
BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1849-1965

HISTORIC CONTEXT, INVENTORY, AND ASSESSMENT OF THE CENTRAL CITY
SEGMENT OF THE TRINITY RIVER VISION PLAN, FORT WORTH, TEXAS

DRAFT

edited by
Marsha Prior, Duane Peter, and Joseph Murphey

with contributions by
Kate Singleton
Peggy Riddle
Fiona Vashinder
Michelle Wurtz

for
U.S. Army Corps of Engineers
Fort Worth District

MISCELLANEOUS REPORTS OF INVESTIGATIONS
NUMBER 328



GEO-MARINE, INC.



US Army Corps
of Engineers
Fort Worth District

**BELOW THE BLUFF:
URBAN DEVELOPMENT AT THE CONFLUENCE OF THE
WEST FORK AND CLEAR FORK OF THE TRINITY RIVER,
1849-1965**

**HISTORIC CONTEXT, INVENTORY AND ASSESSMENT
OF THE CENTRAL CITY SEGMENT OF THE TRINITY RIVER VISION PLAN,
FORT WORTH, TEXAS**

DRAFT

edited by
Marsha Prior, Duane Peter, and Joseph Murphey

with contributions by
Kate Singleton
Peggy Riddle
Fiona Vasbinder
Michelle Wurtz

for
U.S. Army Corps of Engineers
Fort Worth District

MISCELLANEOUS REPORTS OF INVESTIGATIONS
NUMBER 328

Geo-Marine, Inc.
550 East 15th Street
Plano, Texas 75074

January 2005

MANAGEMENT SUMMARY

This report provides a historic context and results of an inventory and assessment for an evaluation of the potential impact of proposed development on historic properties under the Central City segment of the Trinity River Vision Master Plan (Central City). This project, sponsored by the Tarrant Regional Water District and the U.S. Army Corps of Engineers (USACE), Fort Worth District, is one segment of the larger Trinity River Vision Master Plan whose purpose is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhoods, wildlife, and special recreation. This work was performed under the authority of Section 106 of the National Historic Preservation Act (NHPA), as amended, and in support of an Environmental Impact Statement (EIS) related to the Central City project.

The Central City segment Area of Potential Effects (APE) for this project is largely defined by the oxbow section of the Trinity River at the confluence of the West and Clear forks of the Trinity River immediately north of downtown Fort Worth. It is bound by the Stockyards to the north, the St. Louis, San Francisco and Texas and the St. Louis and Southwestern railroads to the west and by Samuels Avenue to the east. Land uses within this APE are primarily commercial or industrial. Because of the aging industrial area and expanse of underutilized land, there is a tremendous amount of economic development potential. Therefore, the vision for the Central City project includes potential redevelopment in the area, channelization of the river and removal of the levees where feasible, and the creation of a water feature with associated recreational facilities.

The inventory and evaluation of all features of the cultural landscape predating 1966 within the proposed APE of the Central City segment resulted in the recording of 124 industrial properties, one property related to social history, one recreational property, three transportation-related properties, three residential properties, and two landscape properties (Fort Worth floodway system and the Trinity River and the associated Bluff). The location of these properties is noted in Attachment 1 and the USACE inventory CD-ROM is included in the attached map pocket. The result of this inventory and evaluation effort is that 25 industrial properties, one property related to social history (Property Number 62), one residence (Property Number 70), the Henderson Street Bridge (Property Number 101), the St. Louis, San Francisco and Texas Railway bridge (Property Number 102), and the Fort Worth floodway system (historical landscape; Property Number 104) are recommended as eligible for inclusion in the National Register of Historic Places (NRHP). Eligible properties are listed in the table below. In addition, the Paddock Viaduct (Property Number 103) is already listed on the NRHP and is recognized as a Texas Civil Engineering Landmark and a Recorded Texas Historical Landmark. Twenty-five properties related to the historic context, *Early Industrial and Commercial Growth of Fort Worth (1867-1950)*, are recommended as eligible under Criteria A and C.

Of these 31 cultural properties that are recommended eligible for inclusion in the National Register of Historic Places, eleven would be directly impacted by the proposed construction of the bypass channel and associated improvements (see table below). The proposed Central City bypass channel would therefore have an adverse effect on these NRHP-eligible properties. The remaining 20 cultural properties would be indirectly impacted by subsequent build-out of the project by private developers.

NRHP-Eligible Pre-1966 Buildings, Structures, and Landscapes within the APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
Fort Worth Power and Light/TXU	1-A	1910	Industry	Masonry multi-storied structures with arched windows.	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry	Concrete Retention Pond	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry	Concrete Intake Station	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-F	1940	Industry	One story masonry with arched windows	High	Indirect	Eligible A, C
818 North Main <i>Bud Sellers Auto</i>	40	c 1921	Industry	Brick masonry with colored design patterns; sheet metal building in back with newer 2-bay addition.	Moderate	Indirect	Eligible A, C
834-842 North Main <i>Texas Refinery Co.</i>	50	c 1928	Industry	Masonry and stucco, tile roof accent; Spanish style.	High	Indirect	Eligible A, C
900 North Main <i>Walter Dearman Truck</i>	53	c 1946	Industry	One story metal frame with bowstring truss roof. CMU administration building attached to front.	High	Direct	Eligible A, C
909 North Main <i>Texas Refinery Co.</i>	52	1946	Industry	One story flat roof masonry, glass block windows.	Poor	Direct	Eligible A, C
917/919 North Main <i>Texas Refinery Co.</i>	56/57	c 1946	Industry	One story masonry steel windows.	High	Direct	Eligible A, C
1012 North Main <i>Ellis Pecan Company</i>	62	1926	Social History/ Commerce	Brick auditorium; arched steel sash window.	High	Indirect	Eligible A, C
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13	1940	Industry	Block masonry with shingled barrel vault roof.	High	Indirect	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Industry	Sheet metal manufacturing building; original materials.	High	Direct	Eligible A, C

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
806 North Throckmorton <i>Southwestern Brass Works</i>	42-B	1927	Industry	Single story wood frame.	High	Direct	Eligible A
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	1931	Industry	Two story masonry.	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1931	Industry	Two story masonry.	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-C	c 1945	Industry	One story masonry loading dock.	High	Direct	Eligible A, C
609 North Houston <i>Hobbs Trailers</i>	14	1950	Industry	Brick masonry; concrete construction with large plate glass; shingle roof accent	Moderate	Indirect	Eligible A, C
841 North Houston <i>McKinley Iron Works</i>	48-A	1935	Industry	One story metal frame corrugated siding, bowstring roof truss.	High	Direct	Eligible A, C
205 North 7 th Street <i>National Educators Life Warehouse</i>	31	1949	Industry	Two story brick Moderne; steel sash windows; limestone banding.	High	Direct	Eligible A, C
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry	One story metal frame corrugated siding.	High	Indirect	Eligible A, C
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry	One story metal corrugated siding.	High	Indirect	Eligible A, C
1024 North Commerce <i>Western Paint & Roofing</i>	64	1920	Industry	One story load bearing brick; clerestory lighting.	High	Indirect	Eligible A, C
825 North Calhoun	46	1947	Industry	Dual one story metal buildings with bow truss roof.	Moderate	Indirect	Eligible A, C
1107 North Calhoun <i>Machine Shop</i>	65	1939	Industry	One story load bearing brick; clearstory lighting.	High	Indirect	Eligible A, C
336 Greenleaf Street	70	1925	Residential	Single family residence; wood frame with corrugated metal roof; possible addition to side of house.	Moderate	Indirect	Eligible A, C

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
701 North Henderson <i>Triple A Package Store</i>	87	1946	Commerce	One story masonry Streamline Moderne.	High	Indirect	Eligible A, C
900 Woodward <i>Fort Worth Water Department</i>	96-A	1940	Industry	Two story masonry smokestack and boiler house.	High	Indirect	Eligible A, C
Henderson Street Bridge	101	1930	Transporta- tion/Engin- eering	Open spandrel concrete arch.	High	Indirect	Eligible A, C
SL, SF and Texas Railway Bridge	102	1902	Transporta- tion/Engin- eering	Iron through-truss span with concrete piers	High	Indirect	Eligible A, C
Paddock Viaduct	103	1902	Transporta- tion/Engin- eering	Long timber trestles, with steel truss supported by concrete piers.	High	Indirect	NRHP-listed
Flood Control System	104	1910- 1957	Flood Control Develop- ment/Engin- eering	Levees, sumps, sluices, Nutt Dam, USGS Water Gauge	Moderate– High	Direct	Eligible A, C

¹ Potential Impacts: (1) Direct—will be impacted directly by construction of bypass channel; (2) Indirect—will not be directly impacted by bypass channel or levee modification.

² Eligibility Status: Recommendation indicates criteria from 36 CFR 60.4 that are met.

TABLE OF CONTENTS

MANAGEMENT SUMMARY	ii
1. INTRODUCTION	1
Methodology	6
2. BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1849-1965	11
Overview of the Developing Fort Worth Cultural resource Landscape	12
The History and Development of Fort Worth.....	12
The History and Development of North Fort Worth and North Main	23
Summary	38
Thematic Historic Contexts Related to the Urban Development of the Central City	
Project Area.....	40
Fort Worth as a Transportation Hub	40
Establishment of the Railroad System	41
Street Car Lines	44
Roads and Bridges.....	46
Industrial Development in North Fort Worth (1867-1950).....	49
Growth of the Cattle Industry and the Stockyards	49
Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1).....	51
Discovery of Oil in West Texas and Its Impact on Fort Worth (1917-1940).....	55
Panther Oil and Grease/Texas Refinery Corporation (Property Number 50)	60
Magnolia Oil in Fort Worth	62
Other Industries	64
McKinley Iron Works (Property Number 47).....	64
Carruthers Stone Works (Property Number 18).....	65
The Social History of North Fort Worth.....	66
Ku Klux Klan Klavern No. 101/Ellis Pecan Company (Property Number 62).....	66
The Jacksboro Highway	68
Recreational Development	69
Flood Control Development along the Trinity River	71
Floods of Fort Worth.....	71
History of Flood Control Development in Fort Worth	74

Table of Contents
(cont'd)

3. REGISTRATION REQUIREMENTS FOR HISTORIC PROPERTIES WITHIN THE	
APE.....	91
Introduction.....	91
National Register Eligibility and Criteria.....	92
Criterion A: Event.....	92
Understanding Criterion A: Event.....	92
Criterion B: Person.....	93
Understanding Criterion B: Person.....	93
Significance of the Individual.....	93
Association with the Property.....	94
Comparison to Related Properties.....	94
Association with Groups.....	95
Association with Living Persons.....	95
Association with Architects/Artisans.....	95
Criterion C: Design/Construction.....	95
Understanding Criterion C: Design/Construction.....	95
Criterion D: Information Potential.....	96
Understanding Criterion D: Information Potential.....	96
National Register Integrity Requirements.....	97
National Register Guidelines for historic Landscapes.....	98
National Register District Guidelines.....	98
Concentration, Linkage, & Continuity of Features.....	98
Significance.....	99
Types of Features.....	99
Historic Context.....	99
Registration Requirements for Property Types.....	100
Transportation.....	101
Railroads and Railroad Trestle.....	101
Significance.....	101
Highway Bridges and Viaducts.....	102
Significance.....	104
Registration Requirements.....	105
Early Industrial and Commercial Growth in the City of Fort Worth (1867-1950).....	105
Industry.....	106
Commerce.....	109
Significance.....	111
Registration Requirements.....	112
Social History.....	113
Significance.....	113
Registration Requirements.....	114
Recreation/Entertainment.....	115
Significance.....	116
Registration Requirements.....	116

Table of Contents
(cont'd)

Flood Control Development along the Trinity River	117
Flood Control Structures	117
Description	117
Significance	117
Registration Requirements	118
Residential Dwellings	118
Significance	119
Registration Requirements	119
4. SUMMARY AND FINDINGS	123
Summary	123
Findings	125
Floodwater Control Development of the Trinity River	125
Henderson Street Bridge (Property Number 101)	139
St. Louis, San Francisco and Texas Railway Bridge (Property Number 102)	139
Early Industrial and Commercial Development in Fort Worth (1867-1950)	142
Social History of the City of Fort Worth, Including Recreation and Development	145
Residential Dwellings	145
potential impacts	146
REFERENCES CITED	156
APPENDIX A: Inventory Data for Pre-1966 Buildings and Structures	A-1

LIST OF FIGURES

1. Model of Projected 50-Year Build-out of Central City	3
2. Map showing the project area, bypass channel, and interior water feature	5
3. Fort Worth drawing showing proximity of the bluffs	13
4. 1876 landscape drawing of bluff area by D. D. Morse.....	17
5. 1886 "The Queen of the Prairies" map.....	18
6. 1885 Gray's Map of Fort Worth.....	20
7. 1885 Sanborn map	21
8. 1889 Sanborn map	22
9. W. B. King 188? map of the city of Fort Worth and vicinity, showing plats for North Fort Worth and Main Street.....	24
10. 1891 Perspective Map	27
11. Industrial development along North Main (1911 Sanborn map).....	29
12. Industrial development along North Main (1911 Sanborn map).....	30
13. Paddock Viaduct (Property Number 103).....	31
14. Hobbs Manufacturing (Property Number 15)	32
15. Former facility for Hobbs Trailers (Property Number 14)	33
16. Undated photo of Hobbs Manufacturing	33
17. Package store on North Henderson (Property Number 87).....	34
18. Former skating rink on North Main (Property Number 12)	35
19. Aerial view from 1950	37
20. Former National Educators Life Warehouse (Property Number 31).....	38
21. 1949 flood of Fort Worth	39
22. 1926 Sanborn map	57
23. Owenwood Oil Corporation stock share	58
24. 1910 corrected to 1951 Sanborn map	59
25. Panther Oil and Grease Company (now Texas Refinery Corporation) (Property Number 50)	61
26. Former Magnolia Oil facility on North Main (Property Number 11)	63
27. McKinley Iron Works (Property Number 47)	64
28. Carruthers Stone Works (Property Number 18)	66
29. Former KKK Hall and Ellis Pecan building (Property Number 62)	68
30. Mexican Inn Café (Property Number 89).....	69

List of Figures
(cont'd)

31. 1908 flood.....	72
32. 1949 flood of Fort Worth	72
33. Fort Worth floods	73
34. Fort Worth flooding of Wards building.....	73
35. The 1918 USGS topographic map of the Trinity River at Fort Worth	75
36. Drawing of the Trinity River showing location of Nutt Dam	76
37. Flood wall of the city's electric power plant	77
38. Profile drawing of levee improvements.....	78
39. Map showing proposed realignment of the North Main Levee Loop.....	79
40. Map showing the locations of Flood Control Features discussed in the text	81
41. Map of the Fort Worth Floodway program	82
42. Map with location of proposed levee improvements and channel construction.....	83
43. 1973 aerial showing old Clear Fork river channel (lower right).....	85
44. Sewer line canal on north bank of Clear Fork	85
45. Map showing locations of sump structures	86
46. Sump structure located next to Rick's Dam on the West Fork (Property Number 104).....	87
47. USGS river gauge located near Nutt Dam (Property Number 104)	88
48. Nutt Dam at its present location along the West Fork (Property Number 104)	90
49. Rick's Dam located on the West Fork (Property Number 104).....	90
50. Paddock Viaduct (Property Number 103)	103
51. Henderson Street bridge (Property Number 101).....	104
52. 501 N. Main (Property Number 5).....	107
53. 701 N. Main (Property Number 20).....	107
54. 705 N. Main (Property Number 23).....	108
55. 709 N. Main (Property Number 25).....	108
56. 713 N. Main (Property Number 26).....	109
57. 625 N. Commerce (Property Number 15)	110
58. 1024 N. Commerce (Property Number 64)	110
59. 708 N. Main, East (Property Number 28)	112
60. 1012 N. Main (Property Number 62).....	114
61. 1919 map of project area.....	120
62. 1940 zoning map of North Fort Worth	121
63. 1122 N. Calhoun (Property Number 66)	122
64. Map showing the location of eligible properties	136
65. Floodwall with fill added along the base (Property Number 104).....	138
66. Map showing the locations of Flood Control Features discussed in the text	140
67. Map showing locations of sump structures	141
68. Henderson Street Bridge (Property Number 101).....	142
69. St. Louis, San Francisco and Texas Railway Bridge (Property Number 102)	143
70. Fort Worth Power and Light/TXU Power Plant: (a) Property Number 1-A; (b) Property Number 1-B; (c) Property Number 1-C; and (d) Property Number 1-F	147

List of Figures
(cont'd)

71. Texas Refinery Corporation (Panther Oil and Grease): (a) 834-842 North Main (Property Number 50); (b) 909 North Main (Property Number 52); and (c) 917/919 North Main (Property Number 56/57)	148
72. McKinley Iron Works: (a) 901 Throckmorton (Property Number 47-A); (b) 901 Throckmorton (Property Number 47-B); (c) 901 Throckmorton (Property Number 47-C); and (d) 841 North Houston (Property Number 48-A)	149
73. Bud Sellers Auto, 818 North Main (Property Number 40)	150
74. Walter Dearman Truck, 900 North Main (Property Number 53)	150
75. Hutchinson Pipe & Waste Material Company, 601 North Throckmorton (Property Number 75)	151
76. Southwestern Brass Works, 804-806 North Throckmorton: (a) Property Number 42-A and (b) Property Number 42-B	151
77. National Educators Life Warehouse, 205 North 7 th Street (Property Number 31)	152
78. Hobbs Trailers: (a) 609 North Houston (Property Number 14) and (b) 625 North Commerce (Property Number 15)	152
79. Carruthers Stone, 648 North Commerce (Property Number 18)	153
80. Western Paint and Roofing, 1024 North Commerce (Property Number 64)	153
81. Machine Shop, 1107 North Calhoun (Property Number 65)	154
82. 825 North Calhoun (Property Number 46)	154
83. Triple A Package Store, 701 North Henderson (Property Number 87)	155
84. Stack and boiler house of the Fort Worth Water Department, 900 Woodward (Property Number 96-A)	155

LIST OF TABLES

1. Summary of Project Methodology.....	8
2. Properties Constructed 1966 and Later.....	9
3. NRHP Eligibility of Pre-1966 Buildings, Structures, and Landscapes within the APE	126

CHAPTER 1 INTRODUCTION

This report provides a historic context, registration requirements, and National Register eligibility assessments for an assessment of the potential impact of the proposed Central City Development project (Central City) on historic structures and landscapes. Central City, sponsored by the Tarrant Regional Water District and the U.S. Army Corps of Engineers (USACE), Fort Worth District, is one segment of the larger Trinity River Vision Master Plan whose purpose is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhoods, wildlife, and special recreation. This work was performed under the authority of Section 106 of the National Historic Preservation Act (NHPA), as amended, and in support of an Environmental Impact Statement (EIS) related to the Central City Development project. The proposed EIS is addressing three alternatives: (1) No Action; (2) Construction of a Bypass Channel and an Urban Water Feature; and (3) Levee Modification. The preferred action, that of constructing a bypass channel and an urban water feature, would potentially impact a significant portion of the proposed Area of Potential Effects (APE). Therefore, this document presents an inventory of pre-1966 cultural properties within the APE; the historical context and registration requirements developed to aid National Register of Historic Places (NRHP) eligibility determinations; and findings concerning NRHP eligibility to facilitate the EIS effort. Archeological properties within the proposed APE will be discussed in a separate document.

The purpose of the Trinity River Vision Master Plan is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhood focal points, wildlife, and special recreation areas (<http://www.trinityrivervision.org>). The riparian corridors are critical elements in preserving environmental quality and a high quality of life that

attracts people to locate and stay in Fort Worth. The Master Plan encompasses approximately 88 miles of river and major tributary corridors in Tarrant County. Congressional-approved funding of \$220 million (\$110 million federal/\$110 million private) ensures that the project goals will be realized within a projected build-out over the next 50 years (Figure 1). Federal involvement in the implementation of the Master Plan (supervision of the design and construction of a bypass channel and an urban water feature) will be the responsibility of the U.S. Army Corps of Engineers (USACE), Fort Worth District. Private development will be responsible for the 50 year redevelopment of the Central City area.

The Central City segment, which comprises approximately 10 percent of the total corridor, is the center, or “hub,” of the entire river, for the confluence of the Clear Fork and the West Fork define the downtown area. The Trinity River confluence is viewed as a focal point for bringing people back to the downtown area. The Central City area will serve as the city’s recreational and entertainment focal point with a critical mass of mixed use development right in the heart of the city. Goals for the Central City segment are:

- Provide aesthetic and recreational focal points for the Central City
- Add a higher density of people living, working, playing, and learning in the area
- Orient mixed use development focused toward the river
- Create an urban lake
- Provide a higher constant water level
- Eliminate levees where feasible
- Provide a continuity of urban trails through Downtown
- Improve water quality and expand wildlife habitat
- Create and enhance linkages to neighborhoods and districts
- Increase development and redevelopment potential of area

The proposed urban waterfront development accomplishes several major objectives. The bypass channel will reduce Central City flooding threats and can restore flood protection back to the mandated Standard Project Flood +4 foot criteria. The bypass channel will permit modification of the existing levee system within the APE, which will restore the river and the associated bluff to its former visual state and will permit riverside development that the levees have previously precluded. Fort Worth can once again focus on orienting to the Trinity River as an important

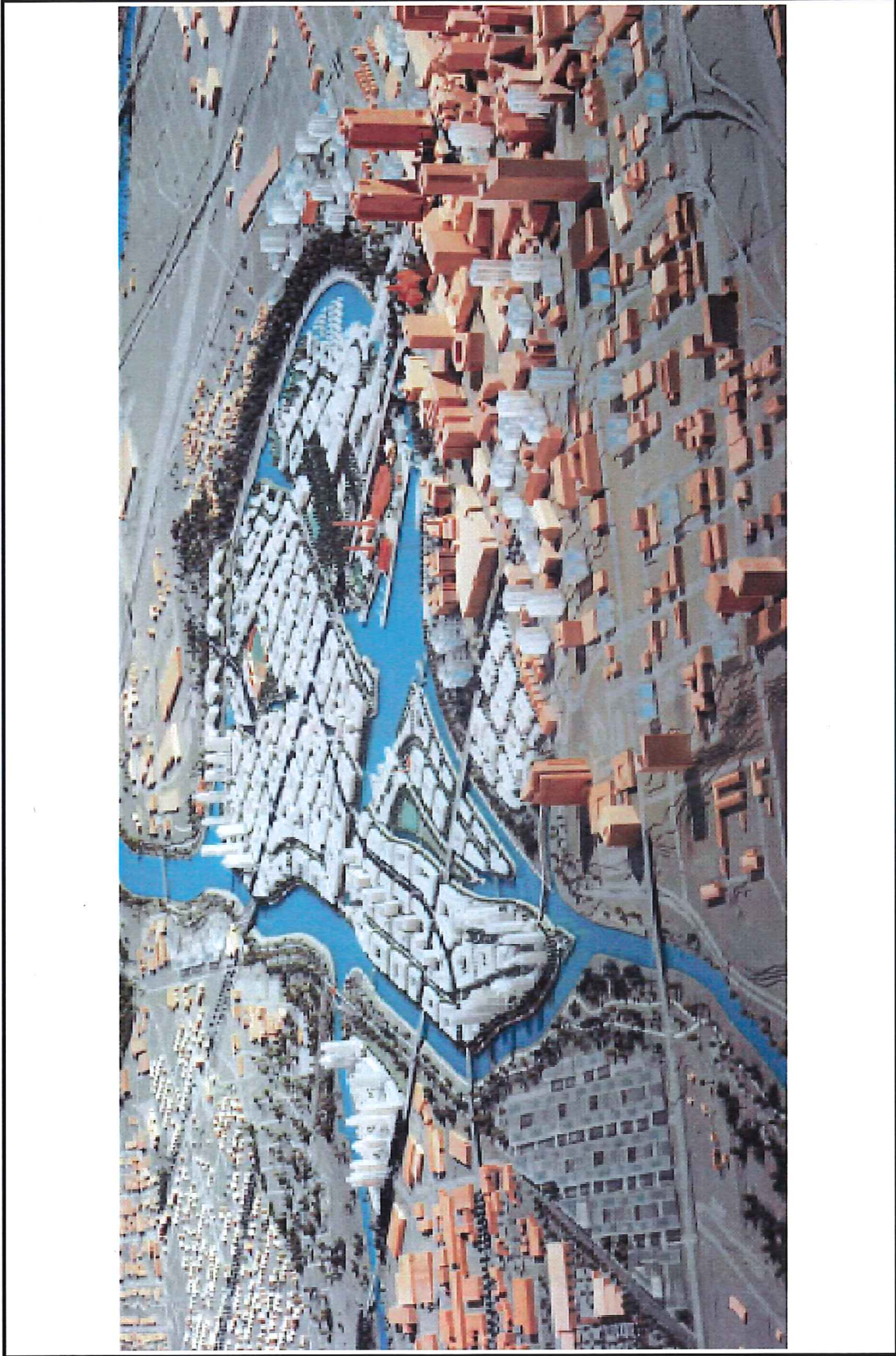


Figure 1. Model of Projected 50-Year Build-out of Central City.

open space and urban amenity. The urban waterfront is the mechanism for attaining the huge potential of Fort Worth's Central City. Central City will serve as a link between Downtown, the Near Northside areas, the Stockyards, and the Cultural District.

The Central City segment APE for this project is largely defined by the oxbow section of the Trinity River at the confluence of the West and Clear forks of the Trinity River immediately north of downtown Fort Worth (Figure 2). It is bound by the Stockyards to the north, the St. Louis, San Francisco and Texas and the St. Louis and Southwestern railroads to the west and by Samuels Avenue to the east. Land uses within this APE are primarily commercial or industrial. Because of the aging industrial area and expanse of underutilized land, there is a tremendous amount of economic development potential. Therefore, the vision for the Central City Development project includes potential redevelopment in the area, channelization of the river and removal of the levees where feasible, and the creation of an urban water feature with associated recreational facilities.

Geo-Marine, Inc., was awarded a GSA purchase order agreement to conduct this work for the USACE, Fort Worth District at the end of September 2004. Given the restricted time frame available to conduct this work, Geo-Marine, Inc., enlisted the aid of KAS Consulting to conduct the field work and to generate the draft report. Mr. Joseph Murphey of the USACE, Fort Worth District, was responsible for the photodocumentation of the buildings and structures within the APE and the government's determinations of eligibility and integrity. Dr. Marsha Prior and Duane Peter served as Principal Investigators for the project.

The historic context presented in this document concentrates on the areas that will be primarily impacted by Central City. The Bluff area that forms the southern boundary of the APE and the Samuels Avenue historic neighborhood on the east are both immediately adjacent to the proposed APE; however, the potential impact to these areas is largely visual and they are only addressed in the general historical overview. The primary potential impacts to the project area will be within the flood plain of the river; consequently, the majority of the research time has been spent detailing the history and extant physical features of these areas. The boundaries of the North Main Street area is the Trinity River on the south, the Trinity River levee on the east, the St. Louis, San Francisco and Texas and the St. Louis and Southwestern Railroads on the west and the St. Louis and Southwestern Railroad on the north (see Figure 2). The Jacksboro Highway/White Settlement area (Near West Side) is bound on the south by the Clear Fork of the Trinity River, the

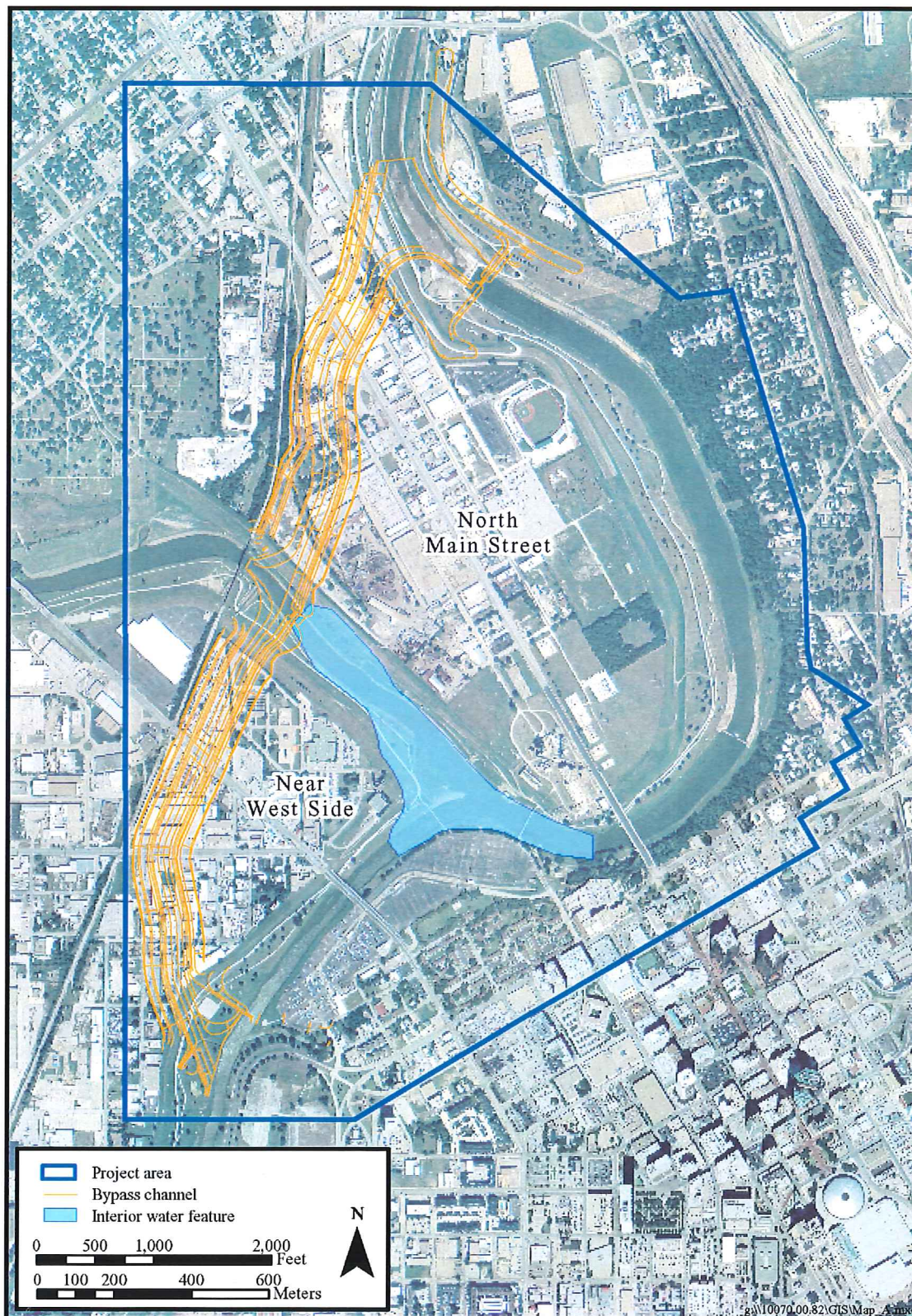


Figure 2. Map showing the project area, bypass channel, and interior water feature.

west by Greenleaf Street and the St. Louis, San Francisco and Texas Railroad, on the north by the West Fork of the Trinity River and on the east by the convergence of the West and Clear forks of the Trinity River (see Figure 2).

The two areas that will be impacted the most, North Main Street and the Near West Side, both developed as industrial areas. Early on heavy industry, including the Fort Worth Power and Light Station (Property Number 1), located in these areas. The Near West Side developed more slowly. The Henderson Street Bridge (Property Number 101) and Jacksboro Highway were not built until 1930 and it was not until the 1950s, after the 1949 flood, that there was appreciable development. The industries included the oil/petroleum industry and related businesses, general heavy manufacturing (e.g., Hobbs Manufacturing), automotive sales/repair/wholesaling, transportation, and social history in the form of the KKK Klavern (currently known as the Ellis Pecan Building; Property Number 62) on North Main and the notoriety of Jacksboro Highway. These themes will be discussed in the context of the development of these two areas. These areas represent the broad pattern of historic trends in the areas of Industry, Commerce, Transportation, Social History, and Architecture.

METHODOLOGY

The historic context necessary for the evaluation of the buildings and structures in the APE consists of particular themes relevant to the existing property types. The level of effort expended on each theme is directly proportional to the presence of potentially NRHP eligible properties. Initial review of the area resulted in the recognition of the following themes:

Industry

- (1) Cattle trails and cattle industry as it relates to the use of the Central City area and its connection to the stockyards;
- (2) TXU power plant development;
- (3) Oil industry

Transportation

- (1) Historic trails;
- (2) the railroad;
- (3) evolution of the modern road system (particularly the bridges) within the project area.

Recreation

- (1) Recreational areas such as sports and ball fields within the area;
- (2) fishing and boating on the river;
- (3) trails, if built before 1965.

Development of the Trinity River

Use of the flood plain of the West and Clear forks of the Trinity River has been dependent on the control of flooding. The history of the development and maintenance of the levees within and adjacent to the project area was documented.

Community Development

- (1) Governmental facilities on bluff area;
- (2) Samuels Avenue historic area.;
- (3) Oakwood Cemetery and the Northside Neighborhood.

Limited emphasis was placed upon Community Development, for these areas, although inside the APE, would be subjected to visual impacts only; consequently, these areas were not individually surveyed. A summary of the general project methodology is presented in Table 1.

Another important component of the historic context document is the development of registration requirements for National Register of Historic Places eligibility determinations. The registration requirements were developed in relation to the historic themes and associated properties; therefore, registration requirements were developed for selected property types within each theme (e.g., industry (oil and power); transportation (railroad system, road system); the floodway development of the Trinity River; social history; and recreation. Other registration requirements for selected property types, such as street cars, stage coaches, and cattle trails, were not developed, for no property types related to those sub-themes remain in the APE. The registration requirements address all National Register criteria, including historical landscapes.

In consideration of the projected completion of the proposed construction of the bypass channel by 2015, the inventory effort focused on those buildings built prior to 1966 (i.e., 2015-50=1965). In other words, all properties reaching 50 years of age by 2015, and therefore being potentially eligible by 2015, were evaluated. Of the 175 properties (buildings, structures, and landscapes) inventoried within the APE, 41 properties were constructed in 1966 or later (Table 2). Previous historical surveys, initially conducted in 1984-85 and updated in 1990 (Roark 1991), have been

Table 1
Summary of Project Methodology

Preliminary Preparation and Orientation	Initial familiarization through general research; developing themes for further research; investigating local and state research facilities as well as the internet; interviewing local historians, long time property owners and others with knowledge of the area; acquiring maps for field work.
Field work	Walking and driving survey of APE to locate all resources; identifying resources on accompanying maps; photographing all resources; making field notes on physical characteristics and conditions; noting urban and transportation features; interviewing citizens for historic information.
Information Gathering	Research history of structures as they relate to identified historical themes by utilizing legal research, interviews, historic photographs, newspapers, maps including Sanborns, USGS, and others; utilizing other background information and existing local histories and resources.
Development	Further development of "historic contexts" or the main themes of local history and architecture into which properties are placed. These include the development of industry including the oil industry, wholesale and manufacturing, and utilities; transportation and engineering including the bridges, highways, street car lines and railroads; recreation; and community development.
Architectural Documentation and Registration Requirements	To ascertain the type and style of the architecture represented in the individual buildings and the APE. Develop the registration requirements for the buildings and the physical characteristics. Criteria used to develop registration requirements will be those recommended in the U.S. Department of the Interior's National Register Bulletins 15, 16A and 16B.
Evaluation and Criteria	<p>To determine possible historic districts and individual properties in context of <u>community-wide social, cultural, economic and architectural history</u>. Survey resources will be evaluated according to their:</p> <ul style="list-style-type: none"> • Association with events that made a significant contribution to a broad pattern of the local history as defined by the established themes • Association with the lives of persons or groups significant to the history of the community • Embodiment of distinctive characteristics of architectural style, type or period • Exhibition of integrity of design, craftsmanship or materials • Maintenance of integrity in location and setting • Age, built before 1966.

Table 2
Properties Constructed 1966 and Later

Address	Year Built
300 NE 7th Street (LaGrave Field)	2002
212 Arthur St	1985
220 Arthur St	1985
303 Arthur St	1985
1101 Calhoun St	1980
100 N Commerce St	1970
108 N Commerce St	1971
750 N Commerce St	1985
1012 N Commerce St	1998
1020 N Commerce St	1981
116 Commercial	1975
116 Commercial	1970
201 Commercial	1976
201 Commercial	1980
205 Commercial	1972
101 Greenleaf St	1977
300 Greenleaf St	1970
309 Greenleaf St	1971
311 Greenleaf St	1971
313 Greenleaf St	1971
324 Greenleaf St	1978
328 Greenleaf St	1986
337 Greenleaf St	1971
425 Greenleaf St	1980
431 Greenleaf St	1983
0 Houston St	1975
613 N Houston St	1971
617 N Houston St	1971
621 N Houston St	1971
625 N Houston St	1971
511 N Main St	1977
613 N Main St	1971
617 N Main St	1971
625 N Main St	1971
749 N Main St	1981
707 N Throckmorton St	1966
0 Viola St	2000
113 Viola St	2000
1717 White Settlement Rd	1979
2001 White Settlement Rd	1969
2017 White Settlement Rd	1973

conducted in the area; however, these surveys focused on particular property types and are outdated for the purposes of the EIS. Nevertheless, the previous surveys provided valuable guidance concerning properties of interest to the city of Fort Worth.

CHAPTER 2

BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1849-1965

This chapter provides an overview of the developing Fort Worth cultural resource landscape from 1849, the founding of Fort Worth, to 1965, fifty years before the substantial completion of the initial phases of the proposed bypass channel. The overview is followed by a more detailed historic context related to the development of North Fort Worth and North Main. Specific contexts relevant to the primary properties within the proposed APE are presented in relation to the following themes:

- Fort Worth as a Transportation Hub
 - Railroads
 - Street Car Lines
 - Roads and Bridges
- Early Industrial and Commercial Development in Fort Worth (1867-1950)
 - Cattle Industry
 - Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)
- Discovery of Oil and Its Impact on Fort Worth (1917-1940)
- Other Industries
 - McKinley Iron Works (Property Number 47)
 - Carruthers Stone Works (Property Number 18)
- Social History of North Fort Worth
 - Ku Klux Klavern No. 101 (Ellis Pecan) (Property Number 62)
 - Jacksboro Highway

- Recreational Development
- Flood Control Development

OVERVIEW OF THE DEVELOPING FORT WORTH CULTURAL RESOURCE LANDSCAPE

The History and Development of Fort Worth

Located along the confluence of the Clear and West forks, the developmental history for Fort Worth is closely tied to the Trinity River and its surrounding landscape features. Both the river and nearby bluffs were a deciding factor in determining the future location of the city. Fort Worth originated as a military post, established June 6, 1849, by Major Ripley Arnold. Named for General William Jenkins Worth, the post was initially designated as a camp and was one of the earliest military posts established in Texas to protect an ever-growing number of European-American settlers (Garrett 1996:67; Knight 1990:13; Selcer 1995:3).

Major Arnold established the first camp near a grove of live oaks that stood along the south bank near Cold Springs (exact location today is unknown) (Selcer 1995:26-27). At the time of occupation, the natural landscape consisted of rolling prairie hills with belts of bottomland and stands of hardwood trees such as oak, sycamore, cottonwood, and hickory. The flat land upon which the original post was established was a flood plain environment that extended to the north and west of the Trinity River. Due to excessive flooding and an unhealthy environment, Camp Worth was soon moved to higher ground at the top of the bluffs (just west of the present-day courthouse) overlooking the confluence of the Clear and West forks (Figure 3; Selcer 1995:13). One contemporary visitor estimated the steep banks of the bluffs to measure 110 feet and noted that they were covered in abundant flora. The bluffs were not only advantageous for avoiding floods, but were beneficial to military activities. From their new vantage point, soldiers were able to move out quickly to protect the pioneer settlements, developing to the east, north and south (Knight 1990:13; Sanders 1986:12, 40).

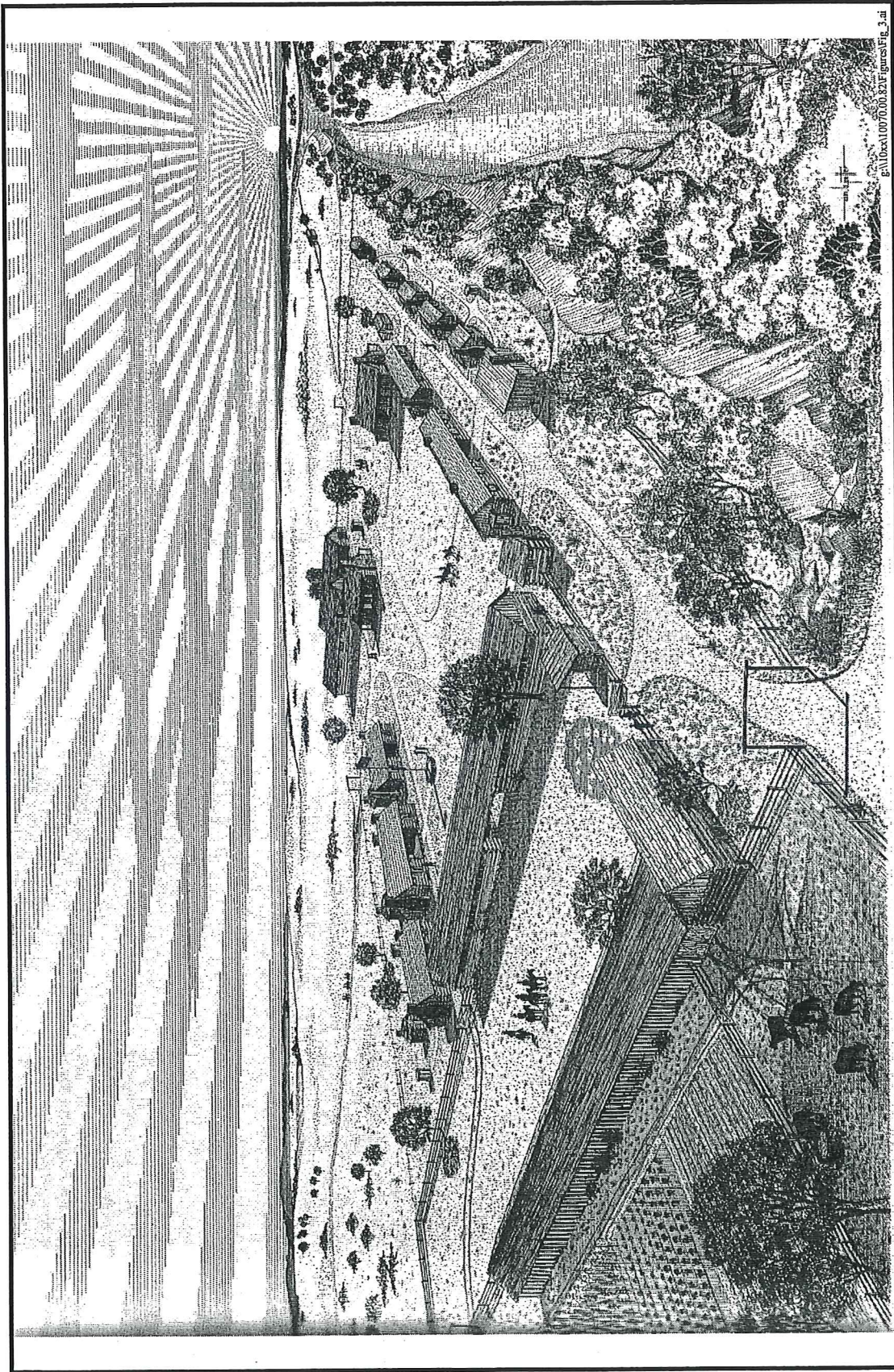


Figure 3. Fort Worth drawing showing proximity of the bluffs.

In November of 1849, the camp changed its name from Camp Worth to Fort Worth. According to the U.S. Census, the population at the camp in 1850 was close to 100 (Garrett 1972:109). Abundant water, good farmland, and military protection were also attracting settlers to the area.

Although chosen for its natural landscape, soldiers immediately impacted the area, clearing timber, both at the top of the bluffs and below, for fort construction. The fort initially contained three officer's quarters, a barracks, hospital, stables, commissary, guardhouse and storehouse. Occupying a rectangular space, the buildings were arranged in a square around a parade field (see Figure 3). In 1851, a garden was established in the southeast corner of the fort. Within two years, the cultivated area had expanded to approximately eight acres. After the fort was constructed, the land below the bluffs that will become Central City was intentionally kept clear for agriculture and livestock grazing (Selcer 1995:64).

The presence of the fort quickly prompted commercial ventures and drew more settlers to the area. In 1849, Henry Daggett and Archibald Leonard opened a mercantile store one mile northeast of the fort by a spring and live-oak grove (near the foot of present-day Samuels Avenue). As the first civilian store in the area, Daggett and Leonard ran a profitable operation, buying and selling dressed buckskins and pelts, and supplying the soldiers at the fort with beef. The log cabin store was also a popular meeting place (Garrett 1996:90).

In 1853, Fort Worth was abandoned when the frontier line shifted west and a new line of forts was established (Schmelzer 2002). Town citizens appropriated the fort structures for their own personal businesses. Daggett and Leonard moved their mercantile store into the barracks in 1854. Another trader established his business in the officers' barracks and the stables were converted into a hotel. John Peter Smith used the hospital to establish the first school in the community (Garrett 1996:124; Sanders 1986:16). In spite of the military's absence, the burgeoning Fort Worth community continued to grow with the former fort serving as the epicenter. The built environment spread southward and northeastward along the bluffs. It was also during this decade that the town became directly linked to other communities through stage lines. The first stage line to connect with Fort Worth was the United States Mail Stage Line in 1856. The Fort Worth-Jacksboro Stage Line, established in 1858, connected to the Butterfield Overland Stage which linked St. Louis to the West Coast. As an overnight resting stop on the line, visitors were frequently escorted to the bluffs and Fort Worth became known for its scenic beauty (Sanders 1986:24; Schmelzer 2002).

Major changes to the Fort Worth cultural landscape began in 1860 when the town was designated as the county seat. Believing their burgeoning town to be of significant importance to the entire county, Fort Worth citizens had launched a campaign in 1855 to move the seat from nearby Birdville. After a five-year, heated battle with Birdville proponents, Fort Worth was finally selected as the county seat. Construction on the first stone courthouse, sited east of the former fort and overlooking the bluffs, began in 1860. Work was interrupted, however, by the Civil War and the building was not completed until the 1870s. In 1876, it burned and was replaced with another stone courthouse that remained until 1894 when it was demolished to make room for the present-day courthouse. Overlooking the Trinity River, the beaux arts courthouse continues to be a dominant feature on the project area landscape and the various courthouses throughout have served as a focal point for the city's growth and development (Sanders 1986:17-24; Schmelzer 2002).

Like many towns throughout the South, Fort Worth's population dropped during the Civil War as men left to join the Confederate forces. The population in 1860 was approximately 450. Between the years 1861-1865, it dropped to nearly half that number (Roark 1991; Sanders 1986:29). The shortage of men, money, and materials during this time prohibited economic growth and development. Soon after, however, Fort Worth's economy began to flourish as the cattle and railroad industries expanded. As a major stop for cattle drivers on their way to Kansas via the Chisholm Trail, Fort Worth began to enjoy a profitable and steady income.

The Chisholm Trail came close to the project area, entering Fort Worth south of present-day Commerce, but then veering east of Pioneer's Cemetery to cross the Trinity River north of the project area near Marine Creek. There is, currently, no data to suggest that cattle drivers rested or watered their cattle within the boundaries of the project area below the bluffs, but with the trail so near, it is a possibility (Pate 1994:17; Sanders 1986:29, 40).

Cattle drives were a means of delivering cattle to northern markets where meat packing plants were located. Though a critical component to the overall cattle industry, drives were a short-lived phenomenon. The Chisholm Trail was in use for only 17 years, from 1867 to 1884. While several factors were instrumental to its demise, the railroads were a critical force in supplanting the cattle drive.

The first railroad established in Fort Worth was the Texas and Pacific, which arrived in the summer of 1876. Cutting eastward across central Texas, the tracks ran south of the courthouse when they reached Fort Worth. The railroads had an immediate impact on the city's economic growth and physical development. Not only were goods shipped in and out, but the railroads prompted a building boom and encouraged the growth of other industries. The population expanded as travel to Fort Worth was facilitated and new business ventures were encouraged. Even before the railroads actually arrived, the population of Fort Worth was growing in anticipation of new opportunities. By 1873, the city's population had nearly doubled with the prospect of a railroad in sight. Numerous business ventures, including dry goods stores, livery stables, drugstores, a photography studio, and ice cream parlor, were established prior to, but in expectation, of the economic growth that typically followed the railroads (Sanders 1986:41).

Although the railroads spurred an increase in population and development, during the 1870s there were still portions of the Fort Worth landscape that were relatively undeveloped or used for agricultural purposes. An 1876 landscape drawing by D. D. Morse shows the Central City project land north of the river as still covered by groves of trees with a small clearing close by the river that was used for farming (Figure 4). While trees were fewer in number, they lined the south bank of the West Fork. The flood plain at the bottom of the West Fork bluffs was used for cattle grazing. The drawing also illustrates a lack of trees on the bluff tops. It is likely that many had been used for building construction. A map depicting the same area ten years later shows the flood plain north of Fort Worth (across the river) still being used for agricultural purposes. Cleared farm land is also depicted east of the wire bridge on the north bank of the West Fork. The map also suggests that tree growth on the top of the bluff and along the slopes to the river's edge was starting to increase (Queen of the Prairies 1886; Figure 5).

The north side of the West Fork was also the site for a second cemetery, established in 1879. Oakwood, known earlier as "City Cemetery" became the final resting place of cattle and cotton kings, oil barons, statesmen, and business tycoons. The first burial is believed to be that of Frank L. Fox, stepson of pioneer John Peter Smith. Smith donated 20 acres of land for the cemetery in 1879 when Frank died. The cemetery currently covers 100 acres. Old Trinity Cemetery, also known as Trinity Cemetery or Trinity Colored Cemetery, adjoins Oakwood on its northern edge.



Figure 4. 1876 landscape drawing of bluff area by D. D. Morse.

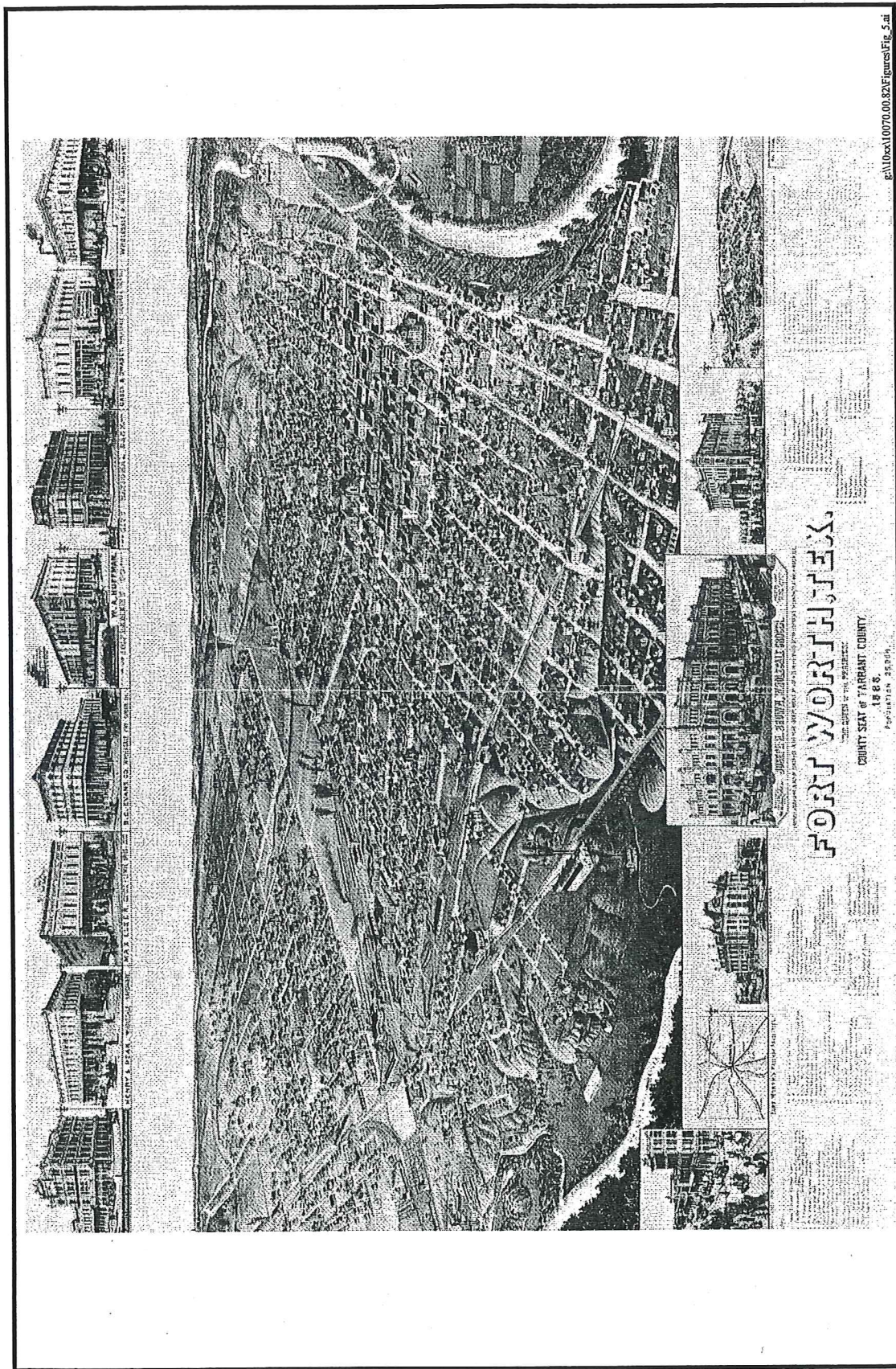
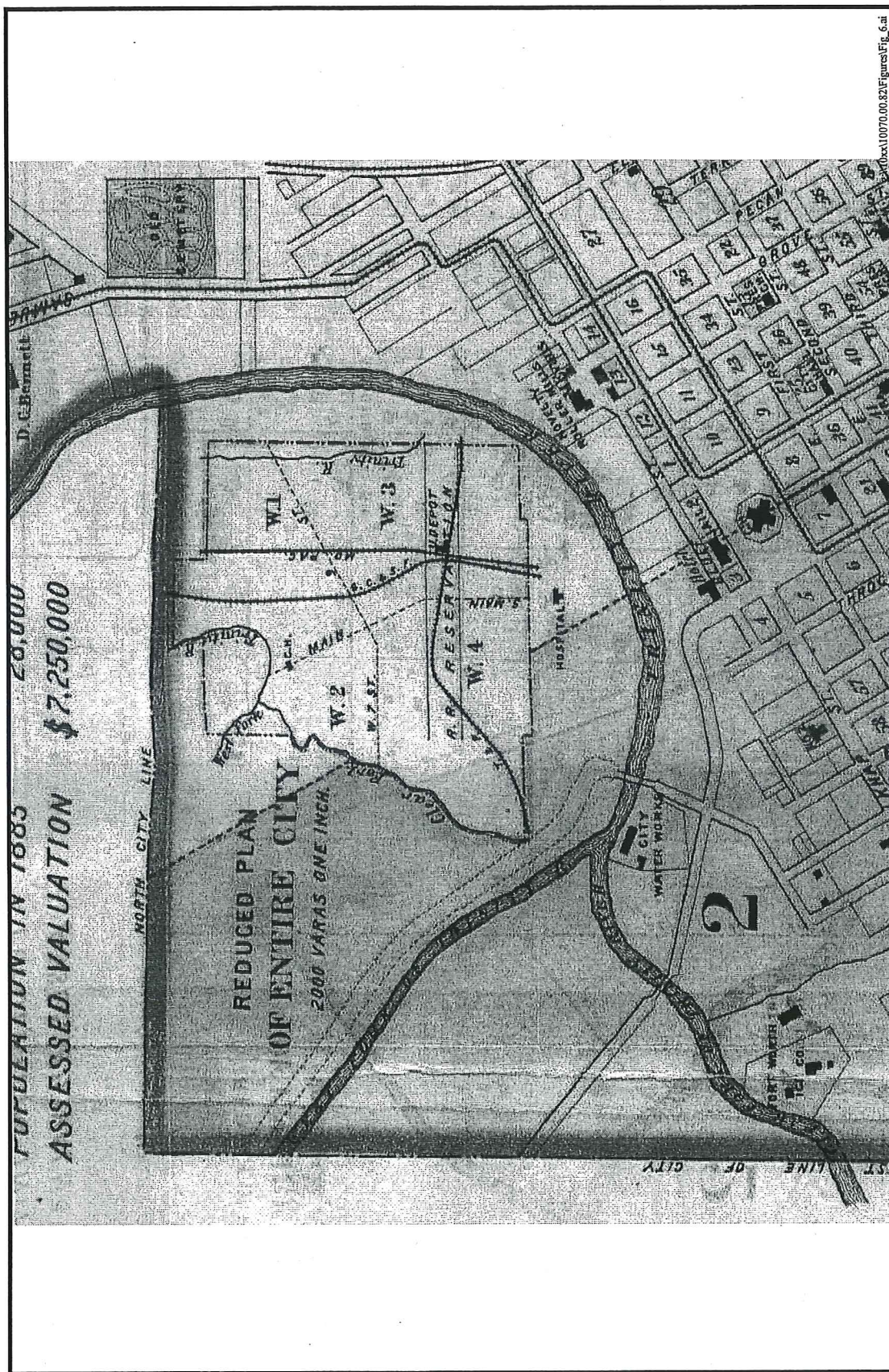


Figure 5. 1886 "The Queen of the Prairies" map.

Until the mid-1880s, the Trinity River had greatly influenced the town's pattern of development. With the river serving as a natural boundary, the built environment had expanded, first, around the courthouse, and then to the south, east, and west along the bluffs. By 1885, a cluster of buildings had developed southeast of the project area, along East First Street (near the Gulf, Colorado, and Santa Fe Railroad tracks) and the Samuel's Addition (between Samuel's Avenue and the West Fork) was platted. Two bridges connected the city of Fort Worth with areas across the river to the north and west (Gray's Map 1885; Figure 6). Crossing the Clear Fork at Roadway Street (on the western side of the city) was the Franklin Street bridge. Further downstream on the east side of the confluence, a wire bridge crossed the river to the area historically known as North Fort Worth.

The Samuels Avenue neighborhood was developed from the 1870s to the 1920s. Many of the lots are long and deep overlooking the Trinity River. Pioneers Rest Cemetery and Traders Oak Park are both located in this neighborhood. Many early prominent citizens including physicians, merchants and businessmen lived on Samuels Avenue. An example of the housing stock in the neighborhood is the Bennett-Fenelon House. One of the oldest houses in Fort Worth, the Bennett-Fenelon House, (731 Samuels Avenue) was constructed in 1875 for David Bennett, a vice-president of First National Bank. It was later owned by Thomas Fenelon who worked for the Gulf, Colorado and Santa Fe.

Although most of Fort Worth development took place on the plateau above the bluffs, some industries were located below along the south bank. In 1883, the Fort Worth City Water Works pump house was constructed on the south bank of the Clear and West forks confluence. The pump house lifted 4,000,000 gallons of untreated water a day from pipes in the Trinity River (Sanders 1986:104). Just west of the plant along the south bank of the West Fork was the Novelty Roller Mills and Grain Warehouse. Along the south bank of the Clear Fork near the present-day location of Jacksboro Highway were J.B. Fields Cotton Gin and Fort Worth Ice Company buildings. Small clusters of industrial structures located near the cotton gin included lumber storage sheds, oil supply houses, brick kilns, and corn mills (Sanborn Fire Insurance Map 1885; Figure 7).



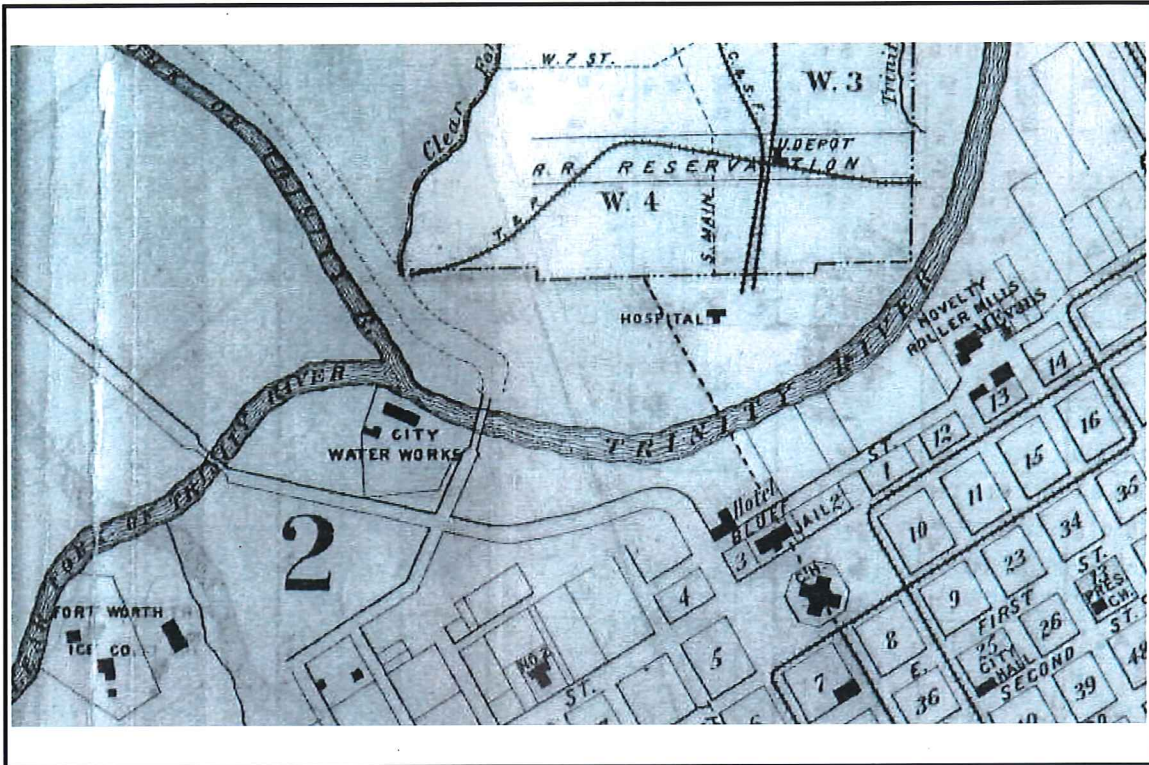


Figure 7. 1885 Sanborn map.

By 1889, the population of Fort Worth had reached 28,000 and the southern end of the project area, near downtown, contained various businesses and residential houses (Sanborn Fire Insurance Map 1889; Figure 8). The Queen City Tannery building was located between Burnett and Lamar on Roadway, which later turned into historic Franklin Street, and then White Settlement Road. A public school was located south of the Tannery on Belknap Street and the Fort Worth Ice Company was still near W. Bluff and Roadway. Within the project area, new business growth shifted along the bluffs to the east of the Courthouse. Although the river had served as the northern boundary for Fort Worth, the boundary quickly changed in the late 1880s as the cattle and railroad industries continued to grow and access to the area further north improved. The area of North Fort Worth, originally a separate city, was incorporated in 1902 and was initially platted for residential use.

The History and Development of North Fort Worth and North Main

The major portion of the project area lies within an area historically referred to as North Fort Worth, located to the east of the confluence of the Clear and West forks, along the north banks, and stretching northward across the flood plain. This also includes North Main Street. North Fort Worth and North Main Street grew in conjunction with new business developments associated with the cattle industry. In the mid-summer of 1889, Fort Worth businessmen established the Union Stockyards, a facility located in the same stockyards area north of the Trinity River just two miles from the Courthouse, where cattlemen had steered their herds only a few short years before. Although the stockyards were further north of the project area, their presence had a profound effect on the Fort Worth landscape.

North Fort Worth and North Main Street were originally platted in the late 1880s after the Fort Worth City Company bought nearly 2,500 acres from the Trinity River north to what is now North Twentieth Street in 1888. The businessmen of the Fort Worth City Company included A. T. Byers, W. A. Huffman and John Peter Smith. Nathan Barrett, a New York City landscape architect, was hired to draw a plan and plat for the new community of North Fort Worth (Pate 1994) (Figure 9). Barrett had previously collaborated on the 1880 Plan for Pullman, Illinois. He was influenced in his designs by the prominent landscape architect, Fredrick Law Olmstead (Roark 1991:3). The plan called for Main Street North to be extended across the Trinity River.

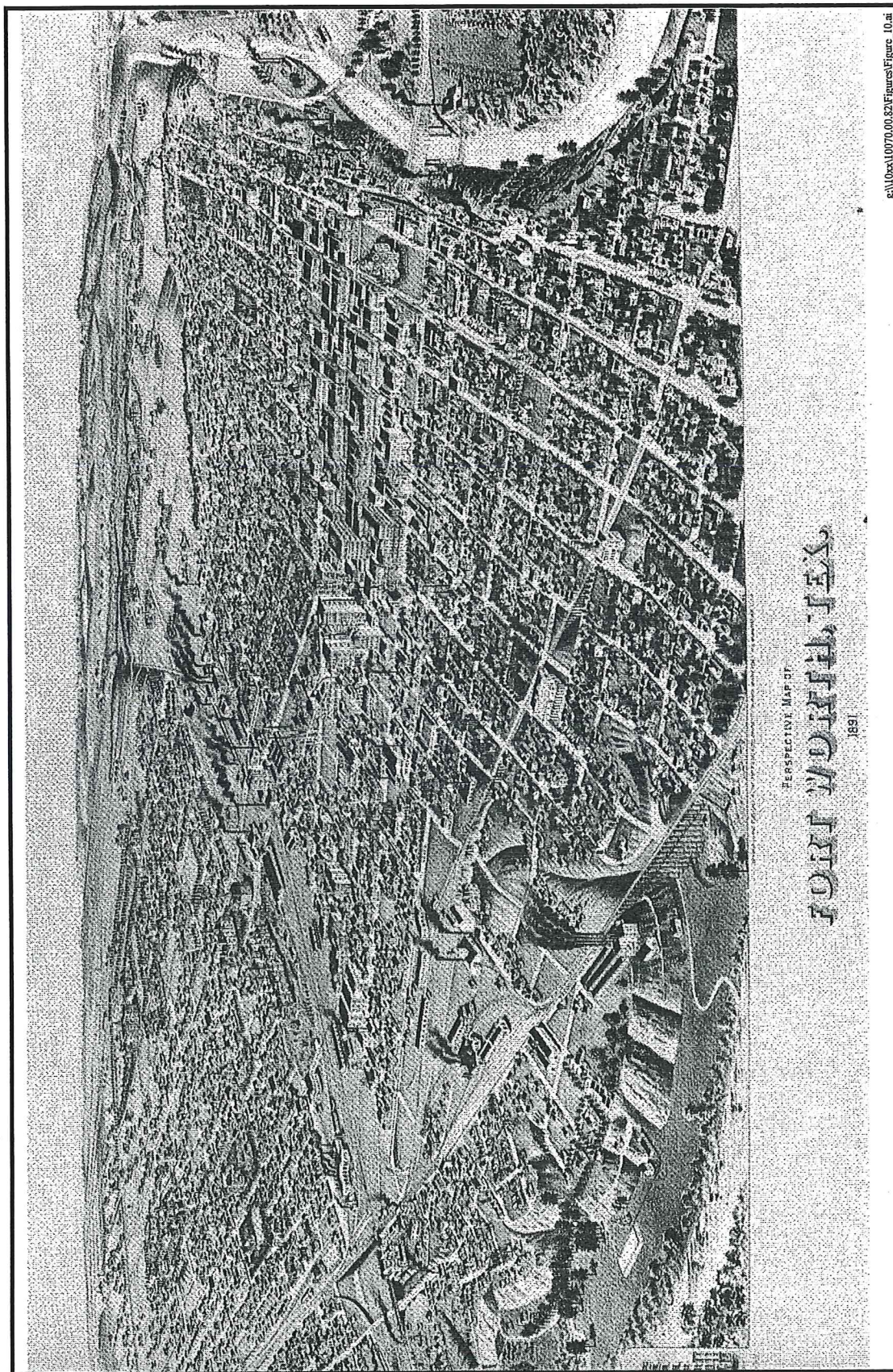
The majority of the North Fort Worth area, including North Main Street, was platted for residential development. At the same time, plans were also underway for a streetcar line to cross the Trinity River. Developers were anxious to connect North Fort Worth with downtown Fort Worth to encourage settlement in the new community. Byers and Huffman formed the North Fort Worth Streetcar Company with John Peter Smith, John Templeton and Wint Patterson. Together, they worked to construct the line from downtown, out North Main Street, and on to the Fort Worth Stockyards (northeast of North Fort Worth). A Detroit firm had the contract to complete a ten and a half mile track for the electric streetcar at the cost of \$60,000. The streetcar line was operable by the summer of 1889 and is shown on the Sanborn Fire Insurance Map of that year (see Figure 7). The map states that the North Side Street Rail Road Company's Electric Power House was located about 225 feet from the Trinity River. An artesian well and pump were located adjacent to the powerhouse. The car house was also located on North Main Street about

one and a quarter miles from the Court House. Just north of the electric plant and near the Main Street Bridge were two small houses and a thin line of trees near the Main Street Bridge (Figure 10; Perspective Map 1891; Sanborn Fire Insurance Map, 1889:17).

While streetcars facilitated the flow of human traffic throughout the city, the railroad industry continued to expand in Fort Worth. By the 1900s, two more railroads were chartered, the Gulf, Colorado, Santa Fe, and the Fort Worth and Denver City railroads (Billingsley 2002; Werner 2002a). The tracks currently run in the upper northeast edge of the project area. Historically, they ran parallel with the Chicago, Rock Island, and Gulf (chartered in 1902) and followed along Samuels Avenue. The Fort Worth and Denver City Railroad encouraged the growth of towns and farming by furnishing seeds in an attempt to increase their traffic loads (Billingsley 2002). At present, Burlington Northern and Santa Fe (BNSF) and Union Pacific Railroads own and operate the historic tracks.

Although the city of Fort Worth had experienced substantial growth as a result of the cattle and railroad industries, the North Fort Worth area did not fare as well as expected. Adjacent to Niles City, where the stockyards were located, North Fort Worth remained relatively undeveloped in spite of earlier plans. Noting this, the Fort Worth Board of Trade began negotiations to entice meatpacking companies to the area. The City and the Board of Trade raised \$100,000, luring both the Armour and Swift companies in 1902. Plant workers began settling in the adjacent North Fort Worth area (north of the project area) (Pate 2002). When North Fort Worth was incorporated in 1902, Nathaniel Barret's original plat design was used. North Fort Worth was annexed to Fort Worth in 1909.

Within only the first few years of the twentieth century, development along the Trinity River had increased significantly. The types of facilities and structures constructed within the project area reflect a varied use, but one that leaned toward industrial and commercial development. Along North Main Street at North Second Street was Fort Worth Granite and Marble Works. Directly across North Main was the Fort Worth Machine and Foundry. Leeper Curd Lumber Company was located on North Main near the Cotton Belt Railroad tracks. At North Sixth Street, between North Main and North Commerce, was Enterprise Iron Works. In 1912, a new power plant for the city was built on the west side of the North Main Street bridge along the Trinity River. The 1914 City Directory called the plant the largest and most modern in the Southwest. Also listed



g:\bxa\10070.00.82\Figures\Figure 10.ai

Figure 10. 1891 Perspective Map.

that year was the Fort Worth Boiler Works, located at the southeast corner of North Main and East Second. A grocer at 509 North Commerce apparently served the surrounding businesses and few residents (Polk and Company 1914; Sanborn Map 1911:107, 204) (Figures 11 and 12).

Although the area was conducive to industrial development, the number of parks and recreational facilities that emerged suggests that scenery was still an important influence. During the mid-teens, parks were one of the dominant features of the landscape. Hermann, Butz (also Butts), and Douglas parks were all near the river. Recreational facilities were also located in the area. The 1916 city directory listed Morris Park, an early home of the Fort Worth Cats (before they played at the present-day LaGrave Field), on the west side of Main Street north of the downtown area. Across from Morris Park, on the east side of Main, was McGar Park, home of the Black Panthers—the African American ball team.

The construction of the Paddock Viaduct (Property Number 103) in 1914 created a larger passageway into the center of the city, and thus, facilitated traffic to and from the downtown business center (Figure 13). Railroads continued to proliferate and directly impact the project area. By 1915, the Fort Worth and Rio Grande Railroad tracks entered from the southwest section of the project area and crossed the West Fork near the “Cotton Belts” tracks. At the West Fork, the tracks join with those of the “Cotton Belt” and follow north out of the project area.

Development of the area after World War I focused largely on oil, manufacturing, and automotive businesses. By the 1920s-1930s, 11 oil and oil related businesses were located within the project area, including Humble Refining, Owenwood Oil Corporation, Waggoner Refining Company, Magnolia Oil (warehouse), American Oil, and Continental Oil. Panther Oil and Grease Manufacturing was typical of the oil related companies that were located in the North Main Street area. Panther Oil and Grease sold oil-based coatings and roofing materials. A. M. Pate and Carl Wollner started the firm in 1922. By 1928, they had purchased land in the 800 block of North Main and constructed a building (Pate 1994:85-86). In 1936 they added a two-story building next to the original facility (UTA Clipping File n.d.).

Other businesses included Interstate By-Products on North Houston, a company that sold fertilizer and other similar products. Southwestern Brass Company (Property Number 42), Fort Worth Monumental Works, Carruthers Stone and Monument Works (Property Number 18), and

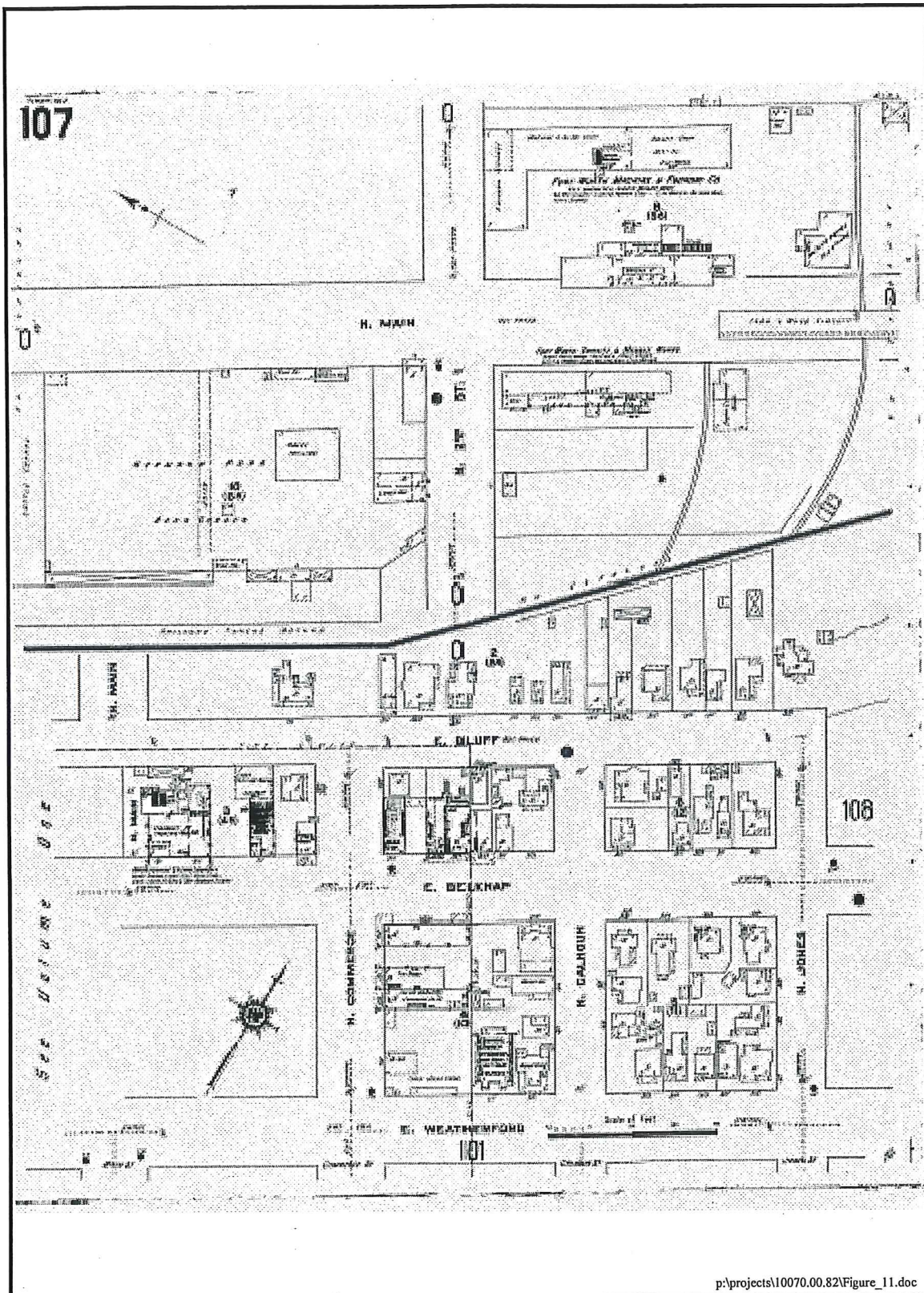


Figure 11. Industrial development along North Main (1911 Sanborn map).

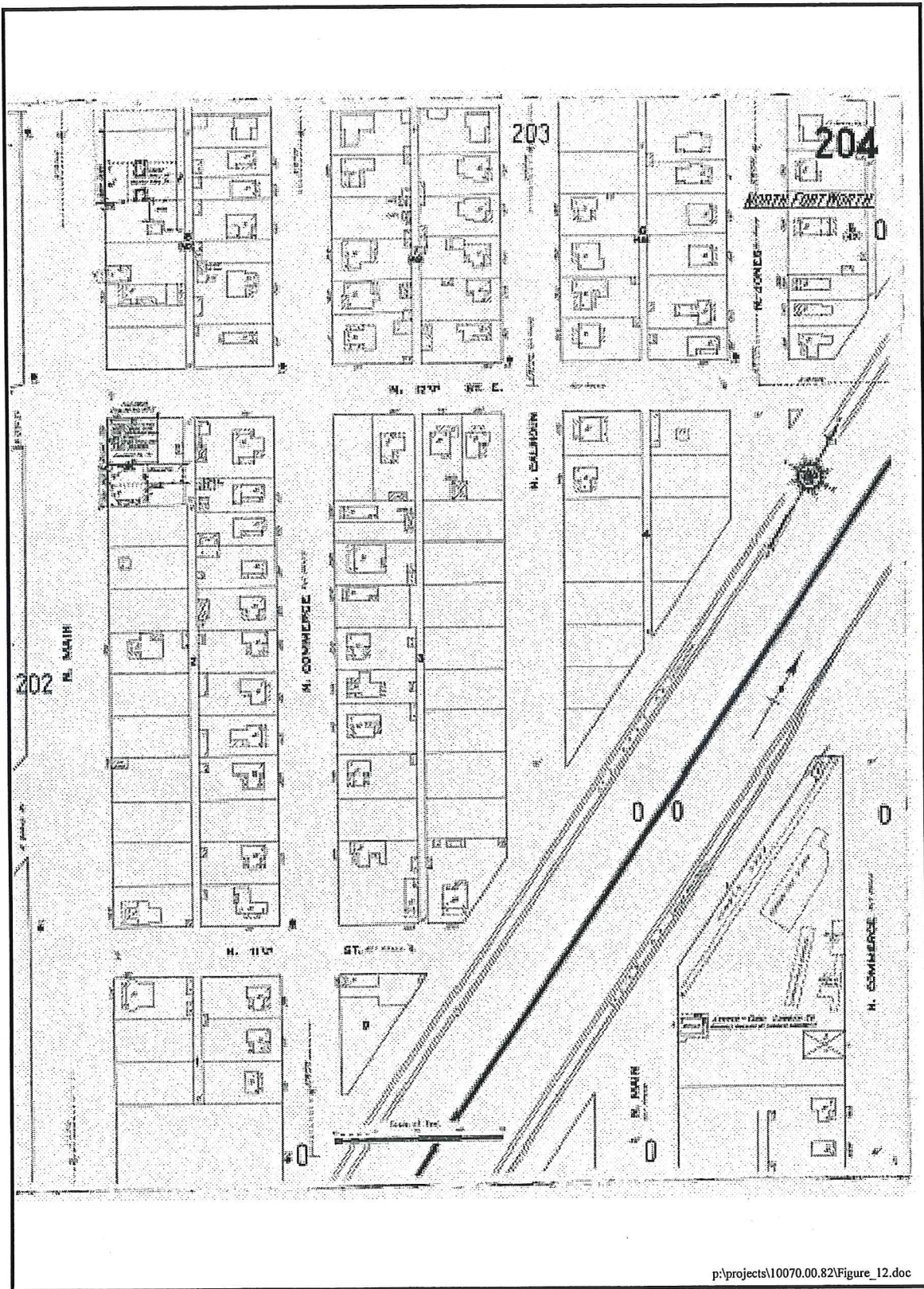


Figure 12. Industrial development along North Main (1911 Sanborn map).

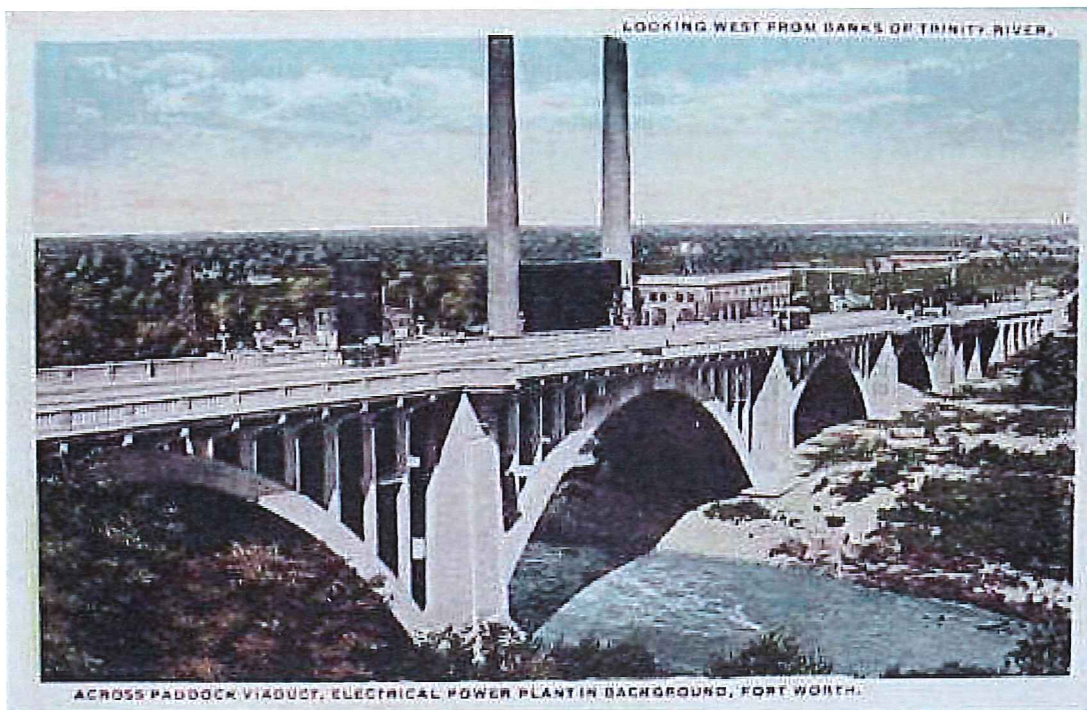


Figure 13. Paddock Viaduct (Property Number 103).

McKinley Iron (Property Number 47) were some of the heavy industrial businesses operating in the area.

Several businesses took advantage of the growing automotive industry, in both sales and manufacturing, and located facilities in the area. The area was often frequented by cattlemen who came to purchase a car or truck after selling livestock at the Stockyards. Dealers from West Texas would also come to North Fort Worth to buy cars and trucks for resale at their home dealerships (Pate 1994:84). Between the years of 1926 and 1930, there were 20 auto-related businesses on a seven-block stretch of North Main (Polk and Company 1926, 1930).

Another related business was Hobbs Manufacturing. W. T. Hobbs began his business, Hobbs Trailers, on North Main Street in 1926. This metal building, in the 600 block of North Main Street (addressed at 625 North Commerce; Property Number 15), still stands at the rear of the lot (Figure 14). The trailers were used to haul cattle and Hobbs' location, close to the Stockyards, was ideally located. He sold the business in 1932 to M. J. Neeley, but the Hobbs name stayed with the company (Pate 1994:84). In 1939, Neeley announced plans to expand the operations on



Figure 14. Hobbs Manufacturing (Property Number 15).

a lot purchased from the Fort Worth Traction Company. The land, between North Throckmorton and North Houston, North Fifth Street West and North Sixth Street West, was purchased to accommodate a new 120,000 square-foot metal warehouse (UTA Clipping File: March 7, 1939). By 1951, Hobbs Manufacturing, which included a new factory building, covered seven blocks (Figures 15 and 16). The plant employed 400 people by the 1950s and had plants in Dallas, Houston and San Antonio. In 1951, the employees organized as a union (UTA Clipping File: Oct. 21, 1951, 1953). Mr. Neeley was the first national president of the Truck-Trailers Manufacturers and of the Southwest Business Foundation, a regional business organization. He served as a trustee of TCU and was chairman of the board of University Christian Church (UTA Clipping File: Oct. 21, 1951). By 1955, problems began with the union employees and the company was sold to Fruehauff for \$4.8 million. The following year, the Federal Trade Commission filed an antitrust suit against Fruehauff, forcing the sale of Hobbs Manufacturing in July 1965 (UTA Clipping File: July 21, 1965).



Figure 15. Former facility for Hobbs Trailers (Property Number 14).



Figure 16. Undated photo of Hobbs Manufacturing.

On the western side of the project area, development occurred primarily because of the railroad track on the west (one of the Frisco lines) and the development of the Jacksboro Highway in 1930. Development along the Jacksboro Highway was industrial in nature or connected to travel along the highway (e.g., gas stations, auto repair shops, restaurants, and motor courts [hotels] (Arnold 1998:54-55). A package store was conveniently located at 701 N. Henderson (Property Number 87) for patrons of Lake Worth and the other establishments out north on Jacksboro Highway (Figure 17).



Figure 17. Package store on North Henderson (Property Number 87).

Entertainment and recreational facilities continued to develop with the Panthers baseball team playing at a new ball park on the east side of Main Street in 1926 (named LaGrave Field in 1929) (O'Neal 1987). By 1938, bowling alleys and skating rinks had been established in the area. The bowling alley and restaurant (no longer extant) were placed near Hobbs Manufacturing; Pullman Skate Land was located at 541 North Main (Property Number 12). The skating rink was an open sided facility measuring 70 by 150 feet. The building is still extant although the open sides of the

structure were bricked in by a subsequent owner (Polk and Company 1943; Pate 1994:108-109) (Figure 18). Next to LaGrave Field was the Louis Wortham Athletic Field, and Fox and Fox Athletic Arena at 615 North Calhoun.



Figure 18. Former skating rink on North Main (Property Number 12).

Although residential houses were never predominant in the area, scattered among the numerous industrial, manufacturing, and recreational facilities, were 16 houses, as listed in the 1943 City Directory. Four of the 16 were vacant and several belonged to adjacent businesses, serving as night watchman/caretaker cottages (Polk and Company 1943). One residential-like structure next to Southwestern Brass Works was actually the office. La Grave Field also had a caretaker cottage next to it.

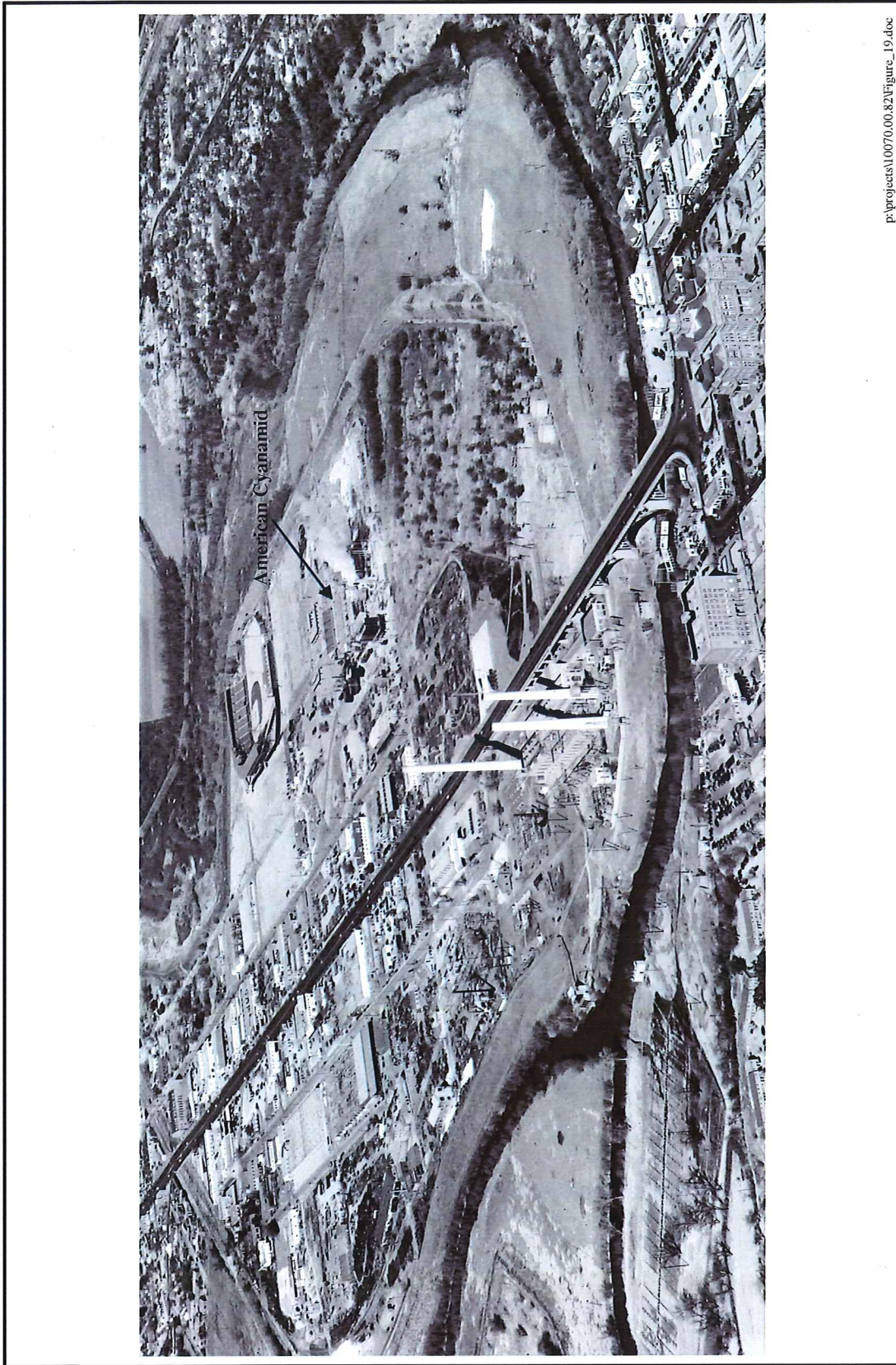
During World War II, a number of businesses, including Crown Machine and Tool Company No. 2 and McKinley Iron Works (Property Number 47), contributed to the war effort by making bomb casings and shells. Perhaps the most dominant facility within the project area, however, was the

American Cyanamid & Chemical Corporation, located within the southeastern portion of the project area (Figure 19). Built in the 1940s at the request of the U.S. government, the Cyanamid Corporation produced a catalyst that was used in aviation gasoline. The chemical plant occupied approximately 41.8 acres of land with fifteen buildings and structures, and included a railroad spur (UTA Clipping File May 1, 1945; War Assets Administration 1946).

After the war, development within the project area continued along the same pattern as before, although certain new businesses were now oriented toward the growing insurance industry. The National Educators Life Insurance Company built an office and large warehouse on North Seventh West between North Houston and North Throckmorton in 1949 at the cost of a half-million dollars. The company used the front, brick portion as their offices and leased much of the warehouse space to other companies. The National Educators Life Insurance Company was founded in 1941 to provide life insurance to teachers and their families. The company's board of directors included administrators from schools, colleges and universities. Dr. Irwin, Highland Park, Dallas Superintendent; Dr. Law Stone, president of Texas Wesleyan College; and Dr. James Gee, East Texas State College president, were all on the board of directors (UTA Clipping File n.d.). The building is now owned by the Tandy Corporation (Figure 20).

The project area, as it existed in 1949, was a landscape drastically altered by a man-made environment that included buildings and structures to prevent flooding, facilitate the flow of people and goods, and serve the industrial, commercial, and recreational needs of an urban population. In spite of the levee and flood control measures implemented between 1910 and the late 1930s, Fort Worth experienced a devastating flood in 1949 (Figure 21). A number of buildings in the flood plain area suffered damages. Ironically, LaGrave Field, where the Fort Worth Panthers played, had been destroyed by fire only a few days earlier. While destructive, the flood did not permanently alter the cultural landscape that had developed. Businesses not only quickly recovered, but expanded.

Throughout the 1950s and 1960s, land use and patterns within the area remained virtually unchanged, though several existing companies grew substantially (McGowan 2003:105). Hobbs Manufacturing, for example, established a new plant for its 400 employees and grew to cover seven blocks. Panther Oil and Grease (Texas Refining Corporation; Property Number 50) continued its successful climb, going international in the 1960s. Near the west side of North



p:\projects\10070.00.82\Figure_19.doc

Figure 19. Aerial view from 1950 (courtesy of U.S. Army Corps of Engineers, Fort Worth District).



Figure 20. Former National Educators Life Warehouse (Property Number 31).

Main, the power plant provided electric service to a growing population. Although a few parks, recreational facilities, and transportation structures have dotted the landscape, the project area, has been predominantly industrial and commercial since the late 1800s.

Summary

The cultural landscape at the confluence of the West and Clear forks of the Trinity River has undergone dramatic changes over a 100-year period that reflect, for the most part, a history of military, pioneering, and twentieth century developments. As European-Americans first arrived in the area, its physical features were both a benefit and a disadvantage. The first military outpost was drawn to the banks of the river, but quickly left for higher ground when the area was flooded. The bluffs not only provided certain advantages, but were a scenic attraction as well. Once the area was impacted to reflect an early military environment, it was rapidly altered by increased human activity. For the first few decades, the flood plain remained uninhabited, though it was cultivated for agricultural purposes; timber was cleared and the area along the bluffs was quickly



Figure 21. 1949 flood of Fort Worth. Looking north, Samuels Avenue bridge (upper center), Marine Creek (upper left) (courtesy of U.S. Army Corps of Engineers, Fort Worth District).

altered by an expanding built environment devoted mostly to political and economic activities. Toward the end of the nineteenth century, major advances in transportation impacted the entire area, providing an influx of people, goods, and materials.

The late nineteenth and early twentieth centuries, in general, was a period of rapid technological and industrial growth that impacted physical and social environments across the U.S. In Fort Worth, this period of intense activity generated major changes to the project area. Flood control measures, both within and outside of the project area, altered the physical environment and further facilitated development within the area. Bridges, streetcar lines, and railroads promoted the flow of traffic. As an area that was relatively uninhabited, but nevertheless connected to rail transportation and a river as a source for disposal, the flood plain became an attractive location for industrial and manufacturing activities. Throughout the first half of the twentieth century, North Fort Worth and the North Main Street area reflected major social and economic trends, such as the oil boom, the automotive industry, and World War II efforts.

THEMATIC HISTORIC CONTEXTS RELATED TO THE URBAN DEVELOPMENT OF THE CENTRAL CITY PROJECT AREA

The following discussion provides a more in-depth examination of several themes (transportation, industry, social history, recreation, and Trinity River development) that were important influences upon the physical growth and socioeconomic development of the North Fort Worth area.

Fort Worth as a Transportation Hub

Transportation was integral to the growth and development of Fort Worth. Like many Texas towns and cities, the growth of the city was tied initially to railroads. Then, within the city and before automobiles, mule drawn, followed by electric, streetcar lines provided transportation from home to work and back again. They were used to take people to church, school and shopping. Streetcars were the only mode of transportation most middle and lower class people had until the mass production of Henry Ford's Model A and Ts. Along with the streetcars came the bridges and roads needed to traverse the city and to travel to new residential subdivisions. This was especially important for the near North Side and the North Side because of the physical barrier of the Trinity River.

The establishment of Fort Worth at the confluence of the West and Clear forks of the Trinity River in the late 1840s at the edge of “civilization” made it a primary point of departure for those seeking to find their fortune in the western frontier. The lack of truly navigable waters to the west contributed to the reliance on horses, wagons drawn by oxen or horses, and stagecoaches for transportation. From as early as 1856, regular stagecoach service passed through Tarrant County, carrying mail and passengers from the east to the frontier forts and the West Coast. By the 1870s, mail stagecoaches arrived and departed from downtown Fort Worth six days a week. After the Texas & Pacific Railroad reached Tarrant County and Fort Worth in 1876, Fort Worth became the largest stagecoach terminus in the Southwest—a hub for rail passengers to continue their journeys west by stagecoach (Gelo and Pate 2003:39-45).

The first stage line to connect with Fort Worth was the United States Mail Stage Line. It made its first run on July 18, 1856. The Butterfield Overland Stage Line was one of the first transcontinental stage lines and began operating in 1858. The Fort Worth-Yuma, Arizona Stage Line made its first run late in 1878. The traveling time was 17 days, later reduced to 13 days at a cost of ninety dollars plus lodging and meals. To the northwest, there was the Fort Worth-Jacksboro Stage Line, which connected with the Butterfield Overland Stage at Jacksboro, Texas. Other connecting stage lines ran from Fort Worth to Fort Griffin (west), Grapevine (north), Fort Concho (southwest) and Cleburne (south).

Establishment of the Railroad System

The railroads played a major role in the development of Fort Worth as they did for most cities in Texas and the West. The development of the Stockyards and other industries of the near North Side and the North Side was closely linked to the development of the railroads and access to them. After a false start, the Texas and Pacific Railroad finally reached Fort Worth in 1876. B. B. Paddock, newspaper editor and booster for Fort Worth, designed a map he called the Tarantula map, showing several railroads emanating from Fort Worth (Jackson 1996). It took several years but by 1900, the Missouri, Kansas and Texas (Katy); the Santa Fe, Fort Worth and New Orleans; the Fort Worth and Denver City; the Fort Worth and Brownwood; the Fort Worth and Rio Grande; the Fort Worth, Corsicana and Beaumont; and the St. Louis Southwestern (Cotton Belt) railroads were all operating in Fort Worth (Schmelzer 2002). The Saint Louis, San Francisco and Texas followed shortly thereafter.

Some of these railroads turned north through the near North Side and North Fort Worth: the St. Louis, San Francisco and Texas, the St. Louis Southwestern (Cotton Belt), and the Fort Worth and Denver City. As the rail lines were built, and soon after, sidings were added to aid in the growth and development of the near North Side and North Fort Worth. The St. Louis Southwestern had a siding going north in the middle of North Commerce Street and one on North Houston Street (Sanborn Fire Insurance Map 1910, corrected to 1951:366:369). The Fort Worth Denver City Railroad was chartered in 1873 with the help of Major Van Zandt, head of the Fort Worth National Bank. Van Zandt also served on the board of the railroad until his death in 1930. One of the promoters of the line, Warren Lawrence had been pushing a line from the Gulf of Mexico to Denver via Fort Worth since 1869. The financial panic of 1873 halted construction on most of the rail lines in the area including the Texas and Pacific line and the Fort Worth and Denver City. Grenville M. Dodge, known for constructing lines for Union Pacific and Texas and Pacific, came to build the Fort Worth & Denver City line. He, along with the Gould syndicate, formed the Texas and Colorado Railroad Improvement Company to construct the line (Jackson 1996:65). By September of 1882, 110 miles of track had been built to Wichita Falls and by March of 1888 the line to Denver had been completed. In 1925, the Fort Worth Denver City acquired trackage rights to go between Dallas and Fort Worth.

This early line greatly influenced the area's growth as a cattle center, going deep into West Texas. According to the Handbook of Texas, the line is credited with promoting winter wheat as a feed for cattle (Billingsley 2002). Because of the railroad's route through North Fort Worth, it also provided a means of bringing raw materials into the near North Side, thereby encouraging industrial development in the area.

The Fort Worth and Rio Grande Railroad was chartered in 1886 by Warren Lawrence (Fort Worth Denver City), B. B. Paddock, Thomas Roche, W. L. Lase and Charles Swasey, all of Fort Worth, and four east coast businessmen. Paddock, the perennial Fort Worth booster, persuaded the Vanderbilt Railroad syndicate to fund the construction of the line. The owners of the proposed railroad envisioned a transcontinental railroad from New York City to Fort Worth and on to Mexico and the Pacific. The Fort Worth contingent believed the railroad would bring foreign trade and help boost livestock business as well as make Fort Worth a distribution center (Duncan 2002). Unfortunately, construction was slow and by 1892, the railroad had only 144 miles of tracks stretching to Brownwood. The railroad was acquired by the St. Louis and San

San Francisco in 1901. They extended the tracks to Menard. According to the Handbook of Texas entry, to increase the livestock traffic in Brady, the FW&RG built a 100-mile long, fenced cattle trail between Sonora and Brady. Like most of the other railroads, the FW&RG participated in westward migration with incentives and marketing (Duncan 2002). Although the Fort Worth and Rio Grande was owned by the St. Louis and San Francisco, it was independently operated until 1937. That year it was sold to the Atchison, Topeka and Santa Fe. It was then leased to the Gulf, Colorado and Santa Fe. In 1948, it was merged with the Gulf, Colorado and Santa Fe; this helped to shorten the route from West Texas to Fort Worth by 117 miles. Eventually, the remnants of the railroad were acquired by Cen-Tex Rail Link in 1994.

The St. Louis Southwestern Railroad is commonly referred to as the Cotton Belt. The Texas branch of the railroad was chartered in 1891. There were 803 miles of track in Texas by 1915. The Cotton Belt's main line ran from St. Louis and Memphis (on the east) into Texas through Texarkana to Dallas, then Fort Worth and to Gatesville on the west. The Southern Pacific Company bought the Cotton Belt in 1932, but it continued to operate separately. In 1992, operations of the Cotton Belt were consolidated with those of the Southern Pacific Transportation Company (Werner 2002b).

The St. Louis, San Francisco and Texas Railway was chartered in March 1900 to build a line between Denison and the Red River. To reach the Dallas and Fort Worth markets, the company leased tracks and had trackage rights. By 1928, the SLSF&T consisted of a variety of disconnected track segments extending from connections with various Frisco lines at the Red River. These connections gave the Frisco access to the lucrative North Texas markets including Fort Worth. The Frisco eventually merged with Burlington Northern (Minor 2002).

On February 4, 1901, the Frisco line chartered the Red River, Texas and Southern Railroad Company to build a line south from the Red River at Willis, Grayson County into Fort Worth along with a branch line into Dallas. The railroad was capitalized with \$200,000, and its office was first located at Willis and later in Fort Worth. The first board of directors included: Sam Lazarus who built the Quanah, Acme and Pacific; Jot Gunter and T. LaHache of Grayson County; J. D. Perry Francis, William Stix, and W. P. Kenneth, all of St. Louis; and John S. Summerfield of Dallas. In the spring of 1902, the company placed in service about 53 miles of track between Sherman and Carrollton and about four miles of additional track at Fort Worth. The Frisco built a

bridge spanning the Clear Fork of the Trinity River in 1902. Designed and built by A.J. Tullock, a civil engineer from Leavenworth, Kansas, the bridge is an iron through-truss span supported by concrete piers on each side of the river. It is one of the oldest extant railroad bridges in Tarrant County (Roark 1991:92). The Red River, Texas and Southern used the Saint Louis Southwestern Railway Company of Texas track between Carrollton and Fort Worth. The railway connected with the Saint Louis, San Francisco and Texas Railway Company at Sherman, and was merged with that company on June 25, 1904 (Cravens 2002).

These railroads, in their various incarnations and at one time or another, had tracks and sidings in the near North Side and North Fort Worth. The railroads and the industries had a symbiotic relationship: one could not grow and prosper without the other. The development of the near North Side into an industrial area was due in part to excellent access to the railroad lines that passed through Fort Worth.

Street Car Lines

The streetcar lines in a city provided effective transportation to people of all income levels. They were an integral part of the development of a city. Fort Worth was no different from many of the other cities across the country who had developers who owned the streetcar lines and vice versa. Men like Sam Rosen, who built a line to tie his residential development Rosen Heights to downtown, and A. T. Byers and W. A. Huffman, who developed the North Main Street line as well as platting the original North Fort Worth Townsite, were conscious of the fact that no residential development would succeed without adequate transportation.

On July 20, 1887, the Fort Worth Daily Gazette reported that the City of Fort Worth had passed an ordinance granting the North Side Railway Company the right to construct a line from North Main south to the Union Depot (WPA 1936-41:12788-90). About a year and one half later, W. A. Huffman and A. T. Byers negotiated with the Fort Worth Street Car Company to lease their lines, which included the Main Street Line, the Union Line and the Belt Line. These lines would be operated by the North Fort Worth Street Car Company for a period of five years. The company would build an extension of the Main Street line out North Main Street to the Union Stock Yards, an investment of approximately \$30,000 (WPA 1936-41:12788-90 quoting Daily

Gazette Nov. 29 1888). A few months later in January 1889, W. A. Huffman, John Peter Smith, John Templeton, A. T. Byers and Wint Patterson, also known as the North Side Railway Company, closed on a contract with Detroit Electric works for equipment for the streetcar lines. By July 1889, the cars were running up and down North Main (WPA 1936-41: 12788-90 Daily Gazette July 1889). The powerhouse for the streetcar line was located on the west side of North Main Street approximately 225 feet from the courthouse. There was an artesian well and a steam pump located nearby (Sanborn Fire Insurance Map 1898:17).

Another developer who built his own streetcar line was Sam Rosen. He purchased a large tract of land west of North Main at approximately Twenty-fifth Street on rumors that Armour and Swift were constructing meatpacking plants on the North Side (Pate 1994:40). Like all the other developers, Rosen knew his residential development would not be successful unless there was easy access to a streetcar line. In 1904, Rosen went to the North Fort Worth City Council to ask for a franchise and permission to construct track on city streets; his plans were approved. Rosen began to construct the line. He then went to the Northern Texas Traction Company (North Side Railway Company) to work out an agreement with them to tie into their North Main Street line. This is similar to what they had done to construct the North Main Street line. They refused and Rosen was crushed. He knew he must have a streetcar line for his development. Instead, he went back to the city councils of both cities for permission to construct a streetcar line from downtown Fort Worth over the Trinity through the near North Side and into North Fort Worth. The streetcar line, including a bridge across the Trinity just to the west of the North Main Street bridge, was built (Pate 1994:40-41). In 1906, the Northern Texas Traction Company purchased Sam Rosen's line and one other streetcar line (Pate 1994:46).

In 1938 the Fort Worth Transit Company asked the City Council for permission to complete its conversion from electric streetcars to buses (Fort Worth Star Telegram [FWST] Clipping Dec. 26, 1938). The company was trying to also work out an arrangement for removal of the tracks with a financial commitment from the city to pay for a portion of the removal cost. The city was going to use federal money for track removal but that was turned down by the Works Progress Administration. Instead, the city applied to the WPA for street repaving where the tracks had been. This expenditure was approved by the WPA. By the early 1940s, the tracks had been removed and the streets repaired.

Roads and Bridges

The Trinity River created a physical barrier for growth and development of the near North Side and North Fort Worth so advocates of the area worked towards a permanent solution to the problem. In the early years, a ferry was used to cross the river. This was replaced by a suspension bridge that was considered the "first permanent link" between Fort Worth and the North Side (Pate 1994:7). Transportation across the Trinity River at North Main Street was greatly enhanced by the construction of an iron bridge in 1892 by a firm from Los Angeles for the price of \$10,250 (Daily Gazette:March 12, 1892). This bridge could adequately carry the streetcar line and wagons.

After the flood of 1908, the bridge was still standing (Sanborn Fire Insurance Map 1911:107). It was actually traffic congestion that made the bridge obsolete. The iron bridge was only two lanes and also had to accommodate a streetcar line. With the opening of the Armour and Swift plants in 1903, traffic traversing North Main Street into downtown resulted in terrible traffic jams (Pate 1994:115). The situation continued to deteriorate and the City and County Commissioners Court were forced to take action.

The plan was to construct a viaduct to accommodate the traffic from the growth and development of the North Side. The viaduct would be wide enough to handle four vehicles or wagons and two streetcars passing abreast (Texas Historical Commission [THC] 2002). The viaduct would split on the north side of the courthouse with the northbound traffic connecting with Commerce Street and the southbound traffic connecting with Houston Street.

The County Commissioners Court chose the St. Louis engineering firm of Brenneke and Fay. They were charged with the task of designing a viaduct to be virtually maintenance free and long lasting. Reinforced concrete was chosen as the best material for construction. The actual construction of the viaduct was awarded to Hannan-Heckley Brothers Construction of St. Louis. The City financed the \$386,141 construction project with a bond issue (THC 2002).

The viaduct was considered an engineering marvel for its day. Although European bridges had used the proposed construction technique, it had never been used for a large bridge in the United States (Roark 1991:129). Brenneke and Fay, the consulting engineers, proposed that the viaduct

be supported by reinforced concrete arches with a system of hinged ribbed arches having ball and socket, cast steel hinges in order to eliminate the need for falsework in the Trinity River bed and for the bridge to be self supporting (THC 2002). A self-supporting bridge would be the safest and most economical way to cross the Trinity River whose banks and water levels often shift.

The Paddock Viaduct (Property Number 103) is a series of concrete slabs carried on longitudinal stringers that are connected to the floor beams (see Figure 13). The floor beams are then supported by four longitudinal girders of the girder spans that rest on the four ribs of each of the spans. It is 1,752 feet long and 99 feet above the Trinity River. The viaduct is made up of one 225-foot arch span of the Trinity River; two 175-foot arch spans; one 150-foot arch span; one 68-foot girder span; two 62-foot girder spans; seven 50-foot girder spans, and two 25-foot girder spans. Earth fills enclosed by retaining walls make up the remainder (THC 2002).

During the construction of the viaduct, a citizens committee approached the County Commissioners Court to name the viaduct after B. B. Paddock, who, among other things was a tireless booster for Fort Worth. The Commissioners Court agreed and in July 1914, the viaduct opened (Pate 1994:117). The viaduct, little changed from 1914, continues to serve as the main artery across the Trinity River from downtown north to North Fort Worth. The Paddock Viaduct (Property Number 103) is listed on the National Register of Historic Places and is a Recorded Texas Historic Landmark and a Texas Civil Engineering Landmark.

The Henderson Street Bridge (Property Number 101) and Jacksboro Highway were constructed in 1930 as part of the Five Year Plan "One Hundred Million Dollar Construction and Improvement Plan" developed by the Chamber of Commerce and the City of Fort Worth. It would connect the city northwest to Lake Worth and the rest of Tarrant County. However, this incredible era of new construction did not occur suddenly but was a carefully developed plan skillfully put into action by local leaders. In 1925, a new City Charter was drawn up providing for a manager/council form of city government that could focus attention on numerous, long neglected municipal improvements. Civic leaders and politicians developed a comprehensive bond package that voters approved, thus enabling the Five Year Program's success. Government construction of public buildings, overpasses, street widening and repaving complemented the utilities and private sector building program.

The private sector, led by the Fort Worth Chamber of Commerce, the Young Men's Business League, and the Manufacturer and Wholesalers Association, consolidated and developed the five-year work program. These groups had been working separately on several issues (FWST Feb. 14, 1927). This new comprehensive program, begun in January 1928, combined these issues and was implemented under the "One Hundred Million Dollar Construction and Improvement Program." The program's ten goals included securing a union railroad depot, completion of the Tarrant County road building program, which included the bridge and Jacksboro Highway, promotion and trade extension through every possible avenue, aid to local industries and wholesale and retail establishments, and development of the Fort Worth Market through the location of additional wholesale houses. In a short space of five years, a phenomenal number of major structures were built including: the Texas and Pacific Passenger Terminal and warehouse buildings (1931); the Blackstone Hotel (1929); the Fair (1930); the Petroleum (1926), Sanger (1930), Sinclair (1930), and Aviation (1930, demolished) buildings; Montgomery Ward wholesale and retail facilities; several grain storage facilities, refinery facilities, and railroad yards and shops; Methodist (Harris) (1930) and Cook (1928) hospitals; the Central Fire Station (1930); the Central Post Office (1931); Lone Star Gas (1929); and the Electric Building (1929).

It is important to note the short-term significance of the Five Year Plan. It helped to stave off the worst effects of the Depression until about 1933 (Keaveney 1974:147). In the Chamber of Commerce's own assessment of the Plan, they state, "Despite the fact that three of the five years embraced in the work program have been years of great depression, the progress Fort Worth has made must be a matter of civic pride" (Chamber, Introduction). A combination of Fort Worth's building spurt, the West Texas oil wealth and proactive city and private employment policies helped to negate the first two years of the Depression. That building boom, fueled by the wealth generated by the West Texas oil fields helped to ease the rate of unemployment (Cotner 1973: 35). The city council and local leadership urged the hiring of only local workers whenever possible (Keaveney 1974:35). Construction in Fort Worth was valued at \$30.7 million for January 1930. The city budget for that year included \$300 million for local construction. However, by the close of 1932, the large building projects undertaken by the city and the private sector were completed. Banks began to fail the previous year, and by 1933, Fort Worth experienced the full force of the Depression (Cohen 1982:89).

The Henderson Street Bridge (1930; Property Number 101) and the development of Jacksboro Highway was part of the completion of the Tarrant County Road Building Program. The bridge spans the Clear Fork of the Trinity River with a 124-foot long open-spandrel arch and 14-foot curved concrete girder approaches. It replaces a smaller, older bridge on Franklin Street that connected to White Settlement Road. The bridge was designed and engineered by Ira G. Hedrick and C. M. Thelin. There is a curved concrete wall located between the arch rings that acts as a conduit for utility lines running across the river. The Henderson Street Bridge (Property Number 101) and Jacksboro Highway were significant parts of the Five Year Plan as well as being an important project to tie northwest Fort Worth with the rest of the city. The development of Jacksboro Highway brought gas stations, auto repair shops, restaurants, and motor courts to the area.

Industrial Development in North Fort Worth (1867-1950)

As Fort Worth developed as a transportation hub, industrial growth followed. Fort Worth's geographic position would continue to be instrumental, first with the growth of the cattle industry and then with the growth of the oil industry and related businesses. Fort Worth's position at the prairie's edge in north central Texas was ideal for its eventual development as a major staging area along the Chisholm Trail and as a distribution center for the oil industry. As the city grew, essential industries, such as electric power, were also critical to continued development. The growth of the industrial sector within the flood plain of the Clear and West forks of the Trinity River also required the development of an effective flood control system.

Growth of the Cattle Industry and the Stockyards

Early cattle drives began in Texas as early as the 1830s when Stephen F. Austin's colony drove herds east through Louisiana swamplands to New Orleans for packing and shipping. The cattle brought double their value paid in Texas (Fisk 1832). This practice continued until the disruption of the Civil War resulted in the shift in the demand for beef to the northern states. Chicago packing houses began to bid for Texas cattle. The risk of getting cattle to Chicago was high, but the potential price in Chicago was ten times the price offered in Texas. One of the earliest documented accounts of herds entering Fort Worth on its way to the Chicago markets was made

by Mary Daggett Lake. In the spring of 1866 Colonel J. J. Meyers of Lockhart, Texas, came through Fort Worth on his way to Sedalia, Missouri. Cattle arrived in Fort Worth south of downtown near present-day South Hemphill Street, turned northeastward through the future Texas and Pacific Railroad yards, headed north along present Commerce and Jones streets, passed on the eastern side of the Pioneer's Rest Cemetery, then followed the Cold Springs Road to Daggett's Crossing. They crossed the Trinity River about one half mile from the present stockyards area (Pate 1994:17).

Colonel J. J. Meyers was the first to bring a herd from south Texas through Fort Worth. Meyers was the vanguard of drovers who would drive millions of cattle from the Gulf Plain of Texas through Fort Worth between 1866 and 1886. During his second trip north, Colonel Meyers met Joseph G. McCoy who was on his first visit to Kansas, surveying for a location in which to establish a cattle shipping depot for cattlemen of the West. Meyers and McCoy agreed that Abilene, Kansas, was a good plan, and such was the birth of the McCoy Trail to Abilene, Kansas, the cattle boom in Texas, and the pattern of Fort Worth as a cowtown on the trail (Garrett 1972:267). Fort Worth was an important point of departure along the trail, for it was the last point of supply for the long stretch up to the Red River and into Indian Territory before reaching Kansas.

The McCoy Trail is more commonly referred to as the Chisholm Trail, which derives its name from the Scot-Cherokee Indian trader Jesse Chisholm who in 1865 traded goods in wagons from his post near the future site of Wichita, Kansas, to Indian camps on the North Canadian River, about 200 miles to the south. Parts of the trail were called other names, but Texas cattlemen applied Chisholm's name to the entire route from San Antonio to Abilene and other Kansas shipping markets.

From South Texas the herds headed north on the eastern Shawnee Trail or the western Chisholm Trail, followed similar landmarks toward San Antonio, San Marcus or Austin. When they came near Waco and the Brazos River, the Shawnee Trail continued towards Dallas, while the Chisholm Trail (sometimes referred to as McCoy's Trail, the Abilene Trail, The Great Cattle Trail, the Texas Cattle Trail, the Great Texas Cattle Trail, and the Wichita Trail) continued north through Cleburne and Fort Worth. Beyond Fort Worth it headed along a route near the present Interstate 35 past Decatur to Red River Station and then into Indian Territory (Worcester 1980:

xviii). The last year for cattle drives along the Chisholm Trail was 1884. Barbed wire and an 1885 Kansas quarantine law led to its demise. In its brief existence it had been followed by more than five million cattle and a million mustangs, the greatest migration of livestock in world history.

Recognizing the need for a stockyard in Fort Worth, several local men including John Peter Smith, Morgan Jones and J. W. Burgess received a charter in 1887 to establish one north of the downtown area. They raised \$200,000 and called their company the Fort Worth Union Stock Yards. The business opened in July 1889 with Colonel Henry Clay Holloway as the first manager. In 1890, the Fort Worth Packing Company was chartered by local businessman M. G. Ellis. The plant was not successful, for cattlemen preferred to sell to the larger and more profitable northern markets. In 1902, the Armour Company and Swift and Company were persuaded to relocate to Fort Worth with the donation of 21 acres each on which to build their plants. The land was donated by Greenlief W. Simpson and Louville V. Niles, both influential in the development of North Fort Worth. Both Armour and Swift opened their plants March 4, 1903, during the annual fat stock show. The only paved street leading to the ceremony was North Main Street (Pate 1994:23-25).

Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)

The North Main Power Plant constructed in 1910 is a representation of the dominant role that utility companies played in the economic growth and vitality of cities and towns across the state of Texas. The physical plant located on North Main grew as the demands for power in the city and region grew. It also became a symbol of the growth and consolidation of the power companies in Texas.

Begun in 1885 as Fort Worth Electric Light and Power Company, the business soon merged with Fort Worth Gaslight Company to become the only supplier of gas and electricity in the city. Competing power companies soon formed. However, even with three power companies to choose from, the quality of service was poor and the power was too expensive for most households and businesses. Even the streetcar lines, which also provided power, were unreliable. In 1911, changes occurred with a court ordered auction of Citizens Railway and Light Company.

Citizens Railway was purchased by Fort Worth Power and Light, beginning the orderly consolidation of the various power companies. Three companies emerged: Fort Worth Power and Light providing electricity; Fort Worth Gas providing gas; and Northern Texas Traction Company for transportation. Mr. J. R. Nutt became chairman of the board of this newly consolidated company and Mr. A. J. Duncan became the president and general manager.

The construction of the North Main Power Plant was already underway when the consolidation occurred. Mr. Nutt financed the consolidation, the completion of the plant and a citywide system through the Electric Bond and Share Company. The North Main Power Plant with two 4,000-kilowatt turbo-generators was completed and began operation in late 1912. Just before completion of the plant, another generator was added to supply power, through a contract Nutt had negotiated, with the new Dallas-Waco Interurban. This brought the capacity of the plant to 13,000 kilowatts (Gillmore 1976).

The new power plant provided reliable and economical power to residential, commercial and industrial users. Up to that time, many commercial and industrial users had maintained their own generators because electric power was unreliable and expensive. The new power plant used coal for fuel that was brought in by a railroad spur located on the west side of the plant. By 1921, fuel oil was introduced and both coal and fuel oil were used at the plant. Around 1925 the plant started using natural gas for fuel.

The need for expanded electric service in Fort Worth, especially downtown, required more generating capacity. From 1913 to 1929, the population of Fort Worth increased from 75,000 to 163,000. The number of customers served by Fort Worth Power and Light during this time increased from 9,474 to 38,510; total annual sales increased from 24 million kilowatt hours to 153.5 million; and annual revenue grew from \$707,200 to \$3,446,467. By 1928, the 4,000-volt underground system that served the burgeoning downtown area became inadequate and was converted to 12,500 volts. This was not completed until after 1929 when the company was purchased by Texas Electric Service Company (TESCO) (Gillmore 1976). The plant itself was expanded twice during this time. In 1918, more capacity was added due to the increase in electrical use that occurred when Camp Bowie was located in Fort Worth. Camp Bowie in Fort Worth was one of the largest military camps in the South and Southwest at this time. Again in 1922, more capacity was added to the plant (Gillmore 1976).

Apparently, there has only been one instance when the plant has been shut down. On April 24, 1922, the Trinity River flooded. The Trinity rose to cover 3,000 acres, killing 37 people, leaving many more homeless, and destroying countless businesses. This was the only time the North Main plant was shut down by floodwaters. Even the flood of 1949 did not close the plant completely.

On December 19, 1929, TESCO incorporated, consolidating Fort Worth Power and Light and Texas Electric Service Company. TESCO included electric power facilities in rural communities in North Central and West Texas including Oil Cities Electric Company. TESCO and another prominent, growing utility concern, Texas Power and Light, were both operating subsidiaries of American Power and Light. However, both these companies were operated as separate companies.

Throughout the 1920s and early 1930s, there was a steady increase of electric meter installation and company expansion. The company expanded its power plant to accommodate the residential growth occurring on the west side of Fort Worth in Arlington Heights. Like most utility companies even today, Fort Worth Power and Light (later TESCO) was actively involved with recruiting new industries to Fort Worth. In the early 1920s, TESCO was particularly successful in bringing two large meat packing companies to town. TESCO also launched an intensive commercial sales promotion to secure large industrial power users. They were able to add a cement mill and a textile mill as well as many of the new refineries opening in Fort Worth. These industries located on the north side of town. In 1927, there were 32,946 meters in Fort Worth; in 1928, 34,369; in 1929, 39,518; in 1930, 40,876; in 1931, 41,930 and in 1932, 42,351. To coincide with these increases, TESCO obtained money from bonds and preferred stock to finance ongoing system development. In 1930, TESCO spent \$987,432 and in 1932, \$1,875,000 for upgrading their system (Gillmore 1976).

However, by 1932, as the Depression finally caught up to Fort Worth and TESCO, these numbers dropped dramatically; in 1933, \$3,000,000 was spent and in 1935, only \$235,000 was spent on system development. The company's revenues started to decline by 1932. Employees grew apprehensive, fearing layoffs. The company reduced salaries by 10 percent instead of instituting layoffs. Finally, when reductions were needed, single women living at home were let go first, then single men. Even the employee newsletter was a casualty of the Depression. Promotions such as selling electric waffle irons for \$.13 down and 13 months to pay the remainder of the

\$4.95 price were used mainly for customer sales campaigns during the Depression. A bottle of cooking oil was given as a premium. Construction by the company at this time was with local labor in hopes of easing the unemployment situation. It is important to note that TESCO, as part of the Five Year Plan developed by the City of Fort Worth and the Chamber of Commerce, agreed to expand their business and hire locally to bolster the failing local economy during the Depression (FWST Nov. 28, 1929:1).

During the Depression, TESCO lost income on what were known as "jumpers," cables used to bypass the meter box. At this time most residential meters were on the interior of the houses. Therefore, it was easy to use "jumpers" relatively undetected. The solution for TESCO was to develop its own meter box that could not be bypassed. The new meter was installed on the exterior of the house so it could be easily read and inspected by meter readers.

In 1936, Texas celebrated the state's centennial. Fair Park in Dallas was the main focus of the activities. Not to be outdone, Fort Worth staged the Frontier Centennial. TESCO installed all the extra electric lines, transformers and other facilities to power the festivities. This included installing a power system capable of turning the stage at Casa Mañana Theater.

During the pre-war years, many industries developed or expanded in Fort Worth including Consolidated Aircraft Company, a bomber assembly company which later became General Dynamics; Texas Steel Company and American Manufacturing Company, both manufacturing war materials, and Burrus Mill and Elevator Company, a grainery. TESCO provided increased power production for these industries. In 1940, expenditures to improve or extend company properties were \$910,800. In 1941, \$1,628,300 was spent, the largest annual expenditure for system construction since 1932. The following year the company spent \$850,000 for facilities to serve the new war industries based mainly in Fort Worth.

The influence and reach of TESCO spanned North Central and West Texas. TESCO served the Fort Worth metropolitan area as well as West Texas providing power to over one hundred communities. Their service area encompassed Arlington/Fort Worth to the east, Monahans/Odessa to the west, the Eastland area to the south and Wichita Falls to the north. Just as with Fort Worth, TESCO was active in the economic development of the towns in its service area. Under its Program for Economic Progress, TESCO trained local leaders and helped to spearhead

industrial recruitment for cities and towns. The towns of Mansfield, Eastland and Ranger greatly benefited from this program and TESCO's help (Gillmore 1976). Several of the lakes in the company's service area were constructed as cooling stations and recreational facilities including Lakes Graham, Edelman, J. B. Thomas, Colorado City, Champion Creek, Oak Creek, Wichita, Leon, Como and Arlington. Many of these lakes were joint ventures between TESCO and the communities. In 1945, TESCO combined with Texas Power and Light and Dallas Power and Light to form the Texas Utilities Company.

The growth and expansion of Fort Worth Power and Light and the North Main Power Plant played a major role in the economic development of the city of Fort Worth. The city and the region needed reliable, economical power to grow and prosper and that was literally generated at the North Main Power Plant.

Discovery of Oil in West Texas and Its Impact on Fort Worth (1917-1940)

In October 1917, an oil well drilled in Ranger, Texas, came in with a full gusher. This discovery was soon followed by the Desdemona, Breckenridge and Permian Basin fields. Fort Worth, situated 90 miles east of Ranger, was the closest city to these fields. The West Texas oil fields had a great impact on the development of Fort Worth from a town into a viable metropolitan city. Oil literally paid for construction projects including several major downtown buildings (the Texas Hotel, Blackstone, Sinclair Building, and Petroleum Building), transportation, railroads, pipelines and other oil-related industries.

Fort Worth was surrounded by oil fields and the fields were constantly growing. The oil was piped to Fort Worth through a network of pipelines. This network of pipelines made Fort Worth one of the largest pipeline centers in the world at that time. The city was the largest inland refining center in Texas with Gulf Oil, Pierce Oil Company, and Magnolia Petroleum represented. By 1928 Texas was the largest oil producer in the country. Approximately one fifth of that oil came directly to Fort Worth for processing.

During the height of the oil years, there were approximately 600 firms connected to the industry including oil companies, independent operators, geologists, drilling contractors, manufacturers and jobbers of oil field supplies. In the 1920s, these companies represented an investment of more than \$15 million and an average annual output of \$20 million. Both large companies like Sinclair and smaller independents had their offices in downtown Fort Worth. However, their auxiliary offices and refining areas were on the North Side. The companies with facilities on the North Side included Magnolia Petroleum (two facilities), Humble Oil and Refining, Continental Oil, and Waggoner Refining Company as well as smaller independents Panther Oil and Grease (two facilities) and Graham-Penn Oil Company.

The discovery of oil in West Texas during World War I greatly aided the United States and her allies. The entrance of the United States into the war brought a much needed energy source. It was said that "the allies floated to victory on a sea of oil" (Fort Worth Star Telegram October 30, 1947: Oil and Gas Section pp.14-17).

The 1920 City directory states that there were eight oil refining plants operating in Fort Worth with a refining capacity of 54,000 barrels daily. Oil production was worth \$700,000 a day and there were 500 oil companies and 52 oil supply companies in the North Texas area (Polk and Company 1920:Introduction).

The companies with facilities on the North Side included Magnolia Petroleum, Humble Oil and Refining, Continental Oil, Waggoner Refining Company as well as smaller independents: Panther Oil and Grease, Acme Oil, American Oil, Owenwood Oil, Southwestern Oil and Graham-Penn Oil Company. Several of these small independent oil producers no longer exist.

Many of these small independent producers came and went fairly quickly. Owenwood was a small independent oil producer that was located at 544 (now 528) North Main Street (Property Number 11). It apparently began in 1921 and was on the 1926 Sanborn Fire Insurance Map and in the 1926 City Directory (Polk and Company 1926) (Figure 22); Sanborn Fire Insurance Map 1926:369). In 1921, they had their stock shares printed by Western Bank Note Company (Figure 23). The building appears on the Sanborn Map corrected to 1951 but the company is no longer there (Figure 24). Magnolia Petroleum was also housed in this building and it now houses Southwestern Petroleum. Southwestern Petroleum had previously been located at 917 North Main (Property Number 56; Polk and Company 1935).

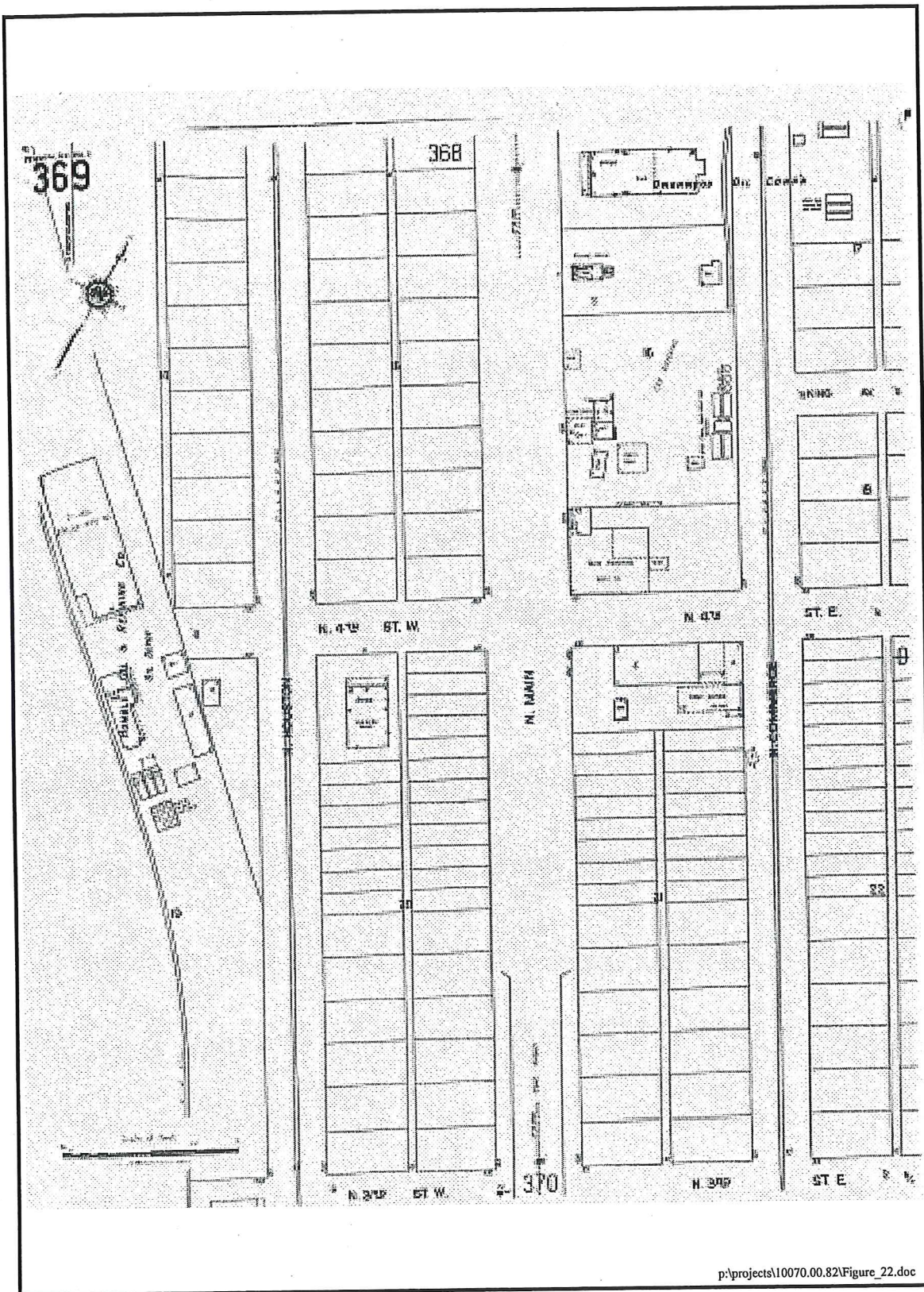


Figure 22. 1926 Sanborn map.

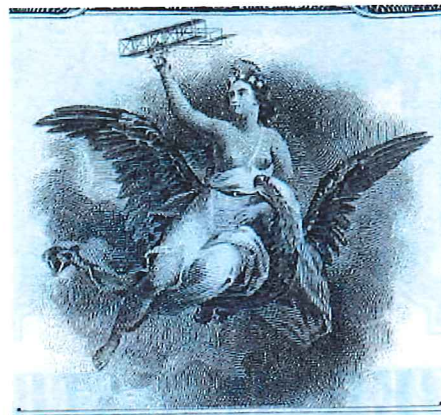


Figure 23. Owenwood Oil Corporation stock share.

By 1931 the oil industry was facing problems. The Great Depression had started in 1929 and by 1931, the price for oil had dropped to eight cents a barrel. The larger producers were interested in oil regulation while the small producers wanted to get any money they could. Obviously, the large companies won out and regulation was instituted, but not without a major fight.

It is important to reiterate that the oil industry, despite its own problems during the Great Depression, did help Fort Worth stave off the worst effects until 1933. The oil money helped construct many of the major buildings in downtown, provided jobs, and revenues to the city. This, in turn, enabled the city to construct roads, bridges and other facilities that provided work for many local citizens.

The impact of the oil industry on Fort Worth's economy was significant. A 1936 newspaper article points out that "in the last six years Fort Worth Refineries have spent \$5,000,000 on improvements" and the payroll was around \$10 million annually (FWST Clipping 1936). In the same article, it was also noted that the manufacture of oil field equipment "is an industry in itself." Some of these companies were located in the near North Side. A 1949 Fort Worth Star Telegram survey of 10 of the oil companies in Fort Worth indicates that they employed more than 1,000 people at a payroll of over \$7,000,000 (FWST Clipping 1949). Additionally, there were more than 800 service stations with approximately 4,800 employees (FWST Clipping 1949).

World War II presented a challenge for the oil industry. American exports to Europe fell by nearly a quarter. The Texas Railroad Commission cut production during this period. The system of wartime rationing and controls lasted until 1946. The post war boom helped to reinvigorate the oil industry (Olien 2002).

Panther Oil and Grease/Texas Refinery Corporation (Property Number 50)

A.M. Pate and Carl Wollner formed the Panther Oil and Grease Company on September 9, 1922 (Texas Refinery Corporation n.d.). The company name reflected Fort Worth's nickname, Panther City. The first building they owned was on North Main outside the APE. In 1928, they purchased land in the 800 block of North Main and constructed a one-story building at 840 North Main (Property Number 50; Figure 25). By this time they had 30 salesmen in 35 states selling oil and grease products (Pirtle 1980:224-225). The company was one of the fortunate businesses to grow during the Great Depression. The company added new product lines in 1934. Panther Oil and Grease changed their name to Texas Refinery Company. Panther Oil and Grease became a subsidiary responsible for selling the new product line, which included protective coatings and other building maintenance products (Pirtle 1980:225). By 1936, the company had grown sufficiently to warrant expansion. Another building, two-story, was constructed next to the first one. It was addressed at 842 North Main (Property Number 50; Sanborn Fire Insurance Map 1910 corrected to 1951:367). The company continued to grow in the area. The company established its Export Division in 1939. Within a few months, business was being transacted in Mexico, Cuba, Ecuador, Puerto Rico and many other foreign nations (Texas Refinery Corporation n.d.). It was during this time that Pate moved to El Paso to further develop sales to clients in the Pacific Northwest and Mexico (Pate 1994:85). Carl Wollner died in 1945 and Pate bought out his shares from his heirs. In 1947, shortly before A. M. Pate's death, the company celebrated its 25th anniversary. The capital stock of the company was worth \$1,000,000 according to an amended charter the company had received from Austin (FWST Clipping n.d.). The company had representatives in 33 foreign countries, over 300 employees, and also owned Southwestern Cooperage Company in Fort Worth (FWST Clipping n.d.).



Figure 25. Panther Oil and Grease Company (now Texas Refinery Corporation) (Property Number 50).

A. M. Pate, Jr. became president of the company after his father's death in 1947. Pate was the general chairman of the City of Fort Worth Centennial Celebration. He was also known as a local philanthropist. He received two honorary Doctor of Law Degrees and the Order of Merit from the Grand Duchy of Luxembourg (Pirtle 1980:225).

The first foreign corporation, Texas Refinery Corporation of Canada, was founded in 1948 (Pirtle 1980:225). Due to the rising demand for Texas Refinery Corporation products, an office and factory were established in Moose Jaw, Saskatchewan in 1953 to serve western Canada (Texas Refinery Corporation n.d.). In 1958, the Texas Refinery Corporation established a first with a phone call. A. B. Canning of Panther Oil and Grease wanted a conference call with his staff in five foreign countries. Mr. Boswell the division service manager for Southwestern Bell stated, "This will be the first time in history that as many as five foreign countries have been tied to the United States through a long distance conference call" (FWST Clipping July 10, 1958). The call connected Panther Oil and Grease with Hvidovre, Denmark; Monster, Holland; Trondheim, Norway; Koln Merheim, Germany; and Bromma, Sweden. A second, less complicated series of

calls was setup between Panther Oil and Grease and Hamburg, Germany, Reykjavik, Iceland, and Oslo, Norway (FWST Clipping July 10, 1958).

In the 1960s, the company continued to expand internationally. The company formed another corporation to serve the Mexico market, Texas Refinery Corporation of Mexico, S. A. In 1962, Texas Refinery Corporation Inter-Continental, S. A. was incorporated with offices and a plant located in Echternach, Luxembourg. This expansion enabled the Texas Refinery Corp. to better serve European customers and clients (Texas Refinery Corporation n.d.).

The company now has five separate corporations with headquarters in four countries (Pate 1994:86). Currently, Texas Refinery Corporation covers two blocks of the North Main APE, the west side of the 800 block of North Houston and the east side of the 800 block of North Main (Property Number 50). The company's original buildings are still extant and retain integrity. The buildings on North Houston were constructed in the 1940s and 1950s and retain their integrity.

Magnolia Oil in Fort Worth

Magnolia Oil established its first marketing offices in Fort Worth in 1911. By 1914, Magnolia Oil was listed in the City Directory at 1015 North Main (this address no longer exists, it became 939-945 North Main—Sanborn Fire Insurance Map 1910 corrected to 1951:366) (Polk and Company 1914:68). This location is a triangular piece of property that is bound by the St. Louis Southwestern Railroad on the west and northwest and North Main Street on the east with Trinity Avenue on the south. At this facility were tanks, an office, and an oil warehouse and loading dock (Sanborn Fire Insurance Map 1926:366). By 1968, this facility was no longer on the Sanborn maps, but remnants of the complex may still be there (Sanborn Fire Insurance Map 1968:366). The company also had a filling station and wholesale oil and grease store at 540 North Main, but this is no longer extant (Sanborn Fire Insurance Map 1910 corrected to 1951:366). Magnolia Oil also occupied 544 (now 528) North Main (Property Number 11) which had earlier been occupied by Owenwood Oil and would subsequently be occupied by Southwestern Petroleum (Figure 26) (Sanborn Fire Insurance Map 1910 corrected to 1951:368).



Figure 26. Former Magnolia Oil facility on North Main (Property Number 11).

The Fort Worth office and the accompanying operations were known as the Northwest District Office (FWST Clipping October 30, 1949). This district included the area from Fort Worth to El Paso and from New Mexico to Oklahoma. When the West Texas fields were discovered in 1911, Magnolia Oil constructed a 220-mile pipeline from Corsicana through Fort Worth to West Texas. The pipeline was then extended from Fort Worth to Healdton, Oklahoma (FWST Clipping October 30, 1949). Fort Worth has been an important station for two of the company's lines—a line for refined petroleum products was built from the Fort Worth Refinery to Dallas in 1930 and another from Fort Worth to Oklahoma City in 1941 (FWST Clipping October 30, 1949). In 1949, Magnolia Oil had 12,500 employees worldwide, of which 400 were in Fort Worth. Magnolia was in the near North Side APE until possibly the mid-1960s.

Other Industries

McKinley Iron Works (Property Number 47)

The McKinley Iron Works began as Bowdry and McKinley Iron Works soon after the start of the new century. Members of the McKinley family, Mr. Ray McKinley and Ms. Jessie McKinley, are in the 1902-03 City Directory (Polk and Company 1902-03:123). The 1914 City Directory lists Bowdry-McKinley Iron Works at a location on the southern edge of downtown (Polk and Company 1914:365). By 1916, the Bowdry-McKinley Iron Works had relocated to its current location, 901 North Throckmorton (Property Number 47; Figure 27) (Polk and Company 1916:238). Mr. W. P. Bowdry and Mr. E. H. McKinley are listed as the founders of the company. By 1935, the company is listed solely as McKinley Iron Works (Polk and Company 1935:ad). Foundries and metal manufacturers were considered important industries in Fort Worth in the late 1930s (J. J. Walden 1939).



Figure 27. McKinley Iron Works (Property Number 47).

The company received contracts including the construction of bomb castings during World War II. They leased the \$48,000 heat-treating furnace from the Small War Plants Corporation. A dispute arose with the Le Tourneau Company who claimed that the War Assets Corporation had sold it to them, while McKinley claimed to have bought it. The case went to U.S. District Court and McKinley Iron Works was forced to return the furnace to Le Tourneau (FWST Clipping nd).

DeWitt McKinley, one of the subsequent owners of McKinley Iron Works, became involved in local government in the 1950s. In 1950, he was serving as the Levee Board chairman. He came before the Fort Worth City Council to request that the Levee Board be able to cut down trees along the banks of the Trinity for flood control. The City Park Superintendent had objected to the clearance of several trees along the river's bank in Trinity Park. The matter was passed from the council to the city manager (FWST Clipping Dec. 28, 1950). McKinley also served as president of the North Side Business Association, a 250-member organization representing North Side businesses and industries. In January 1959, McKinley stated that the Tarrant County Courthouse should be demolished. He said, "We need that courthouse torn down!" (FWST Clipping January 23, 1959). He recommended this because he saw the courthouse as a hindrance to traffic on North Main Street traveling to downtown. In his program of work as president of the association, McKinley called for more street improvements and a better working relationship with the city, county, and Chamber of Commerce. He also advocated "modern" shopping centers for the North Side (FWST Clipping January 23, 1959).

Carruthers Stone Works (Property Number 18)

Carruthers Stone Works has been in the near North Side area since 1924. The City Directories indicate members of the family had been stonecutters since 1914. Calvin and Charles Carruthers are listed as stonecutters, but no place of employment is listed (Polk and Company 1914:251). Charles Carruthers is listed again in the 1918 City Directory (Polk and Company 1918:299). It is possible that he may have worked for a stonecutting company in North Fort Worth such as Fort Worth Monumental Works at 100-106 North Commerce (no longer extant) or Fort Worth Marble and Granite at North Main and North Sixth East (Polk and Company 1920). The Carruthers family members worked in the business. Charles E. Carruthers, son of Charles Carruthers, was a stonemason for over 50 years in the family business (Hunt 2004). He was a member of the stonemasons' union Local No. 6. Their business is located at 648 North Commerce (Property Number 18; Figure 28).



Figure 28. Carruthers Stone Works (Property Number 18).

The Social History of North Fort Worth

Although the project area was primarily devoted to industrial and commercial activities, certain aspects of the associated social history are important to the area and had implications for the built environment. North Fort Worth was associated with Ku Klux Klan activity during the 1920s, and the west side of the project area developed a notorious reputation, particularly in the 1930s and 1940s once the Jacksboro Highway was constructed.

Ku Klux Klan Klavern No. 101/Ellis Pecan Company (Property Number 62)

The Ku Klux Klan began their activities in Texas around the time of the end of the Civil War. The Klan died away after Congress passed the Ku Klux Klan Act of April 1871, which permitted the president of the United States to suspend the writ of habeas corpus in cases of secret conspiracy. At the same time, there was growing opposition towards the violence perpetrated by the Klan (Long 2002).

Beginning around World War I, a new Klan movement started in Georgia. As the American nativist movement gained momentum, the Klan began to spread across the South and Southwest as well as the Midwest. By the 1920s, the Klan boasted 2 million members nationwide. As the organization grew, so did the violence. The Klan gained supporters by promising a reinstatement of traditional morality, enforcement of prohibition, and reform of politics. However, violence by Klan members and those claiming to be Klan members ensued and, as a result, several anti-Klan groups had formed by the early 1920s. Hiram Evans of Dallas became "grand wizard" in 1922. He worked to make the Klan a political force and succeeded (Long 2002). The Klan used its 100,000 members effectively as voting blocks in local and state elections. They managed to elect city council members, mayors and other officials in towns and cities across the state including Fort Worth (Long 2002). The year 1923, however, was the high-water mark for the Klan. In 1924, their candidate for governor, Dallasite and Klan member, Felix D. Robertson, was defeated by Miriam "Ma" Ferguson. By 1928, Klan membership had decreased to around 2,500 due to dissension and infighting by the members and anti-Klan sentiment from outside the movement.

In Fort Worth, the rise of the Klan mirrored what was happening in the rest of the country. When African American Fred Rouse broke the picket line to work at the Swift plant in 1921, he was threatened by an angry crowd. On December 6, 1921, as Rouse was leaving the plant, the mob threatened him again and he fired two shots hitting two young boys. The crowd beat him severely. The police were able to get him to the City-County Hospital, but he was later pulled from his bed by a mob and lynched (Pate 1994:92).

The Klan in Fort Worth, whose numbers were estimated at around 8,000, constructed a meeting hall and auditorium on North Main (located next to the extant hall) in the early 1920s (Pate1994:160:16). On November 6, 1924, a bomb was thrown through the window and the structure burned to the ground (Pate 1994:94). Plans were made to rebuild the structure at 1012 North Main (Property Number 62). The American Building Corporation, a locally subscribed stock company, financed the rebuilding of the hall. The structure cost an estimated \$50,000 and was designed by Earl Glasgow. B. B. Adams, a well-known local contractor, constructed the building. The building was constructed of red common brick and faced with buff-yellow variegated brick. The peaked parapet with tall arched windows creates an intimidating façade on North Main Street next to the more modest one and two story buildings. The ground floor has a tri-partite entrance with large rectangular windows that were used as concession stands (Figure 29) (Tarrant County Resources Survey Near North Side 1991:72).



Figure 29. Former KKK Hall and Ellis Pecan building (Property Number 62).

After the demise of the Klan, the building was sold to the Leonard Brothers Department Store for use as warehousing (Polk and Company 1930, 1935; Tarrant County Resources Survey Near North Side 1991:72). Later it was used as Fox and Fox Boxing Arena and then Ellis Pecan.

The Jacksboro Highway

Along the west side of the project area, the Jacksboro Highway, constructed in the 1930s, gained a reputation for notorious activities during the 1940s thru 1960s. As a convenient route leading out of the city and to outlying recreational sites such as Lake Worth, a number of businesses devoted to the automotive travel industry sprang up—restaurants, motels, gas stations, and repair shops. Beginning in the 1940s, nightclubs that provided a variety of vices, including gambling drew well-known gangsters such as Tincy Eggleston and Cecil Green. Some of the restaurants in the area were owned and operated by gamblers. The Mexican Inn Café, for example, was owned and operated by the gambler, Tiffin Hall (Figure 30) (Arnold 1998:54-55).



Figure 30. Mexican Inn Café (Property Number 89).

Recreational Development

N.A.

The Trinity River provided a source of water recreation beginning with the various Indian peoples located in the area. The Indians and early settlers found the river a source for fishing and the hunting of deer, buffalo, bear, and jackrabbits. As Capt. J. C. Terrell recalled in his 1906 memoir:

When a younger man I loved to hunt and Fish. . . . The fact is, my lover for these sports had much to do with my locating in Fort Worth. The neighborhood of the Queen City of the Prairies was then the hunter's paradise.

It (first hunting trip in Tarrant County) was in February 1857. . . . Our hunting ground for the day lay in the woods between the "Fort" and Birdville. Deer were numerous; wild turkeys abounded in the bottom; some herds of antelope yet survived on the prairies. The West Fort was over half-bank full, with some drift wood running; no bridge or ferry. So R. H. King and myself went in a skiff down the river from near the site of the long bridge to the brickyard crossing east of town, so as to ferry over the hunters and recross from camp with game on home-coming [Terrell 1999:44].

As the North Fort Worth area became more populated with European-American settlers, other forms of recreation developed. As early as 1898 Hermann Park appears on Sanborn Fire Insurance maps. Located on the northwest block of North Main Street and North Second Street, the park featured a beer garden and dancing pavilion. Immigrants from Germany, Poland, Austria, Russia, Greece and other foreign countries came to Fort Worth in the late nineteenth and early twentieth centuries and settled between Calhoun and Commerce Streets and Twenty-second and Twenty-third streets (Pate 1994:54). During weekend evenings, members of the Sons of Hermann and others would gather to hear German bands play and dance to lively waltzes and polkas.

Other early parks located in the area included Butz (Butts) Park (est. 1914) at the southeast corner of North Main and East Seventh streets, Douglas Park (est. c.1915) at the southeast corner of North Main and East Second streets, Morris Park (c. 1910) located at the southwest corner of North Houston Street between Sixth and Seventh Streets. This may be the location of what later became known as Panther Park, home of the Fort Worth Cats Baseball Team.

The first semi-professional baseball team to play baseball in Fort Worth was the Fort Worth Panthers, organized in 1888. They played first at two ball fields that were located south of downtown near the T&P rail station in an area called the Reservation and then Haynes Park. In 1911 J. Walter Morris built Panther Park north of downtown on the west side of Main Street. Then, in 1926 W. K. Stripling and Paul LaGrave built a new Panther Park on the east side of Main Street at Seventh Avenue and when Paul LaGrave died in 1929 it was renamed LaGrave Field. Local high schools played their football games at LaGrave Field. In 1950, LaGrave Field was rebuilt following a fire and flood; it was the first new baseball park to include a television booth.

Directly south of Panther Park (west side of Main Street), McGar Park was established for the Fort Worth Black Panthers baseball team. Hiram McGar, Jr. was born in Waller County, Texas, in 1863. In 1901 he lived in Fort Worth and was the owner of the Watkins & McGar saloon at 110 East Twelfth Street. In 1916 he became president and founder of the Colored Texas League. At McGar Park the team played other Negro League teams from Dallas, Cleburne, Waco, Houston, San Antonio, Beaumont and Galveston. In 1920 the teams played their games at Panther Park while the Fort Worth Cats were on the road. With prohibition in 1920, McGar

switched from saloons to selling soft drinks and eventually became vice-president of the Citizens Drug Store on Jones Street. He died in 1930 and was buried in Trinity Cemetery, a portion of Oakwood Cemetery reserved for African Americans.

Flood Control Development along the Trinity River

Just as the Trinity River influenced the location and development of Fort Worth and North Fort Worth, the control of flooding was a critical component to the city's growth and development. From its inception as a military outpost and continuing into the twentieth century, Trinity River floods have impacted both land use and the built environment.

Floods of Fort Worth

The city of Fort Worth has a history of flooding due to intense precipitation. There are three historically documented major floods that occurred in the Fort Worth vicinity. Within the twentieth century, the most disastrous flood on record for the state of Texas was in May 1908 (Gard 2002). In Dallas alone, the flood cost over 11 million dollars worth of damage and 11 lives were lost (*Dallas Morning News* 2004:98). Although Fort Worth suffered little property damage, floodwaters reached a dangerous 38 feet in depth (Figure 31) (Landis 1922:188).

In April 1922, floodwaters of the Trinity River reached 39.1 feet in depth, 3.5 feet above flood stage (Landis 1922:188-189). At that time, 1,500 inhabitants within a 4.5 square mile lowland residential district were subjected to floodwaters when the levees overtopped (Landis 1922:188-189). Property damage in Fort Worth was set at \$1,000,000 and 11 lives were lost (*Dallas Morning News* 2004:9).

The most damaging flood of Fort Worth occurred in September 1949, causing \$13,000,000 worth of property damage and taking 10 lives (Figures 32, 33, and 34) (Breeding 1949:1; Brown 1979:9). The damage from flooding on the West Fork occurred due to levee failure near the 12th Street bridge (Breeding 1949:1). Clear Fork levee failure caused considerable damage to industrial and residential property of Fort Worth (Breeding 1949:1). The city water plant on the Clear Fork was primarily flooded due to "inadequate levees" (Breeding 1949:1).

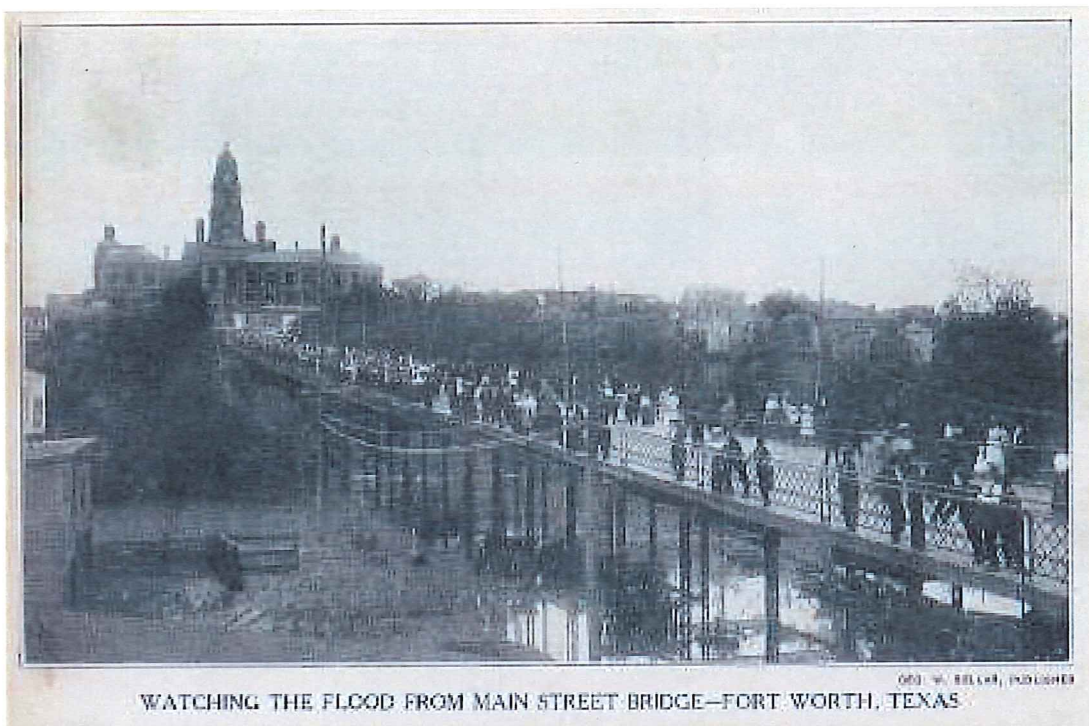


Figure 31. 1908 flood (courtesy of U.S. Army Corps of Engineers, Fort Worth District).



Figure 32. 1949 flood of Fort Worth. Looking south, intersection of Jacksboro Highway and White Settlement Road (courtesy of U.S. Army Corps of Engineers, Fort Worth District).



Figure 33. Fort Worth floods (courtesy of U.S. Army Corps of Engineers, Fort Worth District).

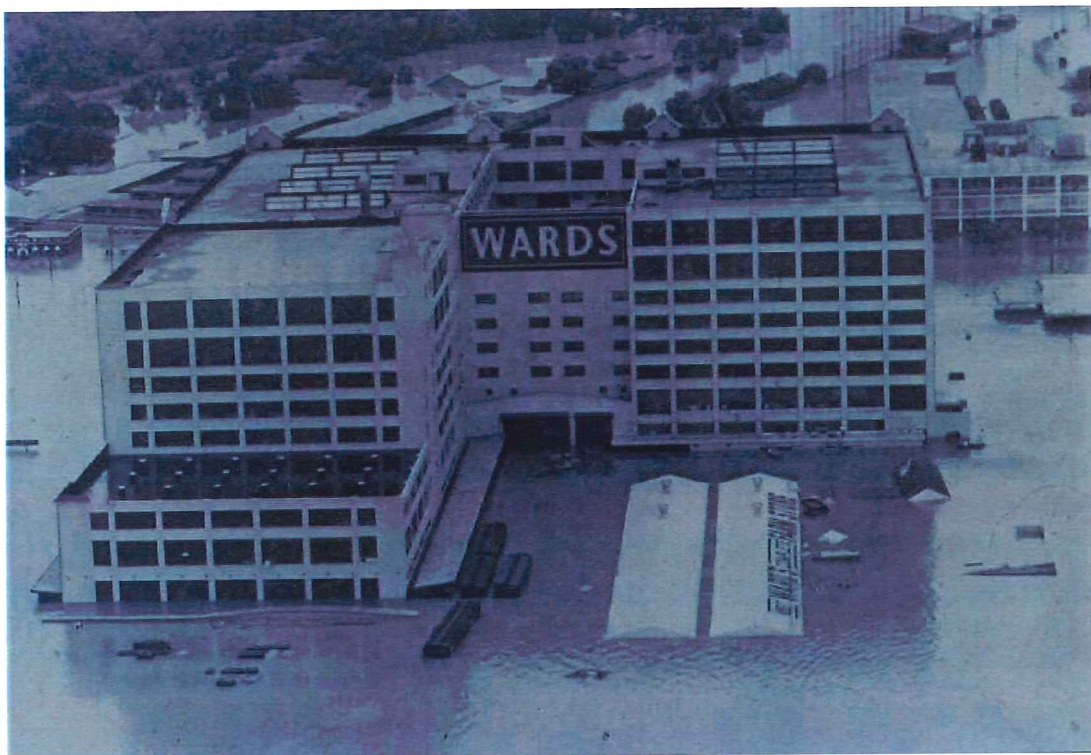


Figure 34. Fort Worth flooding of Wards building (courtesy of U.S. Army Corps of Engineers, Fort Worth District).

History of Flood Control Development in Fort Worth

Not long after the first flood of 1908, flood control developments were implemented to prevent further damage to the Fort Worth area as a result of run-off from severe thunderstorms. In the early 1900s, the Texas legislature authorized the establishment of levee-improvement districts (Smith 2002). The districts built levees, straightened channels, and provided drainage against flooding. In 1910, local organizations provided funding for construction of the first levee system for Fort Worth (COE 1949:5). The levee system contained three primary levee loops that followed the river channel and provided the city's first protection against high water levels. A 1918 USGS topographic map indicates the locations and alignments of the original levee system (Figure 35). The North Main levee was constructed to protect the peninsula of North Fort Worth. The North Street Main levee started south of the Stockyards and ended at the city's power plant. From the west end of the power plant, the levee continued west along the West Fork until it reached Oakwood Cemetery. The Clear Fork levee protected the west bank of the Clear Fork and east bank of the West Fork. The Clear Fork levee loop started near the Fort Worth and Rio Grande Railroad tracks on the Clear Fork and stopped ¼ mile south of White Settlement Road. The levee resumed at approximately 1/8-mile north of White Settlement Road and ended near Greenwood Cemetery Road on the West Fork. The West Fork levee connected with the bluffs located on the east bank of the West Fork and followed the river past the tracks of the Chicago, Rock Island, and Gulf Railroad.

In 1910, a channel river dam and U.S. Weather Bureau water gauge were built just west of the Paddock Viaduct (Property Number 103) on the West Fork of the Trinity River. Nutt Dam was a concrete channel dam located about 1000 feet below the confluence of the Clear and West forks (Figure 36). The dam was 106 feet long, 11 feet high, and contained a weir with concrete apron (Freese and Nichols 1950:17). Nutt Dam provided circulation of cooling water at the steam electric generating plant and an auxiliary supply for fire fighting (COE 1949:6). According to the map, another unknown structure, possibly a dam, was located 1300 feet downstream of Nutt Dam. A concrete floodwall 560 feet in length (Figure 37) is estimated to have been built after the 1922 flood to protect the city's electric power plant (COE 1949:5; Freese and Nichols 1936). The concrete wall was connected to both ends of the North Main Levee Loop. The documentation concerning this floodwall, a 1927 Sanborn Fire Insurance map in which the floodwall is not apparent and a 1949 Corps of Engineers map indicating its presence, suggests that the floodwall was constructed during the 1930s when over levee improvements were accomplished.

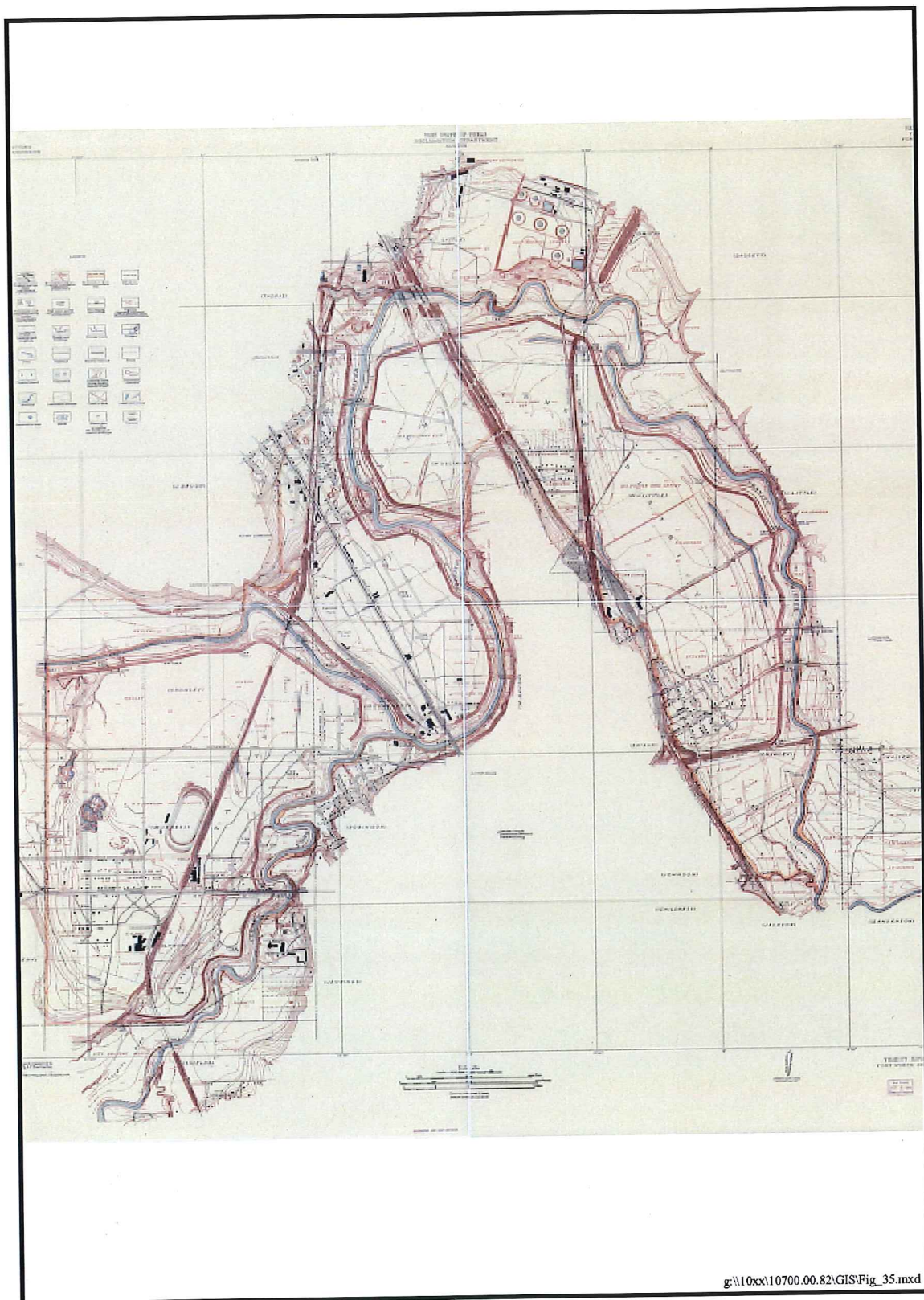
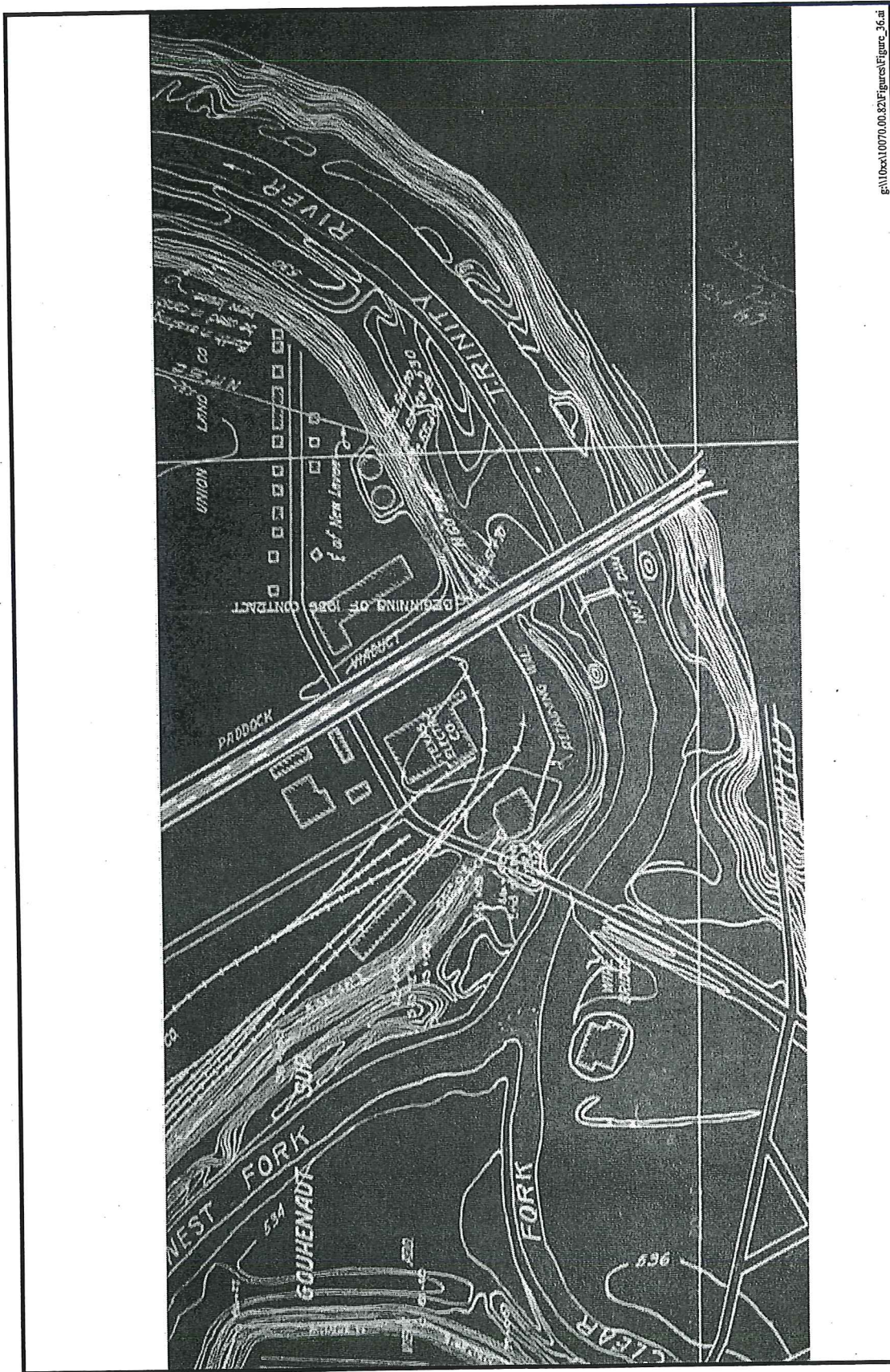


Figure 35. The 1918 USGS topographic map of the Trinity River at Fort Worth.



g:\10070.00.82\Figures\Figure_36.ai

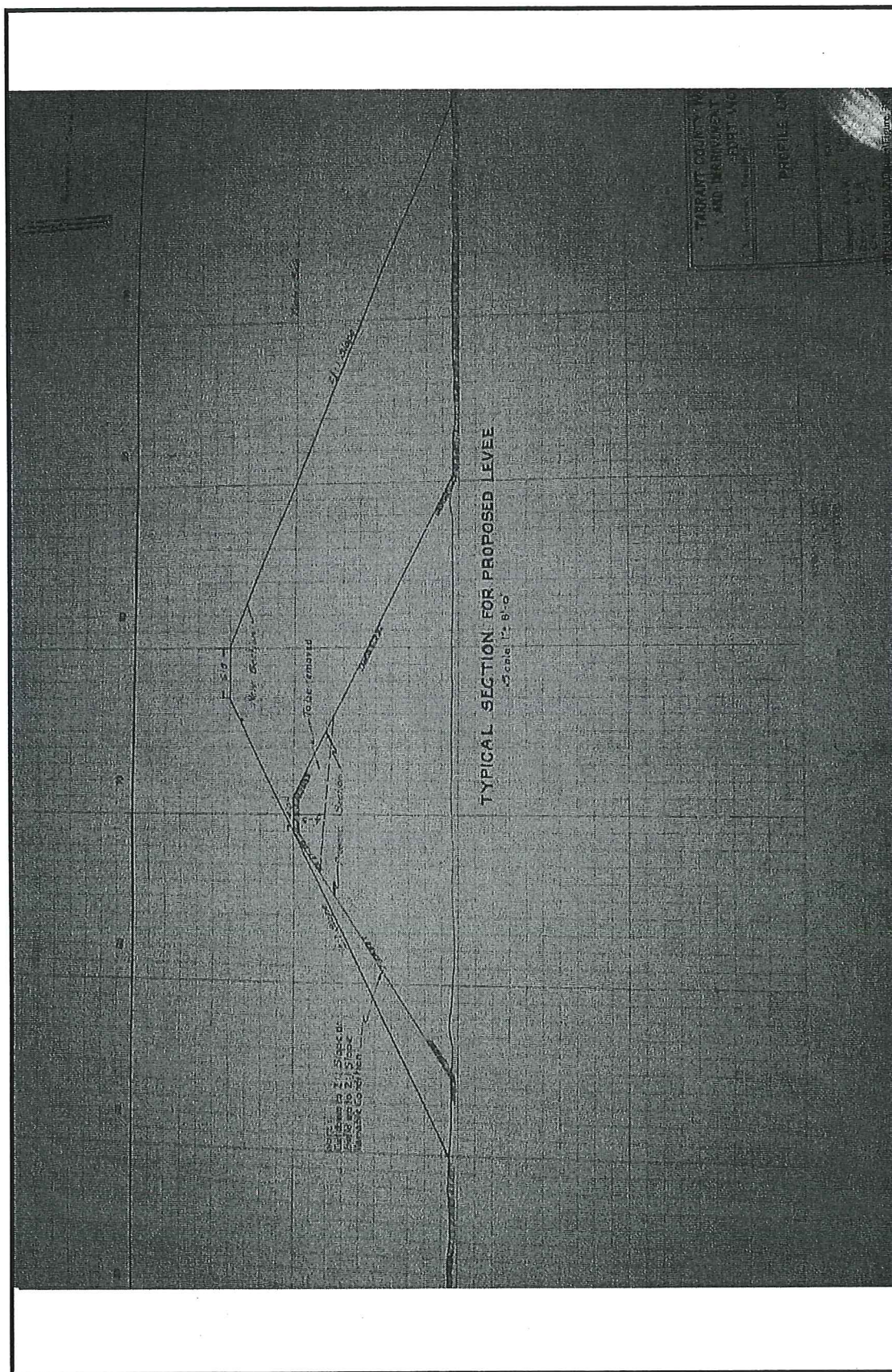
Figure 36. Drawing of the Trinity River showing location of Nutt Dam (Freese and Nichols 1937).



Figure 37. Flood wall of the city's electric power plant.

During the flood of 1922, the original 1910 levees were overtopped and the levee height was subsequently increased (COE 1949:5). According to 1937 Levee Improvement drawings by Freese and Nichols, the 1922 levee crown width was 4 feet with levee slopes of 1 vertical on 2 horizontal (Figure 38). Expansion of the U.S. Army Corps of Engineers into the area of flood control came when Congress passed the Flood Control Act of 1936. In 1936, WPA funds allowed minor alignments and re-grading of levee slopes (COE 1949:5). According to drawings, minor realignment of levees occurred on the North Main Levee Loop from the Paddock Viaduct (Property Number 103) to near North 8th Street (Figure 39). Notes on the drawings indicate that the fill from the old levee was to be used for new levee construction. Subsequent reports do not confirm if the specific improvements mentioned in the maps were ever implemented.

By 1936, the entire North Main Levee Loop was 2.9 miles long, the Clear Fork Levee Loop was 2.9 miles long, and the West Fork Levee Loop was 4.4 miles long (COE 1949:5). Levees averaged 14 feet in height with a crown height of approximately 6 feet and side slopes of 1 and 2½, and protected a total area of about 1,710 acres (COE 1949:5). A gate structure was located on the North Main Levee Loop on the west side of the West Fork near the present-day sluice at



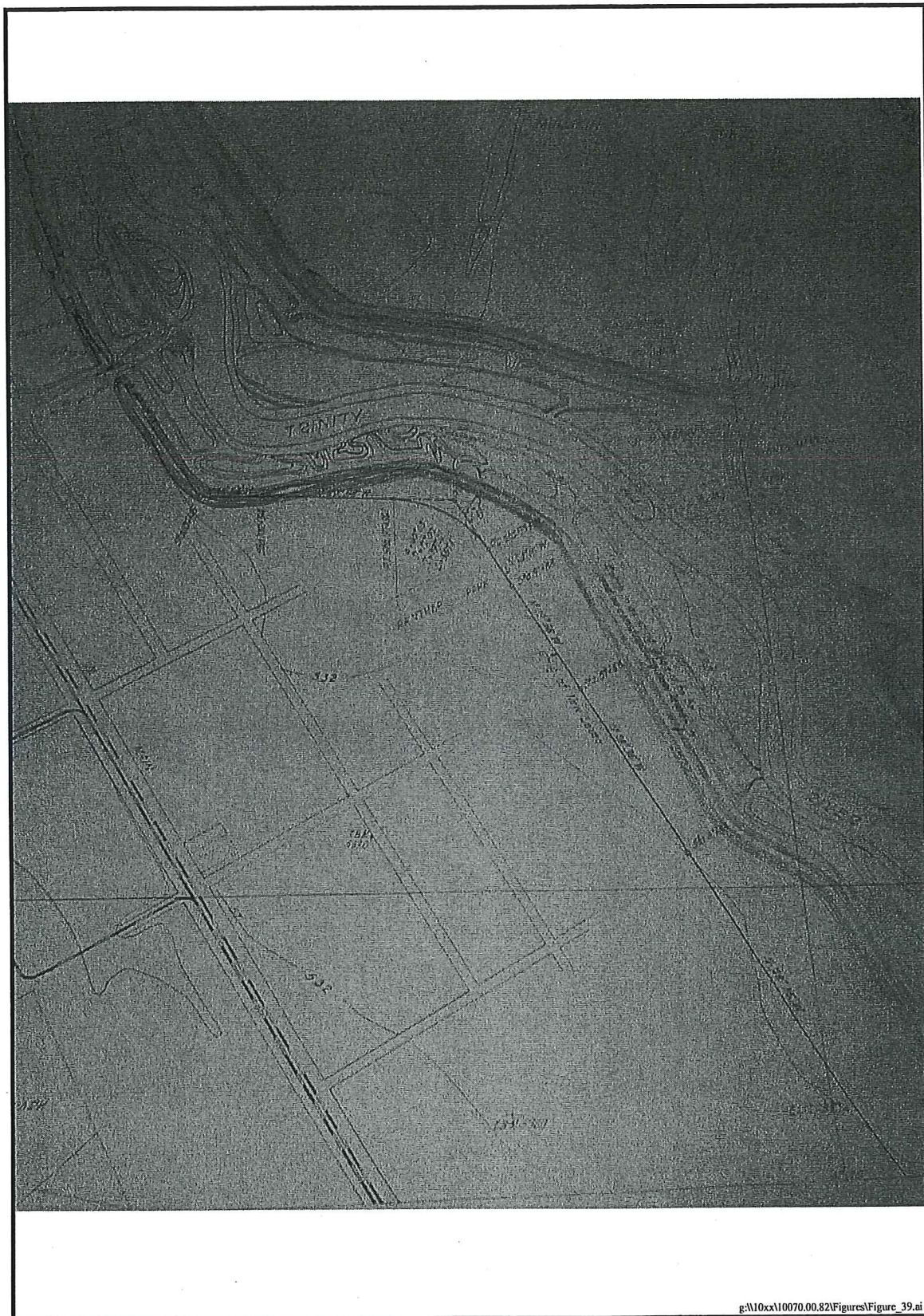


Figure 39. Map showing proposed realignment of the North Main Levee Loop (Freese and Nichols 1937).

Rick's Dam. Prior to 1949, a hand-operated gate was near west 5th Street on the Clear Fork Levee Loop. Interior drainage structures consisted of four sluices located on the Lower West Fork.

In 1949, heavy rain caused flooding that resulted in the failure of the Clear and West Fork levees (Breeding 1949:1). Specifically, levee failure occurred on the east side of the West Fork above the 12th Street bridge due to a lack of maintenance (Breeding 1949:1). The 1949 flood in Fort Worth added a sense of urgency to the completion of flood control projects in north Texas. It also stimulated additional demand for the creation of a new district. The Fort Worth District was established on April 14, 1950. The Fort Worth District was initially authorized for flood control projects only (Brown 1979:17-21).

By the 1950s, there were three large dams that controlled the flow of the West and Clear forks of the Trinity River in the project area. The West Fork contains three dams: Eagle Mountain, which was completed in 1932, Lake Worth, completed in 1916, and Lake Bridgeport, completed in 1931 (*Texas Handbook Online* 2002b, 2002c). Near the Fort Worth city area, the Clear Fork of the Trinity contains only one dam, Benbrook Reservoir, which was completed in 1950 (*Texas Handbook Online* 2002a). The dams were designed to control the floodwaters of the Trinity River in conjunction with providing an adequate water supply and recreational needs (*Texas Handbook Online* 2002b).

Prior to the 1950s, attempts to control flooding of the West and Clear forks were unsuccessful. In 1955, the Trinity River Authority of Texas was established by the Fifty-fourth Legislature and charged with three major functions: "to establish a master plan for basin-wide development, to serve as local sponsor for federal water projects, and to provide services authorized by the Texas legislature" (Tharp 2002). The Fort Worth Floodway program was authorized under the River and Harbor Act of March 2, 1945, and completed on September 28, 1957, at a cost of \$9,524,000 (COE 1963:8). Although authorized, construction did not begin until the early 1950s due to a lack of funding. In the project area, the Fort Worth Floodway program consisted of channeling the West and Clear forks, construction and strengthening of the levee system, adding interior drainage structures, and dam construction (Figure 40). The initial Fort Worth Floodway was constructed on the West Fork of the Trinity River above its confluence with the Clear Fork (Figure 41). The U.S. Army Corps of Engineers and the Tarrant Regional Water District leveed and channeled (Figure 42) an eight-mile stretch of the Trinity River in Fort Worth (Halpin

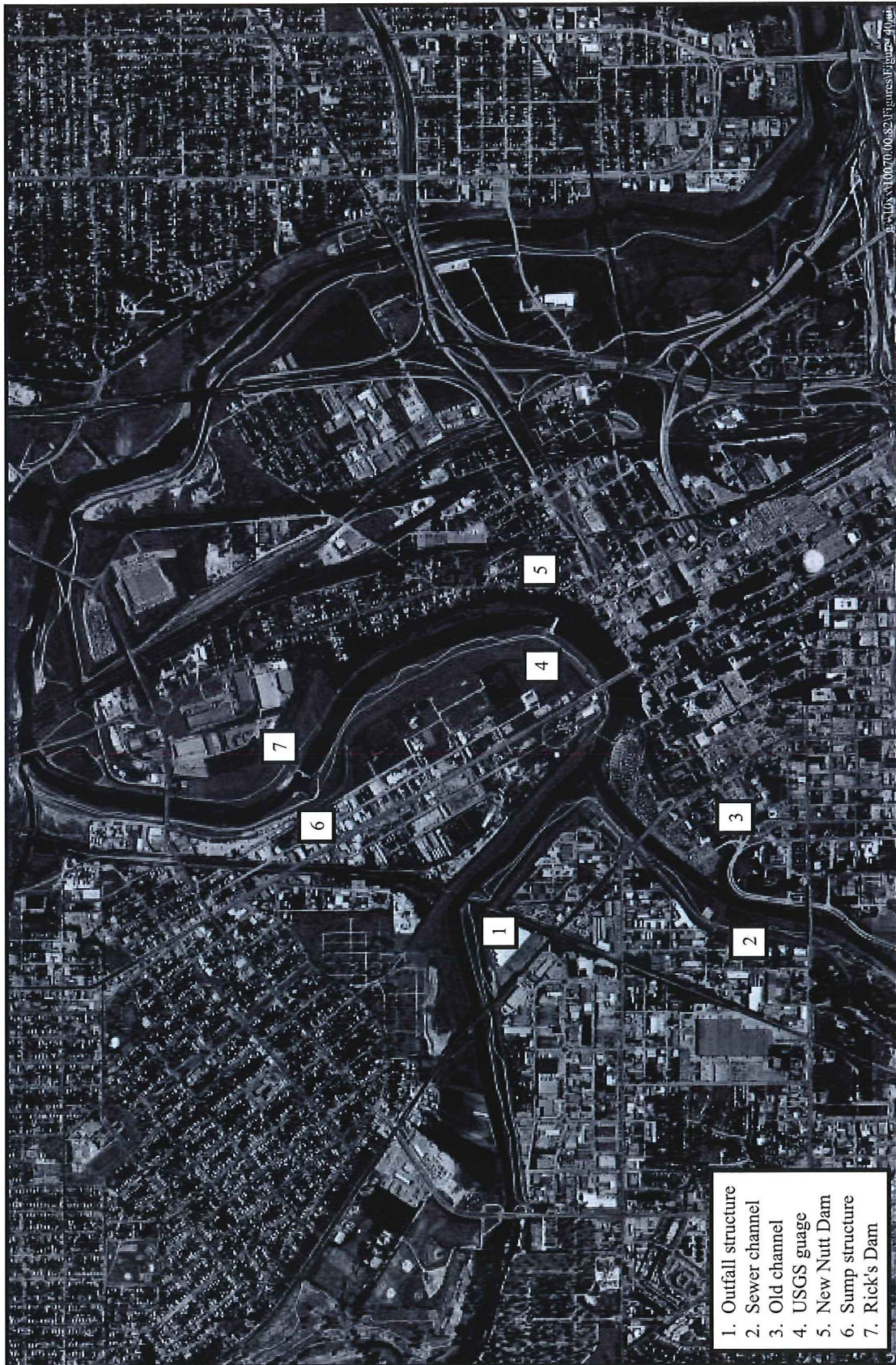
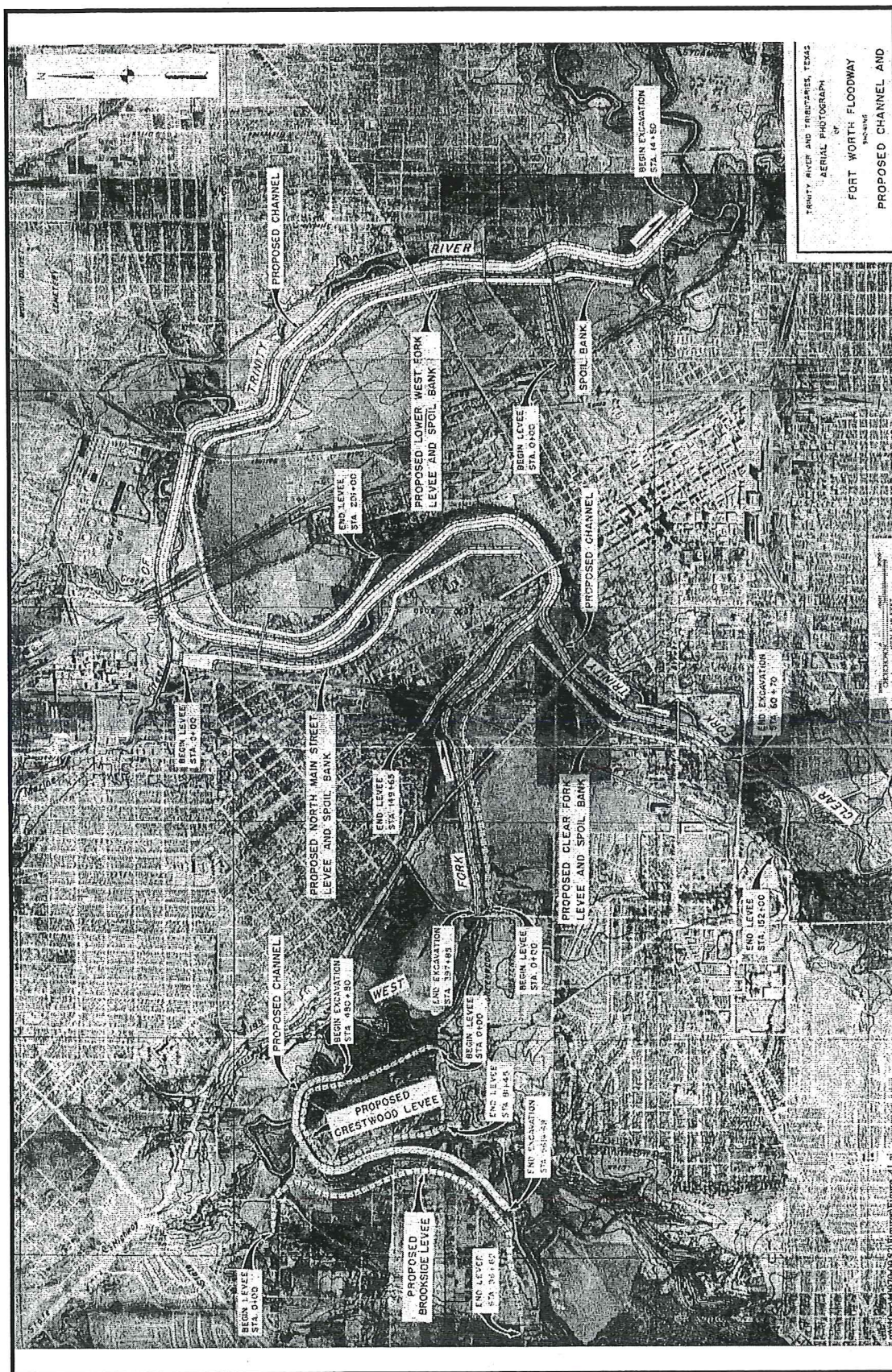


Figure 40. Map showing the locations of Flood Control Features discussed in the text.



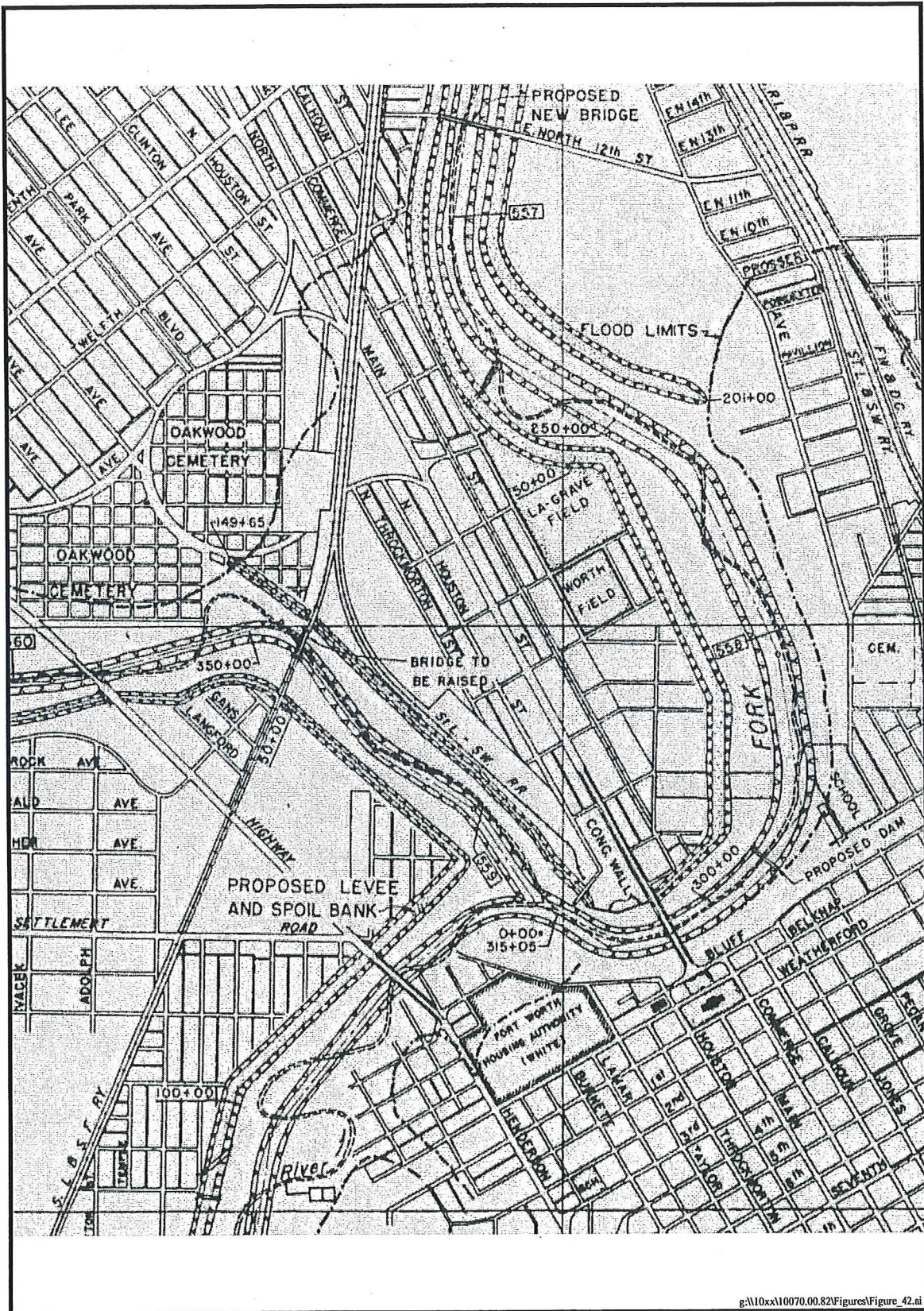


Figure 42. Map with location of proposed levee improvements and channel construction.

1970:1). The Fort Worth Floodway was designed to guarantee the protection of 1,710 acres from flooding along the West and Clear forks of the Trinity River (COE 1949:4). The Lower West Fork area consisted of 790 acres, the North Main Street area consisted of 290 acres, and the Clear Fork area consisted of 630 acres (COE 1949:4). Prior to the construction of the Fort Worth Floodway, the stream had retained its natural meandering course. Channel improvement included the straightening and enlargement of the old Trinity River course. The floodway floor was also cleared of any irregularities or obstructions that might impede channel flow. At the time of completion the improved channel measured 52,493 feet in length. However, straightening the old meandering course resulted in the reduction of channel length by one mile (COE 1949:1-2).

The Fort Worth Floodway plan included strengthening and enlarging the landside of pre-existing levees (41,900 feet) as well as construction of 1,940 linear feet of new levees (COE 1949:B). The material for levee construction was secured from the floodway and channel excavations (COE 1949:2). The new levees built during the Fort Worth Floodway project averaged 11 feet in height with a crown width of 10 feet and side slopes of 1 on 3 (COE 1949:C). The landside slopes of the existing levees were enlarged for strength. Levee side slopes were 1 on 3 and levee crown width was increased to a minimum of 16 feet (COE 1949:C). Existing levee crowns were built up with channel spoil for future roadway use. The new levees were justified to be shorter due to the deepening of the channel. In general, the basic alignment of the existing riverside levee slopes was generally maintained (COE 1949:11). In the event of a flood, the area between the river channel and levee was designed by the Corps of Engineers to be inundated to within 4 feet of the top of the levee (Halpin 1970:1).

Channeling the Trinity River straightened the old meandering course to eliminate excessive natural bends. These cut-offs facilitate the control of stream flow and flooding by the reservoirs located on the Clear and West forks. Existing within the project area is a portion of the old Clear Fork course located near West Peach Street (Figure 43). The channel serves as drainage for the city (personal communication, Michael Danella, COE, 2004). Directly across this old channel is a sewer canal line that was built in the 1960s (Figure 44). Along the West Fork channel near the St. Louis Southwestern railroad tracks is an outfall structure associated with a sump system used for drainage purposes (personal communication, Michael Danella, COE, 2004). Along the Clear and West forks of the Trinity River there are several drainage structure systems (sumps) that are part of the interior drainage system. There are a total of six sump structures (Figure 45) of which



1973

Figure 43. 1973 aerial showing old Clear Fork river channel (lower right).



Figure 44. Sewer line canal on north bank of Clear Fork.



Figure 45. Map showing locations of sump structures (COE 1970:Plate 3).

three are located on the West Fork (16W, 25C, 26) and two are located on the Clear Fork (23C, 24C) (COE 1970:Plate 3). The interior drainage system collects run-off behind the levees in ditches and storm sewers, which is then conveyed through concrete conduit gravity sluices and gate structures (COE 1949:5). A large sluice (Figure 46) located on the west bank of the West Fork near Rick's Dam contains a concrete shoot and stilling basin to prevent bank erosion (personal communication, Michael Danella, COE, 2004). A proposed drop outlet was placed on the North Main Levee Loop between 8th and 9th street. The Fort Worth Floodway report recorded the presence of three sluices along the Clear and West forks of the Trinity River (COE 1949:Plates 8 to 10). Of the two sluices located on the west side of the Clear Fork, the one located above West Seventh Street measured 3'x3' and the second located near the S. L. BSF Railway measured 5'x6' (COE 1949:Plate 10 and 11). The third existing sluice (10'x5") was located on the west side of the North Main levee opposite the drop outlet (COE 1949:Plate 8).



Figure 46. Sump structure located next to Rick's Dam on the West Fork (Property Number 104).

The old Nutt Dam was subsequently replaced in the mid-1950s with an improved hydraulic efficiency channel dam located 1300 feet downstream on the West Fork (COE 1949:8). The old channel dam allowed water to overflow at medium to high water stages and was deemed no longer efficient (COE 1949:16). During the mid-1950s, the Corps of Engineers removed the U.S. Weather Bureau water gauge located next to the old Nutt Dam on the West Fork. The gauge was replaced with a U.S. Geological Survey gauging station located on the north bank of the West Fork near the new Nutt Dam (Figure 47). This gauge station is currently maintained in cooperation with the Corps of Engineers, Fort Worth District, and the Tarrant Regional Water District.



Figure 47. USGS river gauge located near Nutt Dam (Property Number 104).

The completion of the Fort Worth Floodway project in the mid-1950s controlled flooding by regulating the flow of the Trinity River. By then, flood control projects allowed an even greater expansion of urbanization into the floodplain. Since the construction of the Fort Worth Floodway, there have been no major changes to the existing channel or levee system in the project area. Currently, the Trinity River Authority and the U.S. Army Corps of Engineers together provide routine inspections and maintenance of the Fort Worth Floodway. An access road runs either along the top of the levee (which is 14'+ wide in these areas), behind, or in front of the levees to facilitate maintenance (Halprin 1970:1).

The Fort Worth Floodway was the first major effort to channel the Trinity River in Fort Worth and to control flooding. At present, the riverbank area of the project area has now been transformed into a recreational facility for the city of Fort Worth. In 1969, the Fort Worth City Council appointed Streams and Valleys, Inc., to develop the surroundings of the Trinity River system. At present, the Trinity River Trails park system contains 32 miles of paved and graveled trails that follow the river channel in Fort Worth. Well-manicured grass, along with a scattering of large trees, borders the trail system as it winds along the levee systems. Other park features included in the project area are exercise stations, benches and a duck pond. At present, public utilities in the project area include two small dams located on the West Fork, which also assist in the regulation of stream flow. Nutt Dam is a hydraulic efficiency channel dam (Figure 48) located downstream of the West Fork near West Pecan Street (COE 1949:8). Rick's Dam, a low-water dam located near North 8th Street, impounds water at a certain elevation and features a paved access road that runs across the top (Figure 49). Staff gauges are located on the banks of the river channel, providing measurement of water height during floods. The Clear Fork contains one gauge located across the river from West Peach Street. There are two gauges on the West Fork associated with the sluice near Rick's Dam.



Figure 48. Nutt Dam at its present location along the West Fork (Property Number 104).



Figure 49. Rick's Dam located on the West Fork (Property Number 104).

CHAPTER 3

REGISTRATION REQUIREMENTS FOR HISTORIC PROPERTIES WITHIN THE APE

INTRODUCTION

The following discussion provides guidelines for determining the eligibility of properties within the APE for inclusion in the National Register of Historic Places. The evaluation of the properties is based on the preliminary historic contexts developed in this document and the application of the National Register eligibility criteria as defined in 36 CFR 60.4. The survey of the cultural landscape and the buildings within the APE provided an initial impression of architectural integrity, building materials, building style, and the degree of cohesiveness within the area as a whole. It is the industrial nature of the properties and the area and the history that they embody that guided the evaluation for inclusion on the National Register of Historic Places on a local level of significance. Many of the businesses housed in these properties were small, locally owned ventures. However, as a collection of companies within the area, they represent a contribution to the economic development of the city of Fort Worth. The near North Side and the near West Side embody the history of development of the industrial base of the city of Fort Worth. Some of the properties were constructed in the 1920s and 1930s, corresponding to the growth of the city and its rebound from the Great Depression. Several of these properties were constructed to expand businesses to accommodate the work from World War II contracts; others were constructed in the years immediately following the war during the economic boom times.

NATIONAL REGISTER ELIGIBILITY AND CRITERIA

The assessment of significance of a cultural resources property is based on federal guidelines and regulations. The criteria (36 CFR Part 60.4 [a–d]) for evaluating properties for inclusion in the National Register of Historic Places are codified under the authority of the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation has set forth guidelines to use in determining site eligibility. Subsequent to the identification of relevant historical themes, the four criteria for eligibility are applied:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded or may be likely to yield, information important in prehistory or history [36 CFR Part 60.4 (a–d)].

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Understanding Criterion A: Event

To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context. Criterion A recognizes properties associated with single events, such as the founding of a town, or with a pattern of events, repeated activities,

or historic trends, such as the gradual rise of a port city's prominence in trade and commerce. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. **Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity.**

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Understanding Criterion B: Person

Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. Persons "significant in our past" refers to individuals whose activities are demonstrably important within a local, State, or national historic context. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements.

Several steps are involved in determining whether a property is significant for its associative values under Criterion B. First, determine the importance of the individual. Second, ascertain the length and nature of his/her association with the property under study and identify the other properties associated with the individual. Third, consider the property under Criterion B, as outlined below.

Significance of the Individual

The persons associated with the property must be individually significant within a historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person gained importance within his or her profession or group.

Association with the Property

Properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance. In some instances this may be the person's home; in other cases, a person's business, office, laboratory, or studio may best represent his or her contribution. Properties that pre- or post-date an individual's significant accomplishments are usually not eligible.

The individual's association with the property must be documented by accepted methods of historical or archeological research, including written or oral history. Speculative associations are not acceptable. For archeological sites, well reasoned inferences drawn from data recovered at the site are acceptable.

Comparison to Related Properties

Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions. The best representatives usually are properties associated with the person's adult or productive life. Properties associated with an individual's formative or later years may also qualify if it can be demonstrated that the person's activities during this period were historically significant or if no properties from the person's productive years survives. Length of association is an important factor when assessing several properties with similar associations.

A community or state may contain several properties eligible for associations with the same important person, if each represents a different aspect of the person's productive life. A property can also be eligible if it has brief but consequential associations with an important individual. (Such associations are often related to specific events that occurred at the property and, therefore, it may also be eligible under Criterion A.)

Association with Groups

For properties associated with several community leaders or with a prominent family, it is necessary to identify specific individuals and to explain their significant accomplishments.

Association with Living Persons

Properties associated with living persons are usually not eligible for inclusion in the National Register. Sufficient time must have elapsed to assess both the person's field of endeavor and his/her contribution to that field. Generally, the person's active participation in the endeavor must be finished for this historic perspective to emerge.

Association with Architects/Artisans

Architects, artisans, artists, and engineers are often represented by their works, which are eligible under Criterion C. Their homes and studios, however, can be eligible for consideration under Criterion B, because these usually are the properties with which they are most personally associated.

Criterion C: Design/Construction

Properties may be eligible for inclusion in the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Understanding Criterion C: Design/Construction

This criterion applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork. To be eligible under Criterion C, a property must meet at least one of the following requirements:

- Embody distinctive characteristics of a type, period, or method of construction.
- Represent the work of a master.
- Possess high artistic value.
- Represent a significant and distinguishable entity whose components may lack individual distinction.

The first requirement, that properties “embody the distinctive characteristics of a type, period, or method of construction,” refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. “The work of a master” refers to the technical or aesthetic achievements of an architect or craftsman. “High artistic values” concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement.

Criterion D: Information Potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history.

Understanding Criterion D: Information Potential

Certain important research questions about human history can only be answered by the actual physical material of cultural resources. Criterion D encompasses the properties that have the potential to answer, in whole or in part, those types of research questions. The most common type of property nominated under this Criterion is the archeological site (or a district comprised of archeological sites). Buildings, objects, and structures (or districts comprised of these property types), however, can also be eligible for their information potential.

Criterion D has two requirements, which must *both* be met for a property to qualify:

- The property must have, or have had, information to contribute to our understanding of human history or prehistory, and
- The information must be considered important.

Under the first of these requirements, a property is eligible if it has been used as a source of data and contains more, as yet unretrieved data. A property is also eligible if it has not yet yielded information but, through testing or research, is determined a likely source of data.

Under the second requirement, the information must be carefully evaluated within an appropriate context to determine its importance. Information is considered "important" when it is shown to have a significant bearing on a research design that addresses such areas as: 1) current data gaps or alternative theories that challenge existing ones or 2) priority areas identified under a State or Federal agency management plan.

NATIONAL REGISTER INTEGRITY REQUIREMENTS

The properties will also be evaluated for levels of integrity for inclusion in the National Register of Historic Places. Not all seven aspects of integrity must be met for a building to be eligible for the National Register of Historic Places. However, the property must retain, overall, the defining features and characteristics that were present during the property's period of significance. The NRHP defines seven aspects of integrity:

- Location
- Setting
- Design
- Materials
- Workmanship
- Feeling
- Association

There is a degree of flexibility involved with assessments of the integrity of properties, for all buildings change over time. Frequently, the interiors of buildings are not of significant concern, for the contribution to the built environment can be appreciated through the exterior of the building. It is important that the essential physical features of a property be sufficiently visible to convey the significance of the property.

NATIONAL REGISTER GUIDELINES FOR HISTORIC LANDSCAPES

A rural historic landscape is: a geographic area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads, waterways, and natural features (McClelland et al. 1999:3). Evaluation of historic cultural landscapes relies on the application of the National Register criteria, definition of the area of significance, assessing historic integrity, and defining boundaries. Area of significance is that aspect of history in which a rural property, through use, occupation, physical character, or association, influenced the development or identity of its community or region. Areas of significance include: agriculture, architecture, archeology, community planning and development, conservation, engineering, exploration/settlement, industry, landscape architecture, and science (McClelland et al. 1999:20-21). Engineering, industry, and community planning and development are most directly relevant to the assessment of the Central City project area.

NATIONAL REGISTER DISTRICT GUIDELINES

The buildings and structures within the APE were evaluated individually and as a collection of buildings for a district. Many of the buildings may be eligible for listing as contributing to a district. The buildings, although modest, may have a high level of integrity because they retain defining features and characteristics that were present during the period of significance. They may also be associated with relevant themes and topics that relate to the history of the growth and development of the near North Side, near West Side and the city of Fort Worth. Such association may help to define the significance and integrity of the properties and the district. A district is evaluated as follows:

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Concentration, Linkage, & Continuity of Features

A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an

arrangement of historically or functionally related properties. For example, a district can reflect one principal activity, such as a mill or a ranch, or it can encompass several interrelated activities, such as an area that includes industrial, residential, or commercial buildings, sites, structures, or objects.

Significance

A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant will usually meet the last portion of Criterion C plus Criterion A, Criterion B, other portions of Criterion C, or Criterion D.

Types of Features

A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. **It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context.** In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity.

HISTORIC CONTEXT

Historic contexts are found at a variety of geographical levels or scales. The geographic scale selected may relate to a pattern of historical development, a political division, or a cultural area. Regardless of the scale, the historic context establishes the framework from which decisions about the significance of related properties can be made.

A local historic context represents an aspect of the history of a town, city, county, cultural area, or region, or any portions thereof. It is defined by the importance of the property, not necessarily the physical location of the property. For instance, if a property is of a type found throughout a State, or its boundaries extend over two States, but its importance relates only to a particular county, the property would be considered of local significance.

REGISTRATION REQUIREMENTS FOR PROPERTY TYPES

The relevant themes and topics presented earlier in this report provide the framework for the evaluation of the cultural resources properties within the APE. The inventory revealed that 98 properties pre-dating 1966 are present in the proposed APE. The integrity of these properties is quite variable and without a detailed architectural assessment, the evaluations will rely primarily on the associations of the properties with the defined historic contexts:

- Fort Worth as a Transportation Hub
 - Railroad (1876-1910)
 - Street Car Lines
 - Roads and Bridges
 - Paddock Viaduct (Property Number 103)
 - Henderson Street bridge (Property Number 101)
- Early Industrial and Commercial Development in Fort Worth (1867-1950)
 - Cattle Industry
 - Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)
 - Discovery of Oil and Its Impact on Fort Worth (1917-1940)
 - Other Industries
 - McKinley Iron Works (Property Number 47)
 - Carruthers Stone Works (Property Number 18)
- Flood Control Development along the Trinity River
- Social History of North Fort Worth
 - Ku Klux Klavern No. 101/Ellis Pecan Company (Property Number 62)
 - Jacksboro Highway
- Recreational Development

Unfortunately, not all of these contexts are represented by extant properties in the APE. Consequently, registration requirements will not be discussed for the following themes: street car lines and the cattle industry.

Transportation

Railroads and Railroad Trestle

The railroads played a major role in the development of Fort Worth as it did for most cities in Texas and the West. The development of the Stockyards and other industries of the near North Side and the North Side are closely linked to the development of the railroads and access to them. By 1900, Texas and Pacific, the Missouri, Kansas and Texas (Katy), the Santa Fe, Fort Worth and New Orleans, the Fort Worth and Denver City, the Fort Worth and Brownwood, the Fort Worth and Rio Grande, the Fort Worth, Corsicana and Beaumont, and the St. Louis Southwestern (Cotton Belt) railroads were all operating in Fort Worth (Handbook of Texas Online). The Saint Louis, San Francisco and Texas was soon to follow. Of these railroads, the following turned north through the near North Side and North Fort Worth: the St. Louis, San Francisco and Texas, the St. Louis Southwestern (Cotton Belt) and the Fort Worth and Denver City. As these railroads were built, sidings were added to aid in the growth and development of the near North Side and North Fort Worth. The St. Louis Southwestern had a siding going north in the middle of North Commerce Street and one on North Houston Street (Sanborn Fire Insurance Map 1910, corrected to 1951:366:369). The spur lines are evident today in the near North Main APE.

The Red River, Texas and Southern Railroad Company bridge on the near West Side was constructed in 1902 and was designed and built by A. J. Tullock a civil engineer from Leavenworth, Kansas. The bridge is an iron through-truss span supported by concrete piers on each side of the river. It is one of the oldest extant railroad bridges in Tarrant County (Roark 1991:92). The bridge may achieve significance under criterion A as an association with the theme of transportation and under criterion C because it embodies distinctive characteristics of a type, period, or method of construction.

Significance

The significance period for railroad-related properties is 1876-1910. This period accounts for the major construction period of the railroads and sidings that would service the industrial sector developing within the APE. Transportation was integral to the growth and development of Fort

Worth. Like many Texas towns and cities, the growth of the city was tied initially to railroads. Within the city, streetcar lines, mule drawn and then powered by electricity, provided transportation from home to work and back again. They were used to take people to church, school and shopping. Streetcars were the only mode of transportation most middle and lower class people had until the mass production of Henry Ford's Model A and Ts. Along with the streetcars came the bridges and roads needed to traverse the city and to travel to new residential subdivisions. This was especially important for the near North Side and the North Side because of the physical barrier of the Trinity River.

The railroad corridors may be eligible under Criterion A because they were associated with events (e.g., the early industrial growth of the city of Fort Worth) that have made significant contributions to the broad pattern of history. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of a type and period of construction.

Resource type: Railroad corridors and sidings

Material: Railroad beds and associated trackage

Location/Example: Railroad track sidings going north in the middle of North Commerce Street and one on North Houston Street. The St. Louis Southwestern and Texas Railroad track crosses North Main. There are no streetcar lines; they were removed in the early 1940s.

Integrity: Integrity relates only to the position of the rail corridors within the landscape at this point in time. Other than major bridges, the trackage and the associated rail bed have been modified numerous times.

Resource type: Railroad trestle bridge

Material: Iron and concrete

Location/Example: Trestle bridge across the West Fork of the Trinity River

Integrity: The bridge retains a high level of integrity.

Highway Bridges and Viaducts

The Trinity River created a physical barrier for growth and development of the near North Side and North Fort Worth so advocates of the area worked towards a permanent solution to the problem. In the early years, a ferry was used to cross the river. The County Commissioners Court charged the St. Louis engineering firm of Brenneke and Fay with the task of designing a viaduct to be virtually maintenance free and long lasting. Reinforced concrete was chosen as the best material for construction. The actual construction of the viaduct was awarded to Hannan-

Heckley Brothers Construction of St. Louis. The City financed the \$386,141 construction project with a bond issue (THC 2002).

The viaduct was considered an engineering marvel for its day. Although European bridges had used the proposed construction technique, it had never been used for a large bridge here in the United States (Roark 1991:129). Brenneke and Fay, the consulting engineers, proposed the viaduct be supported by reinforced concrete arches with a system of hinged ribbed arches having ball and socket, cast steel hinges in order to eliminate the need for falsework in the Trinity River bed and for the bridge to be self supporting (THC 2002). A self-supporting bridge would be the safest and most economical way to cross the Trinity River whose banks and water levels often shift. The Paddock Viaduct (Property Number 103; Figure 50) is listed on the National Register of Historic Places.



Figure 50. Paddock Viaduct (Property Number 103).

Resource type: Viaduct

Materials: Concrete and steel

Integrity: High, the viaduct has changed little over the years

The Henderson Street Bridge (Property Number 101; Figure 51) and Jacksboro Highway were constructed in 1930 as part of the Five Year Plan - "One Hundred Million Dollar Construction and Improvement Plan" developed by the Chamber of Commerce and the city of Fort Worth. The Henderson Street Bridge (1930; Property Number 101) and the development of Jacksboro Highway were part of the completion of the Tarrant County Road Building Program. The bridge spans the Clear Fork of the Trinity River with a 124-foot long open-spandrel arch and 14-foot curved concrete girder approaches. The bridge was designed and engineered by Ira G. Hedrick and C. M. Thelin. There is a curved concrete wall located between the arch rings that acts as a conduit for utility lines running across the river.



Figure 51. Henderson Street bridge (Property Number 101).

Significance

A bridge may achieve significance under Criterion A for its association with the theme of transportation contributing to the industrial growth of the city of Fort Worth and with the City of Fort Worth Five Year Plan for development, and under Criterion C because it embodies distinctive characteristics of a type, period, or method of construction.

Resource type: Bridge

Location/Materials: Concrete and steel

Integrity: The Henderson Street Bridge (Property Number 101) exhibits a high level of integrity.

Registration Requirements

Transportation properties should be associated with the historic contexts, *Early Industrial Growth of the City of Fort Worth (1876-1950)* or *Fort Worth as a Transportation Hub (1867-1930)*. They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Modifications or additions to these structures that do not alter their function or general appearance are to be expected and are not necessarily destructive of their integrity. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of a type and period of construction.

Early Industrial and Commercial Growth in the City of Fort Worth (1867-1950)

Overall, the properties in the near North Side and the near West Side are industrial and/or commercial in nature. Interestingly, the buildings that face the main transportation arteries may have a more commercial, rather than industrial appearance; yet, these buildings housed industrial uses. They are, by Longstreth's definitions, one or two-part commercial block. These buildings will be evaluated using Richard Longstreth's *The Buildings of Main Street*. Longstreth states:

"Commercial districts in the center of cities and towns and those lining the arteries of residential neighborhoods all constitute variations on the same basic theme. The essential spine of this development was the street, most often one primary route. Yet even a great metropolis, where the commercial core might take up a number of square blocks, a series of Main Streets tended to develop for specialized functions such as finance, retail activities, wholesale transactions and entertainment" [Longstreth 1987:13-14].

The two part commercial block is two to four stories, and is characterized by a division between the upper and lower story. This helps to define the uses: the first floor was the more public space, while the second floor would house offices and more private uses. This building configuration was prevalent between the 1850s and 1950s (Longstreth 1987:24). The one part commercial block is essentially the same as the two part commercial block. This building type is a rectangular box with an enhanced front façade (Longstreth 1987:54).

Industry

The near North Side was one of the earliest industrial areas in the city outside of the immediate downtown. The industrialization of this district began as early as 1889 when the North Side Street Rail Road Company built its powerhouse and car house on the site of what is now the TXU power plant (Sanborn Fire Insurance Map 1889:17). The area grew more industrial with time, reaching its height in the 1940s and 1950s. The near West Side did not develop significantly before the 1930s when the Henderson Street Bridge (Property Number 101) and Jacksboro Highway were constructed. Still, the area was relatively undeveloped until the 1940s and 1950s when construction of modest warehouse, industrial and commercial buildings occurred. These properties include industrial uses, oil production, warehousing, wholesale, utilities, agricultural processing and manufacturing.

Building type: One, two or more stories. Some buildings of this type reflect the one and two part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*. They were built to reflect a commercial "Main Street" appearance even though their uses might include light industrial and/or office uses. The other brick building types include brick façade with a stepped parapet and brick warehouse and/or office, one and two story.

Material: Brick, masonry (CMU)

Location: For the most part, these buildings are on North Main Street, with a few on White Settlement Road and Jacksboro Highway.

Integrity: The level of integrity varies on these properties. Some properties may exhibit medium to high integrity.

Examples of these building types:

- 501 N. Main (Property Number 5): Brick masonry building with stepped parapet and pilasters that extend above the parapet line (Figure 52). Large display windows flank the middle entrance. The use was industrial: General Body and Paint, 7-Up Bottling Company (Polk and Company 1930, 1935, 1943).
- 700 Block of North Main (west side): One and two part commercial block, masonry buildings with repeating rhythm of windows on the second floors, large display windows on the first floor often flanking the entrance (Figures 53 through 56). The buildings do not have much ornamentation except a concrete parapet cap. These buildings housed beverage companies, a sign company and the like (Polk and Company 1943).

Building type: Metal, metal and masonry, one or two stories. These industrial and manufacturing structures have a few variations. Some of the buildings exhibit a barrel-vault roof- line or a Quonset hut-like design. Others have a front gable roof line; there are also some with flat roofs. Often the roofs will have vents. The metal is punctuated with large doors; however, there are few windows if any.

Material: The material used most commonly is corrugated metal. Some are metal and masonry or masonry.



Figure 52. 501 N. Main (Property Number 5).



Figure 53. 701 N. Main (Property Number 20).



Figure 54. 705 N. Main (Property Number 23).



Figure 55. 709 N. Main (Property Number 25).



Figure 56. 713 N. Main (Property Number 26).

Integrity: The level of integrity varies on these properties. Some properties exhibit medium to high integrity while many have been altered.

Examples of these building types:

- 625 North Commerce (Property Number 15): One story corrugated metal building with gable roof form and roof vents constructed in 1928 for Hobbs Manufacturing (Sanborn Fire Insurance Map) (Figure 57).
- 1024 N Commerce (Property Number 64): One story brick with stepped parapet and concrete parapet band, pilasters extend to stepped parapet enframing front entrance (Figure 58). Uses of the building include Western Paint and Roof owned by the McKinley family (Sanborn Fire Insurance Map).

Commerce

By the 1920s and 1930s automobile sales, truck sales and manufacturing became established businesses in the near North Side. Cattlemen would often visit the near North Side after selling livestock at the Stockyards and buy a car or truck before going back to West Texas. Dealers from



Figure 57. 625 N. Commerce (Property Number 15).



Figure 58. 1024 N. Commerce (Property Number 64).

West Texas would come to North Fort Worth and buy cars and trucks for resale at their home dealerships (Pate 1994:84). There were 20 auto-related businesses on a seven-block stretch of North Main between the years of 1926 and 1930 (Polk and Company 1926, 1930). Other commercial uses included offices and other front office uses tied to the industries in the area and restaurants.

The following notes the building types used for commercial uses. It is important to note that the buildings may also have housed heavy and light industrial uses during the period of significance. The zoning in the near North Main Street area was primarily industrial but lesser uses could be housed in these properties and were (City of Fort Worth Zoning Map 1940). The near West Side changed to commercial after 1940. The commercial uses there were either industrial in nature or were connected to the development of Jacksboro Highway, including gas stations, auto repair, restaurants and motor courts (motels). Several properties are examples of the commercial auto trade such as filling stations, new and used auto and truck sales and repair.

Building type: Brick and masonry, one or two stories. The buildings of this type reflect the one and two part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*.

Material: Brick and masonry

Integrity: The level of integrity varies on these properties. Some properties exhibit medium to high integrity while others lack integrity.

Examples: See above in Industry

Building type: Brick and masonry, one story. Commercial automotive use including gas stations, car sales.

Material: Brick and masonry (CMU), occasionally metal

Integrity: The level of integrity varies on these properties.

Examples of these building types:

- 708 North Main (Property Number 28) - One story brick building ca. 1925, historic use was electric motor repair (Figure 59).

Significance

Properties related to industry and commerce achieve significance under criterion A if they are significantly associated with the early industrial and commercial development of the city of Fort Worth (1867-1950). Properties are eligible for the National Register under Criterion C if they



Figure 59. 708 N. Main, East (Property Number 28).

embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, and they retain integrity.

Registration Requirements

- Industrial and commercial properties should be associated with the historic context, *Early Industrial Growth of the City of Fort Worth (1867-1950)*. Mere association with the early industrial/commercial development of Fort Worth between 1867 and 1950, is not sufficient by itself to warrant a building to be considered eligible for inclusion in the NRHP. A property needs to be associated with a business that truly made a significant contribution to the industrial and commercial growth of the North Main Street area or Near West Side in the first half of the twentieth century. Under Criterion C, these properties may not exhibit high style, but the materials and design of the buildings reflect

their original use and the time in which they were constructed. These buildings should reflect the trends in materials and design for industrial buildings built between 1920 and 1950. They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Consideration may also be oriented toward the recognition of a potential historic district where the total collection of buildings represents a significant and distinguishable entity whose components may lack individual distinction.

Social History

The Ku Klux Klan Klavern No.101/Ellis Pecan Company (Property Number 62) was constructed on North Main in 1924, the second one at this location (Figure 60). The first Klavern had been bombed in November 1924 (Tarrant County Historic Resource Survey Near North Side 1991:72). Prominent local citizens including business and civic leaders took part in the KKK activities. The American Building Corporation financed the construction. The cost of the building was approximately \$50,000; the architect was Earl Glasgow and the contractor was B. B. Adams (Tarrant County Historic Resource Survey Near North Side 1991:72). Mr. Adams was a popular local contractor who had worked on several projects for the city of Fort Worth. The Klan fell out of favor and the building was sold in 1931 to local retailers, the Leonard Brothers Department Store and used for warehousing merchandise (Tarrant County Historic Resource Survey Near North Side 1991:72). It was also used by Fox and Fox as a boxing arena in the mid-1930s. It was subsequently sold to Ellis Pecan Company in 1947 for processing pecans and nuts (Pate 1994:172f (23)).

Significance

Properties related to the social history of North Fort Worth may achieve significance under Criterion A if they are associated with events that have made a significant contribution to the broad patterns of our history. They may also achieve significance under Criterion B if they are associated with the lives of persons significant in Fort Worth's history. Properties may be



Figure 60. 1012 N. Main (Property Number 62).

eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

Building type: Auditorium, meeting hall

Materials: Brick, hollow tile and steel

Location: 1012 N. Main (Property Number 101)

Integrity: The integrity appears to be high.

Registration Requirements

Eligible properties should be associated with events that have made a significant contribution to the development of Fort Worth or with persons who were significant to the past of the city of Fort Worth. For the purposes of the sole property within this theme, association with community leaders is only relevant if one can identify specific individuals and can explain their significant accomplishments in relation to the property. Such properties should retain integrity of location

for the period of significance, as well as the principal engineering elements that identify their function. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of the type of construction associated with public buildings of the early twentieth century.

Recreation/Entertainment

The North Main Area had a variety of recreational and entertainment venues over the years. As early as 1898 Hermann Park appears on Sanborn Insurance Maps. Located on the northwest block of North Main Street and North Second Street, the park featured a beer garden and dancing pavilion. Immigrants from Germany, Poland, Austria, Russia, Greece and other foreign countries came to Fort Worth in the late nineteenth and early twentieth centuries and settled between Calhoun and Commerce streets and Twenty-second and Twenty-third streets (Pate 1994:54). On weekend evenings, members of the Sons of Hermann and others would gather to hear German bands play and dance to lively waltzes and polkas.

Other early parks located in the area included Butz (Butts) Park (est. 1914) at the southeast corner of North Main and East Seventh streets, Douglas Park (est. c.1915) at the southeast corner of North Main and East Second streets, Morris Park (c. 1910) located at the southwest corner of North Houston Street between Sixth and Seventh streets. This may be the location of what later became known as Panther Park, home of the Fort Worth Cats Baseball Team. Directly south of Panther Park (west side of Main Street), McGar Park was established for the Fort Worth Black Panthers Baseball Team. The Fort Worth Cats moved to a new LaGrave Field on North Calhoun. Louis Wortham Athletic Field is adjacent to it and Fox and Fox Athletic Arena is located at 615 North Calhoun.

There were some other entertainment and recreation uses in the area in the 1930s and 1940s. A bowling alley and restaurant was located near Hobbs Manufacturing, and Pullman Skate Land (1938) was located at 541 North Main (Property Number 12). The bowling alley is no longer extant. Pullman Skate Land was an open sided skating rink, measuring 70 by 150 feet. This building is still extant although the open sides of the structure were bricked in by a subsequent owner (Pate 1994:108-109; Polk and Company 1943). The only extant park is La Grave Field and the dugouts are said to predate 1965.

Significance

Recreational properties related to the social history of North Fort Worth achieve significance under Criterion A if they are associated with events (e.g., the development of the Negro league in Texas during the 1920s) that have made a significant contribution to the broad patterns of our history. They may also achieve significance under Criterion B if they are associated with the lives of persons significant in Fort Worth's history. Properties may be eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

Building type: Brick and masonry. The buildings of this type usually reflect the one and two part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*.

Material: Brick and Masonry

Example: 541 North Main (Property Number 12)

Integrity: low-moderate; infill of formerly open sides

Registration Requirements

Eligible properties are associated with recreational developments that have made a significant contribution to the social history of Fort Worth (1900-1950) or with persons who were significant to the past of the city of Fort Worth. For the purposes of the sole remaining property within this theme, association with community leaders is only relevant if one can identify specific individuals and can explain their significant accomplishments in relation to the property. Such properties should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of the type of construction associated with public buildings of the early twentieth century.

Flood Control Development along the Trinity River

Flood Control Structures

Description

Following the flood of 1908, a series of flood control measures has been attempted to control flooding along the West and Clear forks of the Trinity River. The construction of the original Nutt dam and the installation of a U.S. Weather Bureau water gauge in 1910 initiated a process that resulted in the eventual authorization and construction of the Fort Worth floodway between 1945 and 1957. The Tarrant Regional Water District and the USACE, Fort Worth District, monitor and maintain this flood control system yet today. The presence of sumps, sluices, levees, dams, and water gauges represents a designed landscape that has played a significant role in land use, development of the flood plain, and the protection of lives and property since 1910. Unfortunately, only two elements remain from the early stages of flood control development: (1) the 560 feet of concrete floodwall constructed in the 1920s or 1930s for the protection of the power plant; and (2) remnants of the early levee system buried beneath the present system. Otherwise all elements of the flood control system within the Central City Development project APE are the result of construction initiated in the early 1950s and completed in 1957. The construction of the Fort Worth floodway in the 1950s significantly straightened the meandering river course (shortened it by one mile) and enlarged the channel. The improvements in the 1950s have remained effective in controlling flooding and the system remains unchanged today. These improvements include the existing levees, the new Nutt Dam and an associated water gauge, six sumps, and conduit gravity sluices and gate structures.

Significance

Areas of significance for historical landscapes may include engineering, where the landscape and its uses reflect the practical application of scientific principles to serve human needs, such as reclamation, irrigation, water power, or flood control. A property must possess significance in at least one of the four aspects of cultural heritage specified by the National Register criteria.

Because of the potential complex evolution and the layering of subsequent land uses, many landscapes have significance under multiple criteria. Flood control properties may be eligible for inclusion in the NRHP under Criterion A because they were associated with events (e.g., the Fort Worth Floodway plan, authorized in 1945 and completed in 1957) that have made significant contributions to the broad pattern of history. They may be eligible under Criterion C if they were designed by a noteworthy engineer or if they embody the characteristics of a type and period of construction. Criterion D only applies if surface or subsurface remains are likely to yield information important to history, such as past land uses.

Registration Requirements

Properties identified as flood control structures should be associated with the historic context, *Flood Control Development along the Trinity River, 1910-1957*, and date to the late 1920s or the early 1950s (1950-1957). They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Modifications or additions to these structures that do not alter their function or general appearance are to be expected and are not necessarily destructive of their integrity.

Residential Dwellings

There are only a few extant dwelling units within the APE. They may be caretaker cottages. Although the near North Side was initially platted for residential, the area was not desirable for residential development due to its proximity to an unpredictable river, major railroad tracks, and the presence of irregular-sized land parcels in the bottoms below downtown. According to the city directories there were approximately 110 people living in the area in 1911. Of those, 65 were African American. There was an African American community at the end of N. Calhoun and N. Commerce on both sides of the railroad tracks. By 1926, the number of households in the area had dropped to 30 (City Directories 1918, 1926). By 1943, there were only 16 houses in the area, four of those were vacant and several belonged to adjacent businesses and served as night watchman/caretaker cottages (Polk and Company 1943). One residential looking structure next to Southwestern Brass Works was actually built as their office.

Like the near North Side, the near West Side was originally platted for residential development. The Texas Reclamation Department's Map of 1915 shows approximately 45 structures, probably houses, in the APE. The majority of these are in the Valley View Addition (Library of Congress Online: Texas Department of Reclamation Tarrant County, Fort Worth Sheet 1914). Several of those houses would have been demolished or relocated with the construction of Jacksboro Highway. A 1919 map of the area shows the Valley View Addition consisting of five small streets (Figure 61). The 1940-zoning map for the city shows that this area was zoned for two family structures, two and a half stories, 35 feet in height (District Map 1940; Figure 62). There are two pre-1965 residential structures in the APE. Only one is still used as a residence; the other now serves as a storage facility. Both may have been moved from their original locations.

Significance

Dwellings within the APE may be eligible for inclusion in the National Register under Criterion A because their construction was related to the early residential development of North Fort Worth. Properties may be eligible for the National Register under Criterion C if they embody the distinctive characteristics of the construction type and style for vernacular houses during the period from 1900 to 1925.

Building type: One-story frame houses. One is a pyramidal structure with wood siding. One is a wood frame shotgun with a side addition.

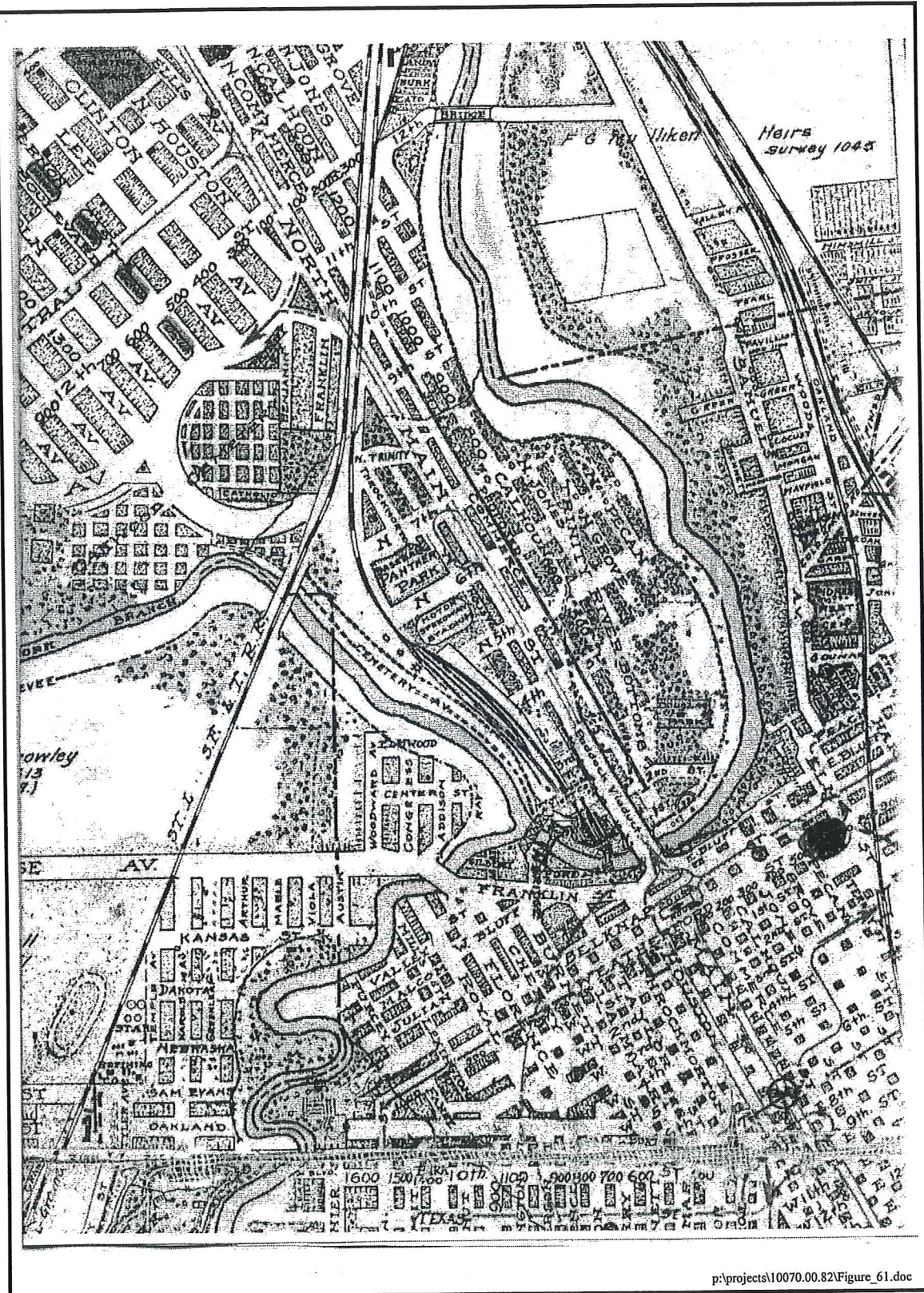
Materials: Wood frame

Examples: 1122 North Calhoun (Property Number 66; Figure 63)

Integrity: The integrity appears to be medium

Registration Requirements

Eligible residential dwellings should represent the development of housing specifically for dwelling purposes within the APE between 1900 and 1925. These properties should be located on their original construction site.



p:\projects\10070.00.82\Figure_61.doc

Figure 61. 1919 map of project area.

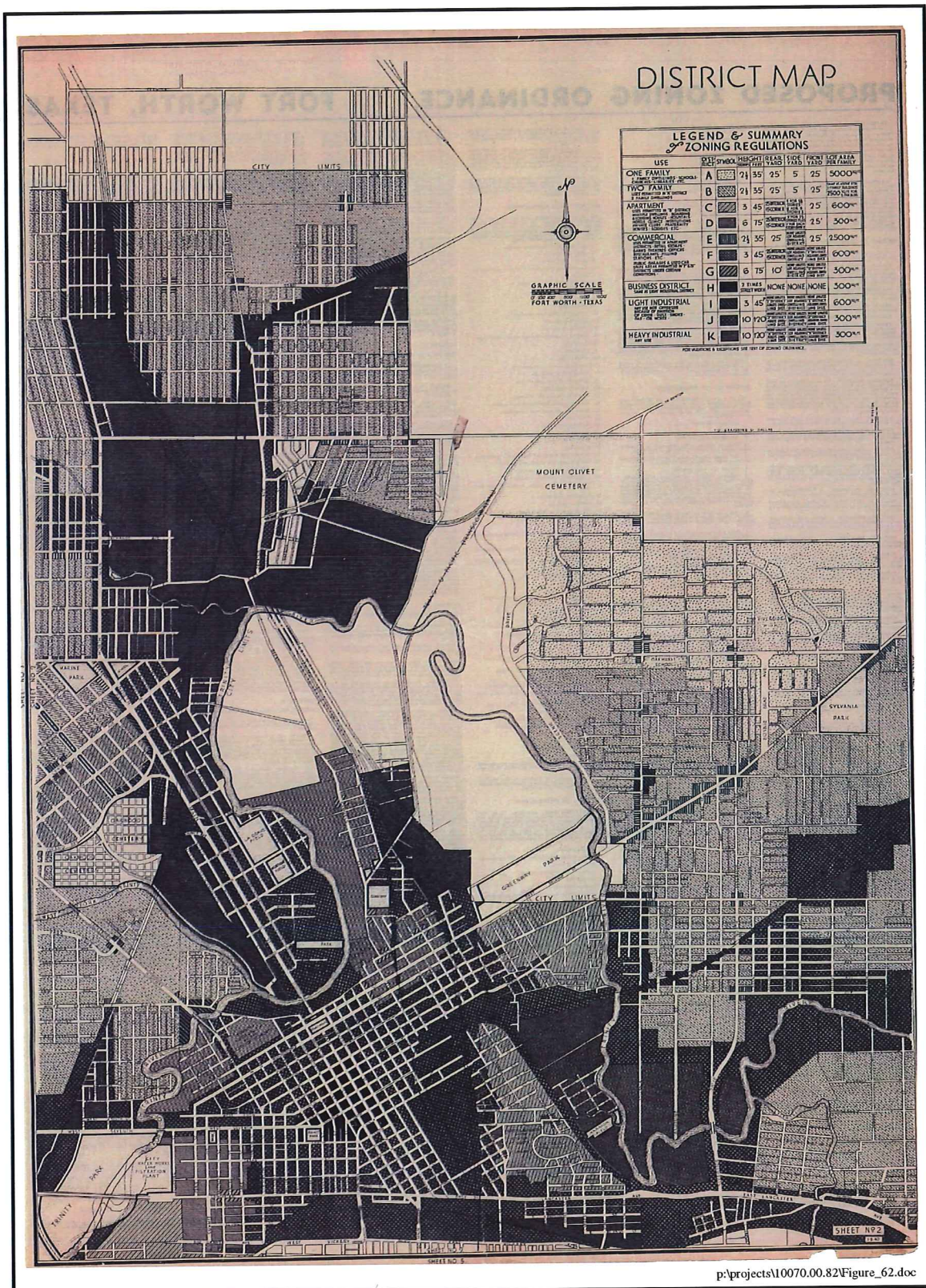


Figure 62. 1940 zoning map of North Fort Worth.



Figure 63. 1122 N. Calhoun (Property Number 66).

CHAPTER 4

SUMMARY AND FINDINGS

SUMMARY

The preliminary inventory of the buildings and structures within the proposed APE of the Central City Project resulted in the evaluation of 134 properties pre-dating 1966 (see Attachment 1). The overwhelming majority of these properties are related to the early industrial and commercial development of the city of Fort Worth between 1889 and 1950 (Appendix A). Three bridge structures (Paddock Viaduct [Property Number 103], Henderson Street Bridge [Property Number 101], and the St. Louis, San Francisco and Texas railroad bridge [Property Number 102]) and prominent features of the Fort Worth Floodway system (Property Number 104) are present within the APE, also. The river channel and the associated bluffs, which form the southern and western boundary of the primary impact area, have had a significant impact on the historical development of the APE. The flood plain environment below the Bluff was not considered to be desirable real estate for upscale housing or retail; rather, it was considered marginal land that was best suited for industry that could risk occasional flooding.

Preliminary contexts were developed to aid the evaluation of the potential historic properties within the APE. The primary contexts which reflect the primary property types in the APE are:

- Early Industrial and Commercial Development in Fort Worth (1867-1950)
- Flood Control Development of the Trinity River (1910-1957)
- Fort Worth as a Transportation Hub (1876-1925)

The remaining contexts (Social History of Fort Worth; Recreational Development) were not fully developed due to the presence of only a few properties related to their themes. The two primary contexts, Industrial and Commercial Development and Flood Control Development, effectively characterize the major events that shaped the character of the project area. The period of significance for the Early Industrial and Commercial Development of Fort Worth is defined as 1867-1950. The beginning date relates to the origins of Fort Worth as a cattle town and the end date reflects the fact that major development in the area slowed significantly by 1950. The industrial landscape present in 1949 did not change significantly in the following 15 years.

The North Main Street area, consisting primarily of industrial and commercial buildings, reflects the industrial growth of the city of Fort Worth. This collection of buildings is somewhat unique within Fort Worth, for it is the only area in the city where industrial development occurred in the flood plain. The North Main Street area was one of the earliest industrial areas in the city outside of the immediate downtown. The industrialization of this district began as early as 1889 when the North Side Street Rail Road Company built its powerhouse and car house on the site of what is now the TXU power plant (Sanborn Fire Insurance Map 1889:17). The area grew more industrial with time, reaching its height in the 1940s. The buildings and structures housed companies and industries that shaped the economic fortunes of Fort Worth from the turn of the century until the mid-1960s. This area represents the broad pattern of historic trends in the areas of Industry, Commerce, Transportation including architecture and engineering, and Social History including entertainment/recreation. The buildings and structures, though modest, represent the oil industry; transportation; utilities; manufacturing and warehousing; agricultural processing; engineering; and social history including entertainment and recreation.

The area of the APE, designated as the Near West Side, encompasses a small peninsula that is formed by the West Fork of the Trinity on the north, the Clear Fork on the south, the convergence of the Clear and West forks on the east and Greenleaf Street and the St. Louis, San Francisco and Texas rail corridor on the west. This area of the Near West Side is mostly industrial today. There are few structures of significance in what evolved into an industrial area. These structures are modest, and are related to automobiles such as service stations and repair or industrial buildings. Only a very few residential properties remain in the area.

FINDINGS

The inventory and evaluation of the cultural landscape within the APE resulted in the recording of 124 industrial properties, one property related to social history, one recreational property, three transportation properties, three residential properties, and two landscapes (Fort Worth floodway system and the Trinity River and the associated Bluff). Analysis of the gathered data indicates that 25 industrial properties, one property related to social history (Ellis Pecan Company [Property Number 62]), one residence, the Henderson Street Bridge (Property Number 101), the St. Louis, San Francisco and Texas Railway bridge (Property Number 102), and one historical landscape—the Fort Worth floodway system (Property Number 104)—are recommended as eligible for inclusion in the NRHP (Table 3; Figure 64). In addition, the Paddock Viaduct (Property Number 103) is already listed on the NRHP and is recognized as a Texas Civil Engineering Landmark and a Recorded Texas Historical Landmark.

The following sections present the recommendations for the various property types recognized within the historic contexts. The floodway and bridge structures will be discussed first, followed by the industrial and commercial properties.

Floodwater Control Development of the Trinity River

Although the Fort Worth levee system was originally constructed in 1910, improvements made in the 1950s dominate the cultural landscape today. These improvements were necessary to provide the city with much needed protection from floods. The old levee systems (1910 to 1936) proved to be inadequate due to either inadequate structural design or deterioration from weathering. The floodwall protecting the city power plant near the Main Street Bridge was originally constructed in the late 1920s or early 1930s. The 1910 channel dam (Old Nutt Dam) and the U.S. Weather Bureau river gauge were both removed in the 1950s from their original location near the Main Street Bridge (Paddock Viaduct [Property Number 103]). These structures were replaced with more efficient and updated structures downstream from their old location on the West Fork.

At present, the only historical features of the flood control system that remain within the APE are the floodwall and the levee system with its associated dams, sumps, and sluices that were constructed in the 1950s. The concrete floodwall that protects the power plant near the Main

Table 3
NRHP Eligibility of Pre-1966 Buildings, Structures, and Landscapes within the APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
Fort Worth Power and Light/TXU	1-A	1910	Industry	Masonry multi-storied structures with arched windows.	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry	Concrete Retention Pond	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry	Concrete Intake Station	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-D	1965	Industry	Wooden and metal cooling tower	Moderate	Indirect	Ineligible
Fort Worth Power and Light/TXU	1-E	?	Industry	Entrance facility	Moderate	Indirect	Ineligible
Fort Worth Power and Light/TXU	1-F	1940	Industry	One story masonry with arched windows	High	Indirect	Eligible A, C
North 4 th Street and Main	2	1964	Industry	One story brick with flat roof.	High	Indirect	Ineligible
501 North Main	5	c 1931	Industry	Brick masonry with decorative features, store front glass.	High	Indirect	Ineligible
505 North Main	9	c 1944	Industry	Masonry covered with stucco, shingle roof.	Poor	Indirect	Ineligible
513 North Main	10	1947	Industry	Block masonry, brick roof ledge accent, metal roll up doors.	High	Indirect	Ineligible
528 North Main	11	c 1920	Commerce/ Industry	Two story brick with stucco; original brick chimney	Moderate	Indirect	Ineligible
541 North Main <i>Pullman Skate Land</i>	12	c 1938	Recreation	Brick masonry, painted.	Moderate	Indirect	Ineligible
648 North Main	16	1930	Industry	One story dressed masonry	Moderate	Indirect	Ineligible
700 North Main	21	c 1945	Commerce	Brick masonry with stucco, metal carport attached.	Poor	Indirect	Ineligible
701 North Main	20	1940	Industry	Two story load bearing brick.	Poor	Indirect	Ineligible
704 North Main	24	c 1947	Industry	Brick masonry with covered loading dock in front.	Moderate	Indirect	Ineligible
705 North Main	23	1926	Industry	One story brick.	Poor	Indirect	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
708 North Main	28	c 1925	Industry	Brick masonry with stone roof and window ledge	Moderate	Indirect	Ineligible
709 North Main	25	1915	Industry	Two story two tone brick.	Moderate	Indirect	Ineligible
713 North Main	26	1915	Industry	Two story masonry, painted.	Moderate	Indirect	Ineligible
715 North Main	27	1960	Industry	One story brick with barrel tile roof; star graphic on front	Poor	Indirect	Ineligible
717 North Main	30	1940	Industry	One story metal corrugated siding shed roof	Moderate	Indirect	Ineligible
719 North Main	32	1925	Industry	One story stucco/brick front; two story brick with steel windows behind; CMU masonry garage in back.	Moderate	Indirect	Ineligible
721 North Main	34	c 1946	Industry	Block masonry with sheet roof accent	Poor	Indirect	Ineligible
734 (748) North Main	35	1920	Industry	Brick masonry building with shingle roof.	Poor	Indirect	Ineligible
735 North Main	33	1950	Industry	One story brick façade, cmu rear, steel windows	High	Indirect	Ineligible
801 North Main	39	1930/ 1957	Industry	One story brick and rubble masonry façade.	Poor	Indirect	Ineligible
818 North Main <i>Bud Sellers Auto</i>	40	c 1921	Industry	Brick masonry with colored design patterns; sheet metal building in back with newer 2-bay addition.	Moderate	Indirect	Eligible A, C
819 North Main	44	1955	Industry	One story mid-century modern with flat roof	Poor	Indirect	Ineligible
819 North Main	44	1955	Industry	One story metal shed	Poor	Indirect	Ineligible
820 North Main	45	c 1924	Industry	Brick masonry with sheet metal front cladding.	Poor	Indirect	Ineligible
827 North Main	49	1935	Industry	One story load bearing brick masonry.	Poor	Direct	Ineligible
834-842 North Main <i>Texas Refinery Corp.</i>	50	c 1928	Industry	Masonry and stucco, tile roof accent; Spanish style.	High	Indirect	Eligible A, C

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
900 North Main <i>Walter Dearman Truck</i>	53	c 1946	Industry	One story metal frame with bowstring truss roof. CMU administration building attached to front.	High	Direct	Eligible A, C
904 North Main	55	1951	Industry	1960s modern addition with cantilevered bays.	Moderate	Direct	Ineligible
909 North Main <i>Texas Refinery Corp.</i>	52	1946	Industry	One story flat roof masonry, glass block windows.	Poor	Direct	Eligible A, C
917/919 North Main <i>Texas Refinery Corp.</i>	56/57	c 1946	Industry	One story masonry steel windows.	High	Direct	Eligible A, C
920 North Main	59	c 1950	Industry	Two story international style/50s modern.	Poor	Direct	Ineligible
935 North Main	58	1949	Industry	One story brick with steel windows.	Moderate	Direct	Ineligible
1001 North Main	60	c 1960	Industry	One story porcelain enamel metal panels.	Poor	Direct	Ineligible
1012 North Main <i>Ellis Pecan Company</i>	62	1926	Social History/ Commerce	Brick auditorium; arched steel sash window.	High	Indirect	Eligible A, C
1024 North Main	63	1950	Commerce	One story L-shaped building; formal fluted limestone entry at corner.	Moderate	Indirect	Ineligible
529-541 North Throckmorton	3-A	1940	Industry	One story masonry steel windows.	Moderate	Indirect	Ineligible
529-541 North Throckmorton	3-B	c 1930	Industry	Two story corrugated metal building with multi-pane steel sash windows.	Moderate	Indirect	Ineligible
529-541 North Throckmorton	3-C	c 1920	Industry	Metal frame with corrugated siding	High	Indirect	Ineligible
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13	1940	Industry	Block masonry with shingled barrel vault roof.	High	Indirect	Eligible A, C
801 North Throckmorton	36	1936	Residence	One story wood frame.	Moderate	Direct	Unknown

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
804 North Throckmorton	38	1952	Industry	Block masonry; wood panel roll up door; styled sheet metal parapet cap	High	Direct	Ineligible
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Industry	Sheet metal manufacturing building; original materials.	High	Direct	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-B	1927	Industry	Single story wood frame.	High	Direct	Eligible A
806 North Throckmorton <i>Southwestern Brass Works</i>	42-C	1927	Industry	Two story wood frame.	Moderate	Direct	Ineligible
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	1931	Industry	Two story masonry.	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1931	Industry	Two story masonry.	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-C	c 1945	Industry	One story masonry loading dock.	High	Direct	Eligible A, C
501 North Houston	4	1942	Industry	Sheet metal building with steel framing.	Poor	Direct	Ineligible
505 North Houston <i>Hobbs Trailers</i>	8	1955	Industry	Brick masonry office, sheet metal building with stucco front face.	Poor	Indirect	Ineligible
609 North Houston <i>Hobbs Trailers</i>	14	1950	Industry	Brick masonry; concrete construction with large plate glass; shingle roof accent	Moderate	Indirect	Eligible A, C
801 North Houston	37-A	1946	Industry	Block masonry building	High	Direct	Ineligible
801 North Houston	37-B	1946	Industry	Sheet metal shed.	Poor	Direct	Ineligible
819 North Houston	43	1952	Industry	Sheet metal building with multiple bays; original construction material.	High	Direct	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
841 North Houston <i>McKinley Iron Works</i>	48-A	1935	Industry	One story metal frame corrugated siding, bowstring roof truss.	High	Direct	Eligible A, C
841 North Houston <i>McKinley Iron Works</i>	48-B	1960	Industry	One story metal frame gable roof.	Moderate	Direct	Ineligible
207 North 4 th Street	7-A	c 1940	Industry	One story wood frame shed with wood siding.	Moderate	Indirect	Ineligible
207 North 4 th Street	7-B	c 1940	Industry	One story metal corrugated building.	High	Indirect	Ineligible
200 North 6 th Street	19	1951	Industry	Sheet metal building, original windows	High	Indirect	Ineligible
201 North 7 th Street	41	1948	Industry	One story brick Moderne; steel sash windows; limestone banding.	High	Indirect	Ineligible
205 North 7 th Street <i>National Educators Life Warehouse</i>	31	1949	Industry	Two story brick Moderne; steel sash windows; limestone banding.	High	Direct	Eligible A, C
500 North Commerce	6-A	c 1929	Industry	One story CMU flat roof; burned out interior.	Poor	Indirect	Ineligible
500 North Commerce	6-B	c 1929	Industry	One story metal shed.	Poor	Indirect	Ineligible
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry	One story metal frame corrugated siding.	High	Indirect	Eligible A, C
641 North Commerce	17	1950	Industry	One story metal shed with corrugated siding.	Moderate	Indirect	Ineligible
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry	One story metal corrugated siding.	High	Indirect	Eligible A, C
701 North Commerce	22	1965	Industry	Windowless one story stucco over CMU.	Moderate	Indirect	Ineligible
707 North Commerce	29	1938	Industry	One story brick building with corrugated roof.	High	Indirect	Ineligible
900 North Commerce	54-A	1950	Industry	One story painted brick with rock front façade and corrugated roof.	Moderate	Indirect	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
900 North Commerce	54-B	1940	Industry	One story wood frame garage with corrugated siding.	High	Indirect	Ineligible
1000 North Commerce	61	1960	Industry	One story CMU with stucco	Moderate	Direct	Ineligible
1024 North Commerce <i>Western Paint & Roofing</i>	64	1920	Industry	One story load bearing brick; clerestory lighting.	High	Indirect	Eligible A, C
825 North Calhoun	46	1947	Industry	Dual one story metal buildings with bow truss roof.	Moderate	Indirect	Eligible A, C
835 North Calhoun	51	1956	Industry	One story painted CMU with loading dock.	Poor	Indirect	Ineligible
1107 North Calhoun <i>Machine Shop</i>	65	1939	Industry	One story load bearing brick; clearstory lighting.	High	Indirect	Eligible A, C
1122 North Calhoun	66	1933	Residential	One story wood frame residence.	Poor	Indirect	Ineligible
1701 White Settlement Road	85	1951	Industry	Single story concrete block building.	Moderate	Indirect	Ineligible
1705 White Settlement Road	84	1951	Industry	Single story concrete block building.	Moderate	Indirect	Ineligible
1709 White Settlement Road	83	1959	Industry	Shop side has stucco finish; the store side is brick masonry with concrete windowsills and coping.	Moderate	Indirect	Ineligible
1801 White Settlement Road	82	1947	Industry	CMU block building stucco to eave line with pilasters, sheet metal roof.	Moderate	Indirect	Ineligible
1809 White Settlement Road	81	1949	Industry	Stone front with Moderne rounded edge, and plastered block side.	Moderate	Indirect	Ineligible
1901 White Settlement Road	80	1946	Industry	CMU block building with sheet metal roof. Wood panel above boarded up storefront.	Poor	Indirect	Ineligible
1923 White Settlement Road	79	1960	Industry	Masonry brick with wooden roll up doors.	Poor	Direct	Ineligible
2000 White Settlement Road	91	1950	Industry	One story masonry brick with corrugated tin roof.	High	Direct	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
2005 White Settlement Road	78	1955	Industry	Two story CMU with masonry brick front; clerestory windows in front	Moderate	Direct	Ineligible
217 Greenleaf Street	72	1967	Industry	CMU building with metal carport. Newer windows and glass door.	Moderate	Direct	Ineligible
308 Greenleaf Street	71	1923	Industry	Stucco building with wood frame; modular office attached to front.	Poor	Indirect	Ineligible
336 Greenleaf Street	70	1925	Residential	Single family residence; wood frame with corrugated metal roof; possible addition to side of house.	Moderate	Indirect	Eligible A, C
415 Greenleaf Street	68	1961	Commerce	Single story masonry brick building; sheet metal coping and attached carport.	High	Indirect	Ineligible
421 Greenleaf Street	67	1961	Industry	Single story CMU building with brick masonry front; symmetrical entrances and loading docks.	High	Indirect	Ineligible
115 Arthur Street	76-A	1960	Industry	CMU building with stucco finish and sheet metal roof. New windows; original door opening covered.	Poor	Direct	Ineligible
115 Arthur Street	76-B	1960	Industry	Stucco finish with sheet metal roof	Poor	Direct	Ineligible
119 Arthur Street	75	1960	Industry	Single story CMU building with sheet metal roof and masonry brick front.	Moderate	Direct	Ineligible
200 Arthur Street	73-A	1955	Industry	Wood frame single story building, wood siding with masonry brick front and metal roof.	Moderate	Direct	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
200 Arthur Street	73-B	1955	Industry	Wood frame single story building; wood siding with masonry brick front and metal roof.	Moderate	Direct	Ineligible
205 Arthur Street	74	1960	Industry	Steel frame buildings in a U shape. Sheet metal with masonry brick fronts.	Moderate	Direct	Ineligible
205 Arthur Street	74	1960	Industry	Wood frame construction with wood siding and masonry brick front.	Moderate	Direct	Ineligible
2001 Dakota Street	69	1960	Industry	Single story CMU building.	High	Direct	Ineligible
600 North Henderson	86	1963	Commerce	Two story rubble masonry roadside motel with original signage partially intact.	Moderate	Indirect	Ineligible
612 North Henderson	89	1936/ 1963	Commerce	One story wood frame and stucco.	Poor	Indirect	Ineligible
701 North Henderson <i>Triple A Package Store</i>	87	1946	Commerce	One story masonry Streamline Moderne.	High	Indirect	Eligible A, C
702 North Henderson	94	1946	Commerce	One story wood frame structure.	Poor	Indirect	Ineligible
703 North Henderson	88	1947	Commerce	One story masonry with stucco.	Poor	Indirect	Ineligible
800 North Henderson	99	1950	Commerce	One story masonry.	Moderate	Indirect	Ineligible
801 North Henderson	93	1960	Industry	One story masonry.	Poor	Indirect	Ineligible
901 North Henderson	98	1965	Commerce	One story wood frame roadside motel.	Moderate	Indirect	Ineligible
921 North Henderson	97-A	1950	Industry	One story concrete frame, some with original steel windows; and one story masonry and corrugated steel shed.	Moderate	Direct	Ineligible
921 North Henderson	97-B	1950	Industry	One story masonry.	Moderate	Direct	Ineligible

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
921 North Henderson	97-C	1950	Industry	One story masonry guard shack with flat roof.	Moderate	Direct	Ineligible
921 North Henderson	97-D	1950	Industry	One story masonry sawtooth monitors;original steel windows.	Moderate	Direct	Ineligible
921 North Henderson	97-E	1965	Industry	Metal structure with masonry facade	Moderate	Direct	Ineligible
921 North Henderson	97-F	1950	Industry	One story masonry and corrugated steel shed.	Moderate	Direct	Ineligible
930 North Henderson	100-A	1950	Industry	One story metal building with new brick front	Poor	Direct	Ineligible
930 North Henderson	100-B	1955	Industry	One story metal shed	Poor	Direct	Ineligible
930 North Henderson	100-C	1955	Industry	One story metal shed	Moderate	Direct	Ineligible
900 Woodward <i>Fort Worth Water Department</i>	96-A	1940	Industry	Two story masonry smokestack and boiler house.	High	Indirect	Eligible A, C
900 Woodward	96-B	1965	Industry/ Other	Tower and shed.	Moderate	Indirect	Ineligible
900 Woodward	96-C	1965	Industry	One story masonry with flat roof.	Moderate	Indirect	Ineligible
900 Woodward	96-D	1955	Industry	One story masonry with brick wainscot.	High	Indirect	Ineligible
917 Woodward	90	c 1940/ 1963	Commerce	Two story wood structure with multiple additions.	Poor	Indirect	Ineligible
937 Woodward	95	1950	Industry/ Commerce	Corrugated metal building	Moderate	Indirect	Ineligible
115 Viola	77	1960	Industry	Sheet metal building with two bays.	Moderate	Indirect	Ineligible
117 Commercial Street	92	1950	Industry	One story masonry with flat roof.	High	Indirect	Ineligible
Henderson Street Bridge	101	1930	Transporta tion/Engin eering	Open spandrel concrete arch.	High	Indirect	Eligible A, C
SL, SF and Texas Railway Bridge	102	1902	Transporta tion/Engin eering	Iron through-truss span with concrete piers	High	Indirect	Eligible A, C

Table 3 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
Paddock Viaduct	103	1902	Transporta- tion/Engin- eering	Long timber trestles, with steel truss supported by concrete piers.	High	Indirect	NRHP-listed
Flood Control System	104	1910- 1957	Flood Control Develop- ment/Engin- eering	Levees, sumps, sluices, Nutt Dam, USGS Water Gauge	Moderate– High	Direct	Eligible A, C

¹ Potential Impacts: (1) Direct—will be impacted directly by construction of bypass channel; (2) Indirect—will not be directly impacted by bypass channel or levee modification.

² Eligibility Status: Recommendation indicates criteria from 36 CFR 60.4 that are met.

Street Bridge has been slightly modified from its original appearance within the last 50 years. The floodwall was strengthened by a “thirty foot sheet pile cut-off” at both ends of the floodwall and later was plated with earth fill to resemble the rest of the levee system (COE 1958:11; TRWA 1983:5) (Figure 65). Even with such additions, the floodwall retains its integrity in relation to location, design, and association. The floodwall continues to connect with the North Main Levee Loop and prevents floodwaters from reaching the power plant and the surrounding flood plain. Therefore, it is recommended that the floodwall is a contributing element of the flood control development landscape within the APE.

The Clear Fork, North Main, and West Fork loops of the levee system were initially constructed in 1910 but have been modified since then due to either outdated structural design or deterioration from weathering. However, the general alignment of the levee system has generally been maintained with the exceptions of minor setbacks. The majority of fill used to construct the original levees should still be buried within the existing levee system. The levee system and its associated dams, sluices, sumps, and water gauges are the result of a concerted effort to control the floodwaters of the West and Clear forks of the Trinity River. These elements comprise a historic landscape that is of significance in the area of engineering, where the landscape and its use reflect the practical application of scientific principles to control natural forces. The Fort Worth Floodway Plan has been effective and contributed to the growth of the North Fort Worth area and to the safety and welfare of its citizens. Therefore, the levee system and its associated

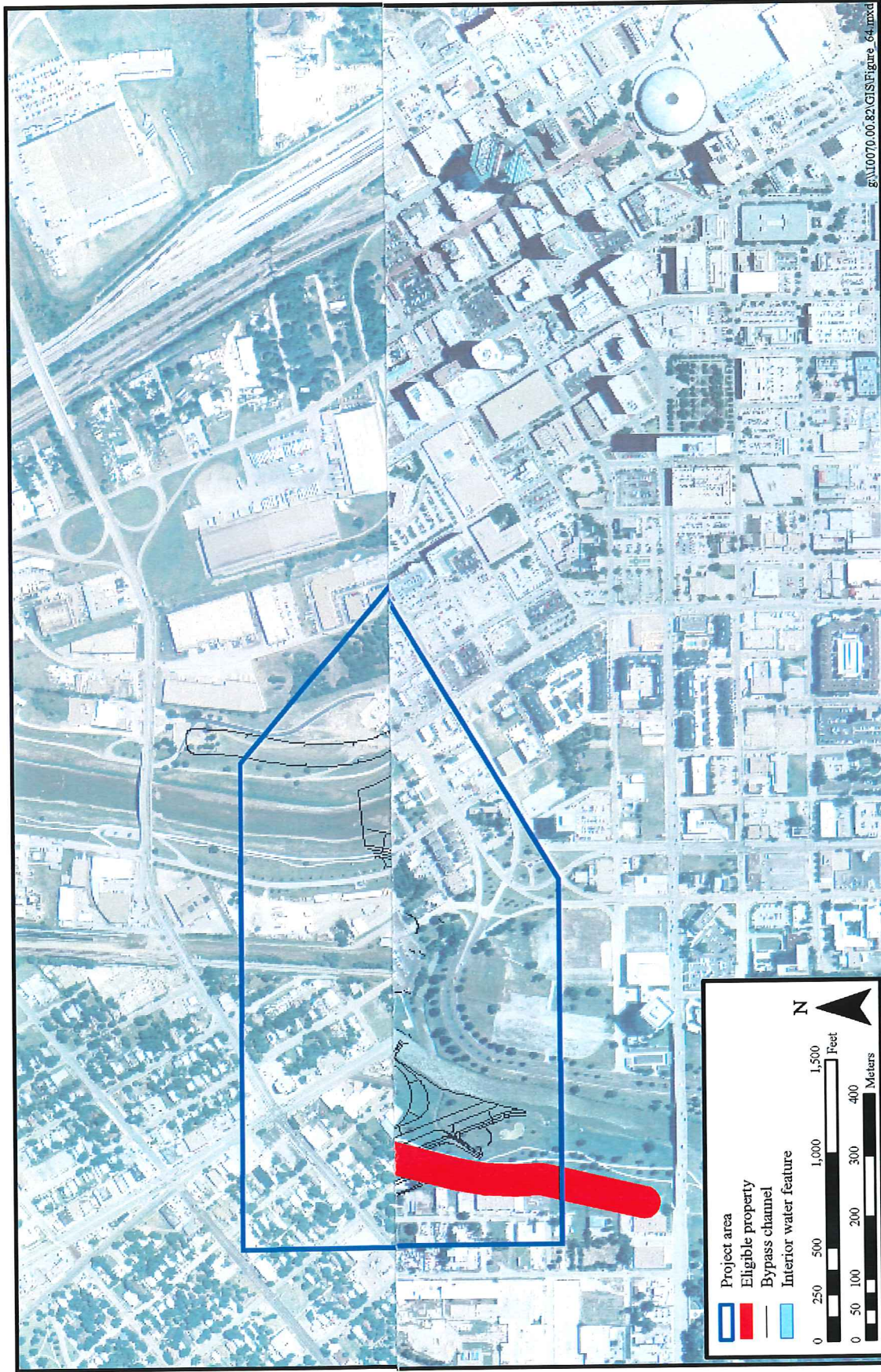


Figure 64. Map showing the location of eligible properties.



Figure 65. Floodwall with fill added along the base (Property Number 104).

elements (dams, sluices, sumps, water gauges) are eligible as a historic landscape for inclusion in the NRHP under Criterion A, for the levee system as it developed between 1910 and 1957 represent the efforts of a community to provide flood control along the Trinity River. These flood control developments have significantly affected the growth and welfare of the city of Fort Worth. The development of the flood control system was a significant accomplishment. Furthermore, it is likely that its design and construction are characteristic of the period; therefore, the flood control development along the Trinity River is considered eligible under Criterion C, also. Although governmental leaders were likely involved in the implementation of the Fort Worth Floodway Plan, no specific persons are featured in the historical documentation; therefore, the flood control system is not eligible under Criterion B, association with the lives of persons significant in Fort Worth's past. Given the existing historical documentation concerning the Fort Worth Floodway Plan, the historic landscape is not considered eligible under Criterion D, properties likely to yield information important to our understanding of history, because the design plan and its implementation are well documented.

Although consideration was given to including the natural landscape itself (river and bluff) as a part of this historical landscape, and the natural landscape was of importance because the bluff is a major defining feature in the APE, it is not considered eligible. According to National Register Bulletin # 15:

A site may be a natural landmark strongly associated with significant prehistoric or historic events or patterns of events, if the significance of the natural feature is well documented through scholarly research. Generally, though, the National Register excludes from the definition of "site" natural waterways or bodies of water that served as determinants in the location of communities or were significant in the locality's subsequent economic development. While they may have been "avenues of exploration," the features most appropriate to document this significance are the properties built in association with the waterways.

However, while the waterway itself, i.e., the river and the bluff, are not eligible, the engineering features designed to contain the river and promote urban development are eligible because they were built in association with the waterway. The historic landscape related to the floodwater control development of the Trinity River includes only the levees and the associated structures, such as sumps, sluices, dams, and water gauges (Figures 66 and 67).

Henderson Street Bridge (Property Number 101)

Constructed in 1930, the Henderson Street bridge (Property Number 101) is recommended as eligible for inclusion in the NRHP under Criterion A for its association with the historic context, *Early Industrial Growth of the City of Fort Worth (1867-1950)*, and because it was one of the many elements produced as a result of the City of Fort Worth Five Year Plan for development. It is also eligible under Criterion C because it embodies distinctive characteristics of the open-spandrel arch form with curved concrete girder approaches and a concrete wall located between the arch rings to act as a conduit for utility lines (Figure 68).

St. Louis, San Francisco and Texas Railway Bridge (Property Number 102)

This bridge on the near West Side was constructed in 1902 and was designed and built by A. J. Tullock a civil engineer from Leavenworth, Kansas. Although constructed under the supervision of the Red River, Texas and Southern Railroad Company, it became a part of the St. Louis, San

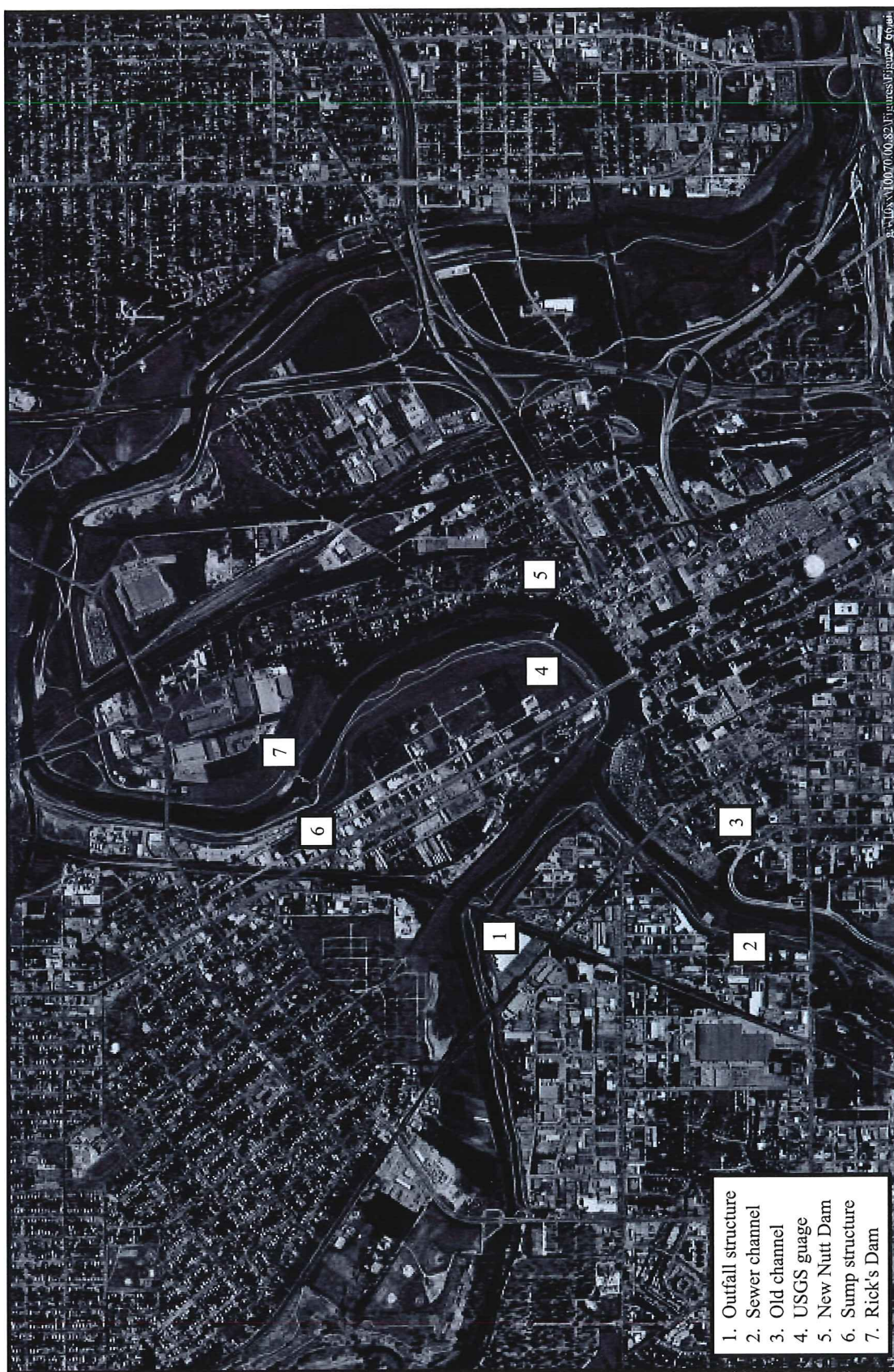


Figure 66. Map showing the locations of Flood Control Features discussed in the text.



Figure 67. Map showing locations of sump structures (COE 1970:Plate 3).



Figure 68. Henderson Street Bridge (Property Number 101).

Francisco and Texas Railway system in 1904. The bridge is an iron through-truss span supported by concrete piers on each side of the river (Figure 69). It is one of the oldest extant railroad bridges in Tarrant County (Roark 1991:92). The bridge is significant under Criterion A for its association with the context, *Fort Worth as a Transportation Hub*, and under Criterion C as an excellent example of an iron through-truss span used by the railroad industry at the turn of the century.

Early Industrial and Commercial Development in Fort Worth (1867-1950)

Eligibility recommendations for the industrial and commercial properties associated with this context are more challenging, for many of the businesses housed in these properties were small, locally owned businesses and the structures are modest. Since many of the buildings are not of high style, there is a tendency to discount their eligibility under Criterion C; however, the materials and design of the buildings reflect their original use and the time in which they were



Figure 69. St. Louis, San Francisco and Texas Railway Bridge (Property Number 102).

constructed. These buildings largely reflect the trends in materials and design for industrial buildings built between 1920 and 1950. Even so, only 25 of the 124 industrial properties predating 1966 were deemed eligible individually under Criterion C (see Table 3).

The eligibility of the properties under Criterion A is derived from the history of the businesses housed in the buildings and the collective impact they had on the economic history of Fort Worth. Eligibility of the properties, individually, under Criterion A is clearly related to a local, and possibly regional, level of significance for their contribution to the growth of Fort Worth. It should be noted, however, that mere association with the early industrial/commercial development of Fort Worth between 1867 and 1950, is not sufficient by itself to warrant a building to be considered eligible for inclusion in the NRHP under Criterion A. A property needs to be associated with a business that truly made a significant contribution to the industrial and commercial growth of the North Main Street area or Near West Side in the first half of the twentieth century. For example, a mom and pop grocery would not have been a significant contributor to this development, whereas Panther Oil and Grease was. This evaluation attempted to select those properties that were significant contributors to the industrial growth of Fort Worth during the first half of the twentieth century.

As presented in Table 3, 25 of the eligible properties are associated with the early industrial and commercial development of Fort Worth (Criterion A) and embody distinctive characteristics of a type and period of construction (Criterion C). These properties reflect their historical use and the trends in materials and design for industrial buildings built between 1920 and 1950. Although a larger number of properties was associated with the early industrial and commercial development of Fort Worth, certain properties, such as the Fort Worth Power and Light/TXU Power Plant (Property Number 1-A, 1-B, 1-C, 1-F; Figure 70), the Texas Refinery Corporation (Panther Oil and Grease; 834-842 North Main [Property Number 50], 909 North Main [Property Number 52], and 917/919 North Main [Property Number 56/57]; Figure 71), McKinley Iron Works (901 North Throckmorton [Property Number 47-A, 47-B, 47-C] and 841 North Houston [Property Number 48-A]; Figure 72)), Bud Seller Auto (818 North Main [Property Number 40; Figure 73]), Walter Dearman Truck (900 North Main [Property Number 53; Figure 74]), Hutchinson Pipe & Waste Material Company (601 North Throckmorton [Property Number 13; Figure 75]), Southwestern Brass Works (804-806 North Throckmorton [Property Numbers 42-A, 42-B; Figure 76]), National Educators Life Warehouse (205 North 7th Street [Property Number 31; Figure 77]), Hobbs Trailers (609 North Houston and 625 North Commerce [Property Numbers 14 and 15; Figure 78]), Carruthers Stone (648 Commerce [Property Number 18; Figure 79]), Western Paint and Roofing (1024 North Commerce [Property Number 64; Figure 80]), Machine Shop (1107 North Calhoun [Property Number 65; Figure 81]), 825 North Calhoun [Property Number 46; Figure 82]), Triple A Package Store (701 North Henderson [Property Number 87; Figure 83]), and stack and boiler house of the Fort Worth Water Department (900 Woodward [Property Number 96-A; Figure 84]), were clearly part of the industrial landscape between 1920 and 1950 and were significant contributors to the early industrial and commercial development of the city of Fort Worth. The remaining properties played a distinctively lesser role in the industrial development of Fort Worth.

Serious consideration was given to the potential for a National Register district within the North Main Street area. Any consideration of a district, however, must recognize that much of the original industrial development, particularly that of the early twentieth century (pre-1920) and that of the oil industry (1917-1930), is no longer present. Much of the visual cohesion of the area has been lost through demolition and new construction since 1966 (see Table 1). The result has been a cumulative impact on the integrity of individual properties and the overall North Main Street area. One might argue under Criterion A, that additional buildings could be added to the

group of eligible properties, even if they lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. Given that only 25 of the 124 industrial properties (20 percent) are regarded as individually eligible, the addition of properties of marginal significance does not create a strong, cohesive district. The result would be a district that is collectively weak under both Criteria A and C. Given the scattered mosaic of significant properties remaining that represent the early industrial and commercial development of the city of Fort Worth, a multi-property nomination is appropriate.

Social History of the City of Fort Worth, Including Recreation and Development

A limited number of extant properties are associated with this context – the Ku Klux Klavern No 101/Ellis Pecan Company (1012 North Main [Property Number 62]) and the Pullman Skate Land (541 North Main [Property Number 12]). The Ku Klux Klavern building is recommended as eligible for inclusion in the National Register of Historic Places under both Criteria A and C. The building is symbolic of the political power of the Ku Klux Klan in Texas during the 1920s; ironically, this building was built as that power was waning. Architecturally, the building exhibits a formidable presence on North Main Street and reflects the characteristics of public construction in the 1920s.

Pullman Skate Land, built in 1938, has loss integrity due to modifications. The original structure had open sides, which have been subsequently enclosed with brick. Pullman Skate Land obviously provided an entertainment venue in the late 1930s and early 1940s; however, it is unlikely that the facility had a significant impact on the social history of Fort Worth.

Residential Dwellings

As noted in the historical overview, the few areas that were originally residential have been largely impacted by subsequent developments. Only a few residential structures remain. Of these, only the structure at 336 Greenleaf Street (Property Number 70) is considered eligible. The eligibility of one residential property at 801 North Throckmorton (Property Number 36) remains unknown, for access was restricted.

POTENTIAL IMPACTS

Of the 31 properties considered eligible for inclusion in the NRHP, 11 properties will be directly impacted by the proposed construction of the bypass channel and the urban water feature (see Table 3). The result of the proposed action would be demolition of the following properties: Texas Refinery Company (Property Number 52 and 56/57), Southwestern Brass Works (Property Number 42-A, 42-B), McKinley Iron Works (Property Number 47-A, 47-B, 47-C, 48-A), and portions of the Food Control system (Property Number 104). The Walter Dearman Truck property (Property Number 53) and the National Educators Life Warehouse (Property Number 31) would probably not be impacted as greatly (i.e., demolition would not be necessary); however, there would be a loss of property. Potential indirect impacts to the remaining properties from redevelopment of the APE will depend on the actions of private developers.



a



b



c



d

Figure 70. Fort Worth Power and Light/TXU Power Plant: (a) Property Number 1-A; (b) Property Number 1-B; (c) Property Number 1-C; and (d) Property Number 1-F.



a



b



c

Figure 71. Texas Refinery Corporation (Panther Oil and Grease): (a) 834-842 North Main (Property Number 50); (b) 909 North Main (Property Number 52); and (c) 917/919 North Main (Property Number 56/57).



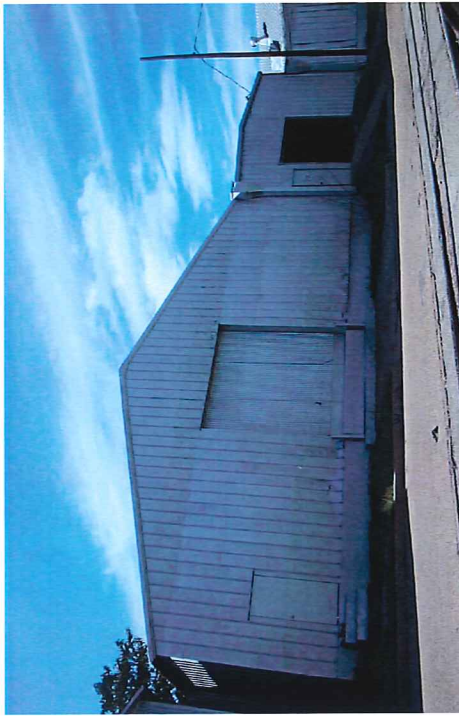
a



b



c



d

Figure 72. McKinley Iron Works: (a) 901 Throckmorton (Property Number 47-A); (b) 901 Throckmorton (Property Number 47-B); (c) 901 Throckmorton (Property Number 47-C); and (d) 841 North Houston (Property Number 48-A).



Figure 73. Bud Sellers Auto, 818 North Main (Property Number 40).



Figure 74. Walter Dearman Truck, 900 North Main (Property Number 53).



Figure 75. Hutchinson Pipe & Waste Material Company, 601 North Throckmorton (Property Number 75).



a



b

Figure 76. Southwestern Brass Works, 804-806 North Throckmorton: (a) Property Number 42-A and (b) Property Number 42-B.



Figure 77. National Educators Life Warehouse, 205 North 7th Street (Property Number 31).



a



b

Figure 78. Hobbs Trailers: (a) 609 North Houston (Property Number 14) and (b) 625 North Commerce (Property Number 15).



Figure 79. Carruthers Stone, 648 North Commerce (Property Number 18).



Figure 80. Western Paint and Roofing, 1024 North Commerce (Property Number 64).



Figure 81. Machine Shop, 1107 North Calhoun (Property Number 65).



Figure 82. 825 North Calhoun (Property Number 46).



Figure 83. Triple A Package Store, 701 North Henderson (Property Number 87).



Figure 84. Stack and boiler house of the Fort Worth Water Department, 900 Woodward (Property Number 96-A).

*generator

REFERENCES CITED

- Arnold, A.
1998 *Gamblers and Gangsters: Fort Worth's Jacksboro Highway in the 1940s & 1950s*. Eakin Press, Austin.
- Billingsley, W. C.
2002 Fort Worth and Denver Railway. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/FF/eqf3.html> (accessed December 7, 2004).
- Breeding, S. D.
2002 Eagle Mountain Reservoir. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/EE/roe3.html> [accessed November 22, 2004].
- 1949 Flood of May 17, 1949 at Fort Worth, Texas. U.S. Geological Survey, U.S. Department of the Interior, Surface Water Branch Austin District, Special Report 40.
- Brown, C. D.
1979 Rivers, Rockets, and Readiness: Army Engineers in the Sunbelt. U.S. Army Corps of Engineers, Fort Worth.
- Cohen, J. S.
1982 Cowtown moderne: art deco architecture of Fort Worth, Texas. Published Master's thesis. Texas A&M University Press, College Station, Texas.
- Cotner, R. (editor)
1973 *Texas Cities and the Great Depression*. Texas Memorial Museum, Austin, Texas.
- Cravens, C.
2002 Red River, Texas and Southern Railway. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/RR/eqr2.html> [accessed December 16, 2004].

Daily Gazette

- Various dates In the Texas Writer's Project 1936-1941. Research Data, Fort Worth and Tarrant County. Fort Worth, Texas: Fort Worth Library, n. publ.
11-29-1888
June 1889
3-12-1892

Dallas Morning News

- 2004 Environment in the Texas Almanac 2004-2005. Texas A&M University Press Consortium, College Station, Texas.

Duncan, P. L.

- 2002 Fort Worth and Rio Grande Railway. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/FF/eqf7.html> [accessed December 16, 2004].

Freese and Nichols, Inc.

- 1936 Trinity River Levee Improvements. Drawings on file, Freese and Nichols Inc. Fort Worth, Texas.

1937 Trinity River Levee Improvements. Drawings on file, Freese and Nichols Inc. Fort Worth, Texas.

1950 Report on Program B Flood Control Improvements. Report prepared for the Tarrant County Water Control and Improvement District No. 1. Fort Worth, Texas.

Gard, W.

- 2002 Trinity River. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/TT/rnt2.html> [accessed November 22, 2004].

Garrett, J. K.

- 1996 *Fort Worth: A Frontier Triumph*. Texas Christian University Press, Fort Worth.

Gelo, D. J., and W. J. Pate

- 2003 *Texas Indian Trails*. Republic of Texas Press, Lanham, MD.

Fort Worth Chamber of Commerce

- 1932 *Five Years of Progress, 1928-1932*. Stafford-Lowden, Ft. Worth, Texas.

Fort Worth Star Telegram (FWST) [Fort Worth, Texas]

- Various dates Clