly marked and just past Wise County Electric Coop on the Right and just before the Decatur Municipal Airport
3.4	1.2	On the right is a historical marker commemorating the Battle of the Knobs

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

Cumm  
Mileage

Interval  
Mileage

On November 10, 1837, a company of 18 Republic of Texas soldiers led by Lieutenant A.B. Benthuisen engaged in a battle with approximately 150 Indians near this site. Ten Texas soldiers were killed in the battle, and the Indian casualties were estimated at fifty. The geologic feature known as the Knobs serves as a memorial to the soldiers who were left on the battlefield.

**You have entered the LBJ Grasslands  
and will be traveling through them until  
after lunch**

8.5  
5.1

Turn **RIGHT** onto unmarked **CR 2372**. There is a sign on the left directing you to Black Creek Lake

10.0  
1.5

At the top of the hill, turn **LEFT** onto **CR 2461**  
There is a Black Creek Lake sign on right

10.5  
0.5

Turn **LEFT** onto **Forest Service Road 902**  
which is unmarked except for the Black  
Creek Lake sign. The road is a rock road

11.0  
0.5

Turn **LEFT** into the parking area and continue  
back the way we came

11.0  
0.5

Turn **RIGHT** out of the parking area onto  
**FS 902**

11.5  
0.5

At the T intersection, turn **RIGHT** onto  
**CR 2461**

12.0  
0.5

At the stop sign at the T intersection, turn  
**RIGHT** onto **CR 2372**

1.5

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
13.5		At the T intersection, turn <b>RIGHT</b> onto <b>Old Decatur Road.</b>
	0.9	
14.4		Veer <b>LEFT</b> at the Y intersection of Old Decatur Road with CR 2475 continuing on <b>Old Decatur Road</b>
	5.1	
19.5		At the stop sign, turn <b>LEFT</b> onto <b>N. Wickham Street</b>
	0.1	
19.6		At the flashing red light at Franklin Street the cross traffic <b>does not</b> stop
	0.2	
19.8		At the stop sign, turn <b>RIGHT</b> onto <b>W. State Street/FM 1655</b>
	0.5	
20.3		Turn <b>RIGHT</b> into one of the two service station/convenience stores for a pit stop There is a Shell and Valero station Last gas stop until we get back to Decatur

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

Cumm  
Mileage

Interval  
Mileage

Alvord settlement began in the early 1880s. The community, originally called Nina, adopted its present name in 1882 in honor of the president of the Fort Worth and Denver Railway Company. A post office was established here in 1882. By the time the town was incorporated eight years later, it had become a prosperous retail center for area farmers. In 1925 Alvord had 1,376 residents, a high school, an elementary school, four churches, and a weekly newspaper; the Burlington-Northern Railroad stopped here. The town was also the site of a Magnolia Petroleum Company pumping station. The population of Alvord declined as the Great Depression reduced the number of nearby watermelon farms and livestock ranches. In 1940 the residents numbered 821 and businesses thirty-five. Twenty years later the population was 720 and the businesses had declined to nineteen. In 1990 Alvord had 865 residents and sixteen businesses. In 2000 the population was 1,007 with sixty-two businesses.

20.3

Turn **LEFT** out of the parking lot onto  
FM 1655/W. State Street

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
20.7	0.4	At the stop sign, turn <b>LEFT</b> onto <b>S. Wickham Street/FM 1655</b>
20.9	0.2	At the flashing red light at Franklin Street the cross traffic <b>does not</b> stop
21.1	0.2	Turn <b>RIGHT</b> onto <b>E. Washington Street</b>
21.3	0.2	At the stop sign at the T intersection, turn <b>RIGHT</b> onto <b>N. Shankle Avenue</b>
21.3	0.0	At the stop sign, turn <b>LEFT</b> onto <b>Beyette St.</b>
21.5	0.2	Veer <b>LEFT</b> onto CR 2690
27.2	5.7	Bear <b>RIGHT</b> onto <b>CR 2677/Audobon Road</b>
28.0	0.8	Bear <b>LEFT</b> onto <b>CR 2675 staying on the paved road</b>
28.6	0.6	At the T intersection, turn <b>RIGHT</b> onto <b>CR 2560</b>
29.0	0.4	Old grave stone on the right
32.1	3.1	Single lane bridge with road drop to bridge deck. <b>Slow down on approach</b>



## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
33.3	1.2	Turn <b>LEFT</b> onto <b>CR 2461</b>
33.5	0.2	At the stop sign, turn <b>LEFT</b> onto unmarked <b>FM 730. BE VERY CAREFUL. Speed limit for oncoming traffic is 60 mph. Space out to allow moderns to pass</b>
37.1	3.6	Turn <b>RIGHT</b> at the Greenwood Baptist Church sign onto <b>CR 2646</b>
38.7	1.6	Continue straight onto <b>FM 1204</b>
39.7	1.0	Stay to the <b>LEFT</b> onto <b>CR 2640</b> when FM 1204 curves to the right
39.9	0.2	Find a place to park near the <b>Greenwood Grocery &amp; Grill</b>

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

Cumm  
Mileage

Interval  
Mileage

Greenwood was established when two cowboys camped in the area in the 1870s. The two men, named Hart and Greenwood, decided to begin a new settlement, and so they gave their names to the area. The creek, which was near their campsite, became Hart's Creek, and the town became Greenwood. Tenvil Cecil built the first cabin, and Wag Wilson built Rock Ranch, a stone house used as a fort in the constant battles between settlers and Indians. The post office was established in 1877. In 1884 Greenwood had a population of seventy-five, a steam gristmill, and a cotton gin. The town served as a post for shipping cotton. In 1892, when the population was 200, Greenwood built the Greenwood Male and Female Normal College, which lasted until 1908, when the building burned down. From 1895 to 1920 the Campbell Hotel flourished in Greenwood, as the town became a major trade center for area farmers. In 1886 a weekly newspaper, the Greenwood Enterprise, began documenting local and state events, and Greenwood had two dry-goods stores, two drugstores, and a blacksmith.

By 1914 Greenwood had a telephone company, a bank, four grocers, three general stores and two drugstores. But a series of devastating fires did irreversible damage. The population fell to 100 by 1925 but then rose again in the 1930s to 314. During the Great Depression the WPA built a stone school building. In 1937 the high school was consolidated with that in Slidell. After World War II small farms disappeared as farming procedures became more mechanized. In 1962 the Greenwood elementary school was consolidated with the Slidell school. In 1949 Greenwood had a population of 200. In 1953 another terrible fire wiped out half of Main Street, and it was not rebuilt. In the 1970s the economy was dependent on the dairy and beef industry. In 1972 Greenwood had Baptist, Church of Christ and Methodist churches, a post office, a fire station, and a Masonic lodge. The buildings from the old businesses were used to store hay. From 1974 through 2000 the population was reported as seventy-six. In 2003 the town had a combined grocery and gas station.

39.9

Leaving Greenwood, head **SOUTH** on  
CR 2740

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
40.0	0.1	Continue <b>SOUTH</b> onto <b>FM 1204</b>
40.9	0.9	Stay to the <b>RIGHT</b> and continue <b>SOUTH</b> onto <b>Old Greenwood Road</b> . Road changes from asphalt to rock for 3.7 miles. Space out for dust from the cars in front
44.6	3.7	<b>Old Greenwood Road</b> changes from rock to paved
		<b>You are now leaving the LBJ Grasslands</b>
49.5	4.9	Keep <b>RIGHT</b> at the intersection of <b>Old Greenwood Road</b> with CR 2228
52.0	2.5	Veer <b>LEFT</b> and continue under the bridge at SH 287
52.3	0.3	Slow down to cross the railroad tracks and at the stop sign at N. Church Street continue straight onto <b>Bishop Street</b>
52.4	0.1	At the stop sign, turn <b>LEFT</b> onto <b>N. Trinity Street</b>
53.4	1.0	Continuing straight through the stop signs at E. Walnut Street and E. Main Street continue on <b>N. Trinity Street</b> to the 4-way stop at E. Hale Street; Continue on <b>N. Trinity Street</b> to E. Charles Street

## Day 2 - Saturday, May 15th (Cont)

### LBJ Grasslands

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
53.8	0.4	Enter the parking lot of the <b>Wise County Heritage Museum</b>

Formerly the Administration Building for the Decatur Baptist College, the building now houses the Wise County Heritage Museum, Little Theatre, Lost Battalion Room and Wise County Archives. The building was erected in 1892 of native limestone to house a four year college. Encountering financial difficulties, 20 citizens of Wise County pledged \$1000 each in 1897 and then established Decatur Baptist College as a junior college. In the fall of 1965, Decatur Baptist College moved to Dallas becoming a four year college- Dallas Baptist University. In December of 1967 the building and one acre were deeded to the Wise County Historical Society by Coke L. Gage.

**The bonus tour to Paradise starts from the Museum  
The following directions are to the Hotel**

53.8		Depart the Museum, turning <b>LEFT</b> on <b>E. Charles Street</b>
53.8		Turn <b>LEFT</b> at <b>S. State Street</b>
54.0	0.2	At the stop sign, Turn <b>RIGHT</b> at <b>W. Thompson Street</b>
54.1	0.1	At the stop sign, turn <b>RIGHT</b> onto the shoulder of <b>US 287 - STAY ON SHOULDER</b> <b>BE VERY CAREFUL AND WATCH FOR</b> <b>ONCOMING TRAFFIC ON THE HIGHWAY</b>
54.3	0.2	Turn <b>RIGHT</b> into the parking lot at the <b>La Quinta Inn &amp; Suites</b>

## Day 2 - Saturday, May 15th (Cont)

### Day 2 - Saturday, May 15th A Little Trip to Paradise Bonus Tour

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
0.0		Depart the Wise County Heritage Museum turning left out of the parking lot and taking an immediate right heading north on <b>S. Trinity Street</b>
0.3	0.3	At the 4-way stop, turn <b>LEFT</b> on <b>W. Hale Street</b>
0.7	0.4	At the traffic signal at SH 287, continue straight under the highway and onto <b>FM 51</b>
1.1	0.4	At the traffic signal, turn <b>RIGHT</b> onto <b>W. Thompson Street</b>
1.6	0.5	At the T intersection and 3-way stop , turn <b>LEFT</b> onto <b>S. Deer Park Road</b>
2.3	0.7	At the 4-way stop, turn <b>RIGHT</b> on <b>Preskitt Road</b>
4.6	2.3	At the T intersection, turn <b>LEFT</b> continuing on <b>Preskitt Road</b>
4.7	0.1	Veer <b>RIGHT</b> onto <b>Hlavek Road</b>
5.0	0.3	Turn <b>LEFT</b> onto <b>CR 3141</b>

## Day 2 - Saturday, May 15th (Cont)

### A Little Trip to Paradise Bonus Tour

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
6.4	1.4	Turn <b>RIGHT</b> onto <b>CR 3250</b> . This road makes lots of turns and bends and changes names to <b>CR 3253</b>
10.6	4.2	Turn <b>RIGHT</b> onto unmarked <b>N. Mesquite</b> We will put a yellow ribbon on the street sign post to mark the turn. Be sure that the driver behind you sees you as you turn. Keep to the right as the road bends to the left.
11.2	0.6	At the stop sign at the T intersection turn <b>RIGHT</b> onto unmarked <b>FM 3259</b>
11.3	0.1	At the traffic signal, cross SH 114 and stop at the Shell station for a pit stop

Paradise is on State Highway 114 six miles southwest of Decatur in southwestern Wise County. Settlement at the site began in the early 1870s, when Bill Anderson opened a general store there. At first the community was called Eldorado, but when settlers learned from postal authorities that the name was already taken they suggested the name Paradise Prairie, because of the wildflowers surrounding the site. The name was later shortened, and the community received a post office branch in 1876. In 1893 the Rock Island line reached the area, and the town moved a mile northeast to take advantage of the railroad, which eventually made Paradise a prosperous retail market for area farmers. By 1900 the town had two cotton gins, two lumberyards, two hotels, a grade school, and a weekly newspaper, the Paradise Echo. The population of Paradise fluctuated between 300 and 500 from 1900 until the 1940s; in 1986 and 1990 it was estimated at 275. The population reached 459 in 2000.

11.3

Leaving the Shell station, turn **RIGHT** onto **Main Street**

## Day 2 - Saturday, May 15th (Cont)

### A Little Trip to Paradise Bonus Tour

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
11.6	0.3	Turn <b>RIGHT</b> onto <b>School House Road</b>
12.4	0.8	Turn <b>LEFT</b> at <b>Olde Town Road</b>
13.4	1.0	Cross <b>SH 114</b> - <b>BE CAREFUL AND PATIENT. CROSS TRAFFIC DOES NOT STOP.</b> Once across, continue on <b>CR 3390</b>
14.1	0.7	Slow down at the railroad crossing and take easy across the tracks
15.7	1.6	At the stop sign, cross <b>FM 51</b> - <b>BE CAREFUL AND PATIENT. CROSS TRAFFIC DOES NOT STOP.</b> Once across continue on <b>CR 4380</b>
16.6	0.9	At the stop sign, turn <b>RIGHT</b> continuing on <b>CR 4380</b>
17.2	0.6	Veer to the <b>LEFT</b> at the Flatwood Baptist Church, continuing onto <b>CR 4280</b>
20.4	3.2	At the stop sign, turn <b>RIGHT</b> onto <b>FM 730</b>
20.8	0.4	Turn <b>LEFT</b> onto <b>CR 4270</b>
23.5	2.7	Keep to the <b>LEFT</b> and turn onto <b>CR 4227</b>

# Day 2 - Saturday, May 15th (Cont)

## A Little Trip to Paradise Bonus Tour

Cumm  
Mileage

Interval  
Mileage

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## Day 2 - Saturday, May 15th (Cont)

### A Little Trip to Paradise Bonus Tour

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
25.1	1.6	At the T intersection, turn <b>LEFT</b> onto <b>CR 4228</b> at the NRS Trailers on left
26.2	1.1	At the T intersection, turn <b>LEFT</b> onto <b>CR 4127</b> - there are no stop signs - In 0.8 miles there is a log cabin on your left
28.4	2.2	At the stop sign, turn <b>RIGHT</b> onto <b>FM 730</b> <b>THIS IS A 60 MPH ROAD WITH NO</b> <b>SHOULDER - SPACE OUT TO ALLOW</b> <b>MODERNS TO PASS</b>
31.9	3.5	Cross under SH 287 continuing straight on FM 730 - if you need gas there is a Shell Station on the right - stop is on your own
32.4	0.5	Turn <b>LEFT</b> onto <b>W. Thompson Street</b> at the water tower
32.7	0.3	At the stop sign, turn <b>RIGHT</b> onto the shoulder of <b>US 287 - STAY ON SHOULDER</b> <b>BE VERY CAREFUL AND WATCH FOR</b> <b>ONCOMING TRAFFIC ON THE HIGHWAY</b>
32.9	0.2	Turn <b>RIGHT</b> into the parking lot at the <b>La Quinta Inn &amp; Suites</b>

## Day 3 - Sunday, May 16th (Cont)

### Day 3 - Sunday, May 16th Driver's Meeting 8:45 AM / Start 9:00 AM Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
0.0		Turn <b>RIGHT</b> onto the shoulder of <b>US 287</b> exiting the parking lot of the LaQuinta Inn & Suites. <b>STAY ON THE SHOULDER AND BE PATIENT AND BE CAREFUL</b>
0.1	0.1	Turn <b>RIGHT</b> on unmarked <b>S. Trenchard Street</b> just past Allsup's gas station and convenience store
0.3	0.2	At the stop sign, turn <b>RIGHT</b> onto <b>W. Hale Street</b>
0.5	0.2	Turn <b>LEFT</b> onto <b>S. State Street</b>
0.9	0.4	At the 4-way stop, turn <b>RIGHT</b> onto <b>W. Main Street</b>
1.3	0.4	At the stop sign, turn <b>RIGHT</b> onto <b>US 81/US 287 Business</b>
1.7	0.4	Continue on <b>US 81/US 287 Business</b> , we will stop at the Petrified Wood Gas Station to take photos and look around
		<b>A SPECIAL THANKS TO TERESA RAFIDI AND RIC MARTIN FOR THE PHOTOGRAPHY</b>

## Day 3 - Sunday, May 16th (Cont)

### Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>
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Local Businessman C.F. Boydston purchased this site, a former feed lot in 1927. Recognizing a potential business opportunity offering services to the traveling public, he built a wooden shed and gas station in 1927. Travelers were allowed to build campfires during overnight stays and by 1931 Boydston added three wooden cabins with garages to the camp complex. The buildings were later faced with rock and more cabins were added in 1935. The original wooden gas station was covered with petrified wood in 1935 when the highway was widened and remained in operation by the Boydston family until 1988.

The Texas lunchroom was built in 1929 and renamed the Texas Cafe' in 1935. It was a popular hangout with high school and college students of the time as well as a destination for the traveling public. Trains often stopped for engineers and passengers to get a bit to eat. Part of the complex is now occupied by private offices. The now Whistle Stop Cafe' has once again become a hangout for locals. The Texas Tourist Camp is one of the few intact examples of tourist camps built throughout Texas in the mid 20th century.

1.7		To depart, turn <b>RIGHT</b> (South) onto <b>US 81/US 287 Business</b>
	0.8	
2.5		Turn <b>LEFT</b> onto <b>CR 4010</b>
	2.6	
5.1		<b>CR 4010</b> changes from paved to a rock road
	1.0	
6.1		Keep <b>RIGHT</b> onto <b>Mesa Ridge Dr.</b> Look for Mesa Ridge Estates sign on the right as you turn. The road is paved again; there are no more dirt roads on the tour

## Day 3 - Sunday, May 16th (Cont)

### Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
7.5	1.4	Turn <b>RIGHT</b> at T intersection onto unmarked <b>CR 4213</b>
8.0	0.5	At the stop sign, turn <b>LEFT</b> onto <b>FM 2264</b> <b>BE CAREFUL!!</b>
12.9	4.9	Turn <b>LEFT</b> onto <b>CR 4522</b> . The road will make a series of right and left turns and will change names several times. Do not turn onto any unpaved roads and remember, we are headed south and east.
25.0	12.1	At the stop sign, turn <b>RIGHT</b> onto <b>FM 156</b> at the T intersection
26.6	1.6	At the traffic signal in Justin, turn <b>LEFT</b> onto <b>FM 407</b>
31.3	4.7	Just before we get to I-35W, turn <b>RIGHT</b> into the parking lot for <b>Corral City</b> for a pit stop
31.3		Exit the parking lot of Corral City and turn <b>RIGHT</b> on <b>FM 407</b>
31.5	0.2	At I-35W, go straight continuing on <b>FM 407</b>
33.2	1.7	Turn <b>RIGHT</b> onto <b>Stonecrest Road</b> at the pipe and cable fence. If you get to US 377 you've gone too far.

## Day 3 - Sunday, May 16th (Cont)

### Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
33.7	0.5	Turn <b>RIGHT</b> onto <b>Forest Trail</b> . There are stone subdivision entry walls on both sides of Forest Trail with "Settlement" on them
34.3	0.6	Turn <b>LEFT</b> onto <b>Pioneer Circle</b>
34.6	0.3	Turn <b>LEFT</b> onto <b>Winchester Pass</b>
34.8	0.2	At the stop sign, turn <b>RIGHT</b> onto <b>Stonecrest Road</b>
36.0	1.2	Turn <b>RIGHT</b> onto <b>US 377. Be very careful!!</b> Drive on the shoulder when possible to let moderns pass. There is a bridge with no shoulders coming up in 2.1 miles. Take US 377 all the way to Roanoke
40.3	4.3	At the traffic signals at SH 114, continue <b>STRAIGHT</b> on <b>US 377</b>
41.6	1.3	Lunch is at <b>The Prairie House</b> which is on <b>US 377</b> . Turn <b>LEFT</b> into the parking lot. There is additional parking sushi restaurant just to the north
41.6		Leaving the parking lot of The Prairie House turn <b>RIGHT</b> onto <b>Lamar Street</b> and continue straight through the roundabout at S. Oak St.

## Day 3 - Sunday, May 16th (Cont)

### Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
41.8	0.2	At the stop sign, turn <b>LEFT</b> onto <b>S. Walnut Street</b>
41.9	0.1	At the stop sign, turn <b>RIGHT</b> onto <b>Main Street</b> . Street changes names to <b>J T Ottinger Road</b> .
42.4	0.5	At the stop signs cross SH 170 and continue on J T Ottinger Road. <b>BE CAREFUL AND PATIENT!!</b> Good opportunities come up to cross. Make sure there is room between the main lanes before you start across.
44.0	1.6	Bear <b>LEFT</b> onto <b>Dove Road</b> which winds around for a long way. Watch the signs and you'll be okay.
46.4	2.4	At the "Y" intersection with Randol Mill Avenue, keep <b>LEFT</b> to stay on <b>Dove Road</b>
47.5	1.1	At the traffic light at SH 114, turn <b>RIGHT</b> onto the service road
48.4	0.9	At the traffic light, turn <b>LEFT</b> onto <b>N. White Chapel Road</b>
49.1	0.7	At the stop sign, turn <b>RIGHT</b> onto <b>E. Dove Road</b>
50.0	0.9	At the roundabout at N. Carroll, continue <b>STRAIGHT</b> on <b>E. Dove Road</b>

## Day 3 - Sunday, May 16th (Cont)

### Decatur to Dallas

<u>Cumm Mileage</u>	<u>Interval Mileage</u>	
53.0	3.0	At the traffic light at the intersection of Dove Road and N. Dove Road, continue <b>STRAIGHT</b> onto <b>Dove Loop Road</b>
54.1	1.1	At the traffic signal, turn <b>RIGHT</b> onto <b>N. Main Street</b>
55.4	1.3	Turn <b>RIGHT</b> into the parking lot of <b>BRAUM's</b> for an ice cream break
55.4		Turn <b>RIGHT</b> out of the parking lot of Braum's onto <b>S. Main Street</b> . Stay in the right hand lane to cross SH 114
56.0	0.6	After crossing SH 114, turn <b>LEFT</b> at the traffic signal onto <b>Mustang Drive</b>
56.6	0.6	At the traffic signal, keep to the <b>LEFT</b> and continue <b>STRAIGHT</b> onto <b>N. Airfield Drive</b>
59.7	3.1	At the traffic signal, turn <b>LEFT</b> onto <b>Freeport Parkway</b> , crossing under SH 114
60.0	0.3	At the traffic signal, turn <b>RIGHT</b> onto <b>W. Royal Lane</b>
73.3	13.3	Arrive at the <b>Central Congregational Church</b> for the end of the <b>2010 Spring Tour</b>

# **Decatur Grasslands Tour**

## **May 14-16, 2010**

### **Decatur, Texas**

Decatur, the county seat of Wise County, is on U.S. highways 287 and 380 and the Burlington Northern Railway, forty miles northwest of Fort Worth at the approximate center of the county. It is near the western edge of the Grand Prairies, and overlooks the western Cross Timbers area. The Texas legislature established Wise County in 1856 and directed that a county seat named Taylorsville (in honor of Gen. Zachary Taylor) be founded within five miles of its center. The town was located and laid out by Absalom Bishop, an early settler in the region. Bishop, who was a member of the Texas Legislature, did not approve of Taylor's Whig party affiliation, and in January 1858 he arranged to change the name of the town to Decatur in honor of the naval hero Stephen Decatur.

The new community prospered in the years before the Civil War. A post office was opened in 1857 in the store of Daniel Howell, the town's first merchant and postmaster. The first school was established in the fall of 1857, and a courthouse was erected in the early 1860s. The Butterfield Overland Mail line served the community for several years before the war. As an exposed settlement on the Texas frontier, Decatur and its area stagnated during the war years and continued to suffer from Indian raids until 1874. Perhaps the most dramatic event of the war for the inhabitants of Decatur was the trial of members of the Unionist Peace party in the town and the execution of five of them in 1862.

The late 1860s saw the establishment of four stores and a hotel in Decatur, which served as a supplier and market for local ranchers. The eastern fork of the Chisholm Trail passed near Decatur in this period and is commemorated by the town's annual Chisholm Trail Barbecue. In 1882 the Fort Worth and Denver Railway reached Decatur, and the gambler's cant phrase "eighter from Decatur" was coined, according to local tradition, by a railway construction worker. In the 1880s and 1890s Decatur prospered as a shipping point and market for local farmers, a prosperity that was reflected in the establishment of Decatur Baptist College in 1892, the building of a new courthouse in 1896, and a population that grew from 579 in 1880 to 1,746 in 1890. The town continued to grow in the early twentieth century, from a population of 1,562 in 1904 to a peak of 3,200 in 1928. Between 1929 and 1960 Decatur fluctuated between 2,000 and 3,000 inhabitants and remained an important business center of some eighty to 150 establishments. Decatur Baptist College was moved to Dallas in 1965. A steady growth in population after the 1960s is attributable in part to the influx of people who commute



# **Decatur Grasslands Tour**

## **May 14-16, 2010**

### **Wise County**

Wise County is in northwestern Texas, forty miles south of the Oklahoma border. Decatur, the county seat and largest town, is thirty-five miles northwest of Fort Worth on U.S. highways 81/287 and 380. The county, comprising 922 square miles, is divided from north to south between the Eastern Grand Prairie and the Western Cross Timbers regions of Texas. The topography of the eastern section consists of gently rolling hills with sandy loam topsoils and brick clay subsoils. Central Wise County has a combination of flat and undulating terrain; its waxy, light-colored surface soil covers deep layers of red clay. The western section is primarily hilly, with alluvial loam and sandy top layers over clay and limestone sublayers. Natural resources include stone, clay, gas, and oil. Vegetation ranges from natural and improved grasses to post and live oak, cottonwood, and mesquite trees. Approximately 40 percent of the total area is quality farmland, and 60 percent is forest and grazing land. The average elevation of Wise County is 800 feet above sea level, and two-thirds of the county is drained by the West Fork of the Trinity River. Two lakes, Lake Bridgeport and Eagle Mountain

The first known inhabitants of Wise County were probably Wichita Indians, a nomadic plains group that depended upon the buffalo for food and other necessities. In 1540, when the Coronado expedition came through the area east of the site of present Decatur, there were several Indian villages between the Trinity and Red rivers. The Wichita period ended around 1835, as various Caddo Indian groups filtered into the region. At the time that the first white settlers came to the area, one village of approximately sixty-five Delaware Indians led by Jim Ned remained in Wise County. Jim Ned and his peaceful band befriended the whites, and various hills, streams, and communities were named after the Indian leader. Hostile groups of Kichai Indians also lived in the area near Bridgeport during the period, and they raided white communities in Fannin County. Generals Edward H. Tarrant and James Smith led expeditions against them during the 1840s and early 1850s. By 1855 the permanent Indian settlements had moved to reservations in West Texas. The history of white settlement in Wise County began with Sam Woody, who moved to Deep Creek (then in Cooke County) in 1854. H

though challenged after the courthouse burned in 1895, has remained the seat of government to the present. The majority of Wise County settlers were immigrants from southern states, though only fifty-three of the county's 3,160 white residents owned slaves in 1860. Prior to the Civil War cattle and sheep production were the major industries; cotton was not introduced into the county until the 1870s. Most residents engaged in open-range ranching through the 1880s; the two most prominent ranches, owned by W. H. Hunt and Daniel Waggoner, were located in western Wise County. The predominantly southern populace supported secession in 1861 and raised five Confederate companies that fought in the Civil War. The removal of federal troops from the frontier left outlying settlements at the mercy of hostile Comanches and other plains Indians. Texas militia units, formed to patrol from the Red River to the Rio Grande, set up a post in Decatur. Local volunteer groups also defended the frontier communities. Nevertheless, many farms were abandoned, as fearful residents moved into towns for protection against Indian attack.

In 1862 Wise County was gripped by the same Union League conspiracy hysteria that precipitated the Great Hanging at Gainesville. Five men were tried and hanged for plotting to aid the Union cause by burning property, stealing weapons, and reducing "the people to helplessness." When the war ended, an angry mob of 200 people protested the hangings but was dispersed by local supporters of law and order. Though many Wise County inhabitants remained bitter in defeat, the Reconstruction county governments usually included both ex-Confederates and Republican party appointees. Indian raids continued until 1875, and the population of the county grew slowly. Only 1,450 people resided in Wise County in 1870. During the antebellum period Decatur was a stop on the Butterfield Overland Mail route from St. Louis, Missouri, to San Francisco, California. A government telegraph line also connected the county with larger population centers. Between 1866 and 1886 the Eastern Cattle Trail to Abilene, Kansas, crossed Wise County east of Decatur. The coming of the railroads eventually provided a more convenient and cheaper means of transportation for crops and live:

The population increased steadily and reached the highest point in county history in 1900 at a total of 27,116. A community of Hispanics was brought in to work in the coal mines, and thus another ethnic dimension was added to the population. Bridgeport's large lignite coal reserves supplied fuel for most of the region until 1910, when the Lone Star Gas Company offered residents an alternative energy source with the completion of a natural gas pipeline. Telephone service was provided by both Southwestern Bell Telephone Company and by various private telephone services. Eventually, Texas Power and Light Company bought the electric properties of the city of Decatur and expanded its services to Rhome and other smaller communities. The rural areas, however, did not receive electricity until the 1930s, when the Wise County Electric Co-Op was organized. During this forty-year period the introduction of the automobile and the construction of U.S. Highway 81 increased the mobility of local inhabitants. farming. In 1920 the ratio of beef to dairy cattle, for example, was 17,291 to 11,924;

by 1930 the ratio was 1,112 to 10,508. Likewise, cotton production plummeted from a total of 19,341 bales in 1920 to only 6,019 in 1930. By 1949, on the other hand, Wise County was one of the major milk-producing areas in Texas. Oil and gas production also increased during the era. The Great Depression and World War II accelerated the decline of the population and the economy, a trend that did not halt until the 1960s. The number of farms was reduced from 3,157 in 1920 to 2,490 in 1940, the number of people living in Wise County fell from 23,363 in 1920 to 19,178 in 1940, and the number of industries was reduced from twenty-three to seven during the period. Low prices for livestock and crops led to widespread unemployment; in 1930 only 4 percent of the labor force was out of work, but by 1940 the percentage had increased to 18.8. The Relief Administration of Wise County was located in the county courthouse in Decatur; there were 1,200 people on relief in 1935. The Civil Works Administration and the Civilian Conservation Corps employees built the Decatur High School and participated in erosion control, road repairs, and other projects. Many Wise County residents

It was not until the 1960s that a reversal of earlier trends began. Between 1960 and 1985 the number of people in Wise County increased by approximately 10,000; by 1990 there were 34,679 people living there. The number of industries in the county grew correspondingly during this period, while the farm statistics remained fairly stable. In the early 1980s most of the inhabitants (70 percent) still lived in rural communities, and 79 percent of the land was devoted to farming and ranching. The majority of workers were engaged in manufacturing (21 percent), wholesale and retail businesses (18 percent), and agriculture and agribusinesses (16 percent); many (32 percent) commuted to the Dallas-Fort Worth metropolis. The most important products were grains, peanuts, dairy products, poultry, and beef. Local factories manufactured glass, clothing, carbon and graphite products, oil and gas, limestone, and gravel. High school graduates increased from 32 percent of the population over twenty-five years old in 1960 to 52 percent of the same age group in 1980.

By 2000 there were 48,793 people living in Wise County. Almost 87 percent were Anglo, about 11 percent were Hispanic, and 1 percent were African-American; another 1 percent were other minorities. More than 76 percent of the residents older than twenty-five had completed high school, and 13 percent had college degrees. In the early twenty-first century agriculture continued to be a significant component of the local economy. Gas and petroleum production and recreation were also important, and many of the area's residents worked in Fort Worth. In 2002 the county had 2,696 farms and ranches covering 493,044 acres, 48 percent of which were devoted to pasture and 44 percent to crops. In that year local farmers and ranchers earned \$33,300,000, with livestock sales accounting for \$25,739,000 of that total. Beef cattle, dairy operations, horses, sheep, and goats were among the chief agricultural products, while crops such as hay, wheat, peanuts, and pecans were also grown. Almost 932,000 barrels of oil and 173,836,959 cubic feet of gas-well gas were produced in the county in 2004; by the end of that year 100,594,525 barrels of oil had been taken from cou

## Contact Phone Numbers

LaQuinta Inn & Suites	940-627-9603
Bureau of Engraving and Printing	866-865-1194
Wise County Judge Bill McElhaney	940-627-5743
Decatur Chamber of Commerce	940-627-3107
The Spot - Barry Posey (Owner)	817-236-4600
Sean's Mesquite Pit BBQ	940-627-7227
Sean's Cell	817-458-1068
Greenwood Grill & Grocery	940-466-3000
Connie Pruett Cell	940-577-1491
The Prairie House	817-491-4855
Wise County Heritage Museum	940-627-5586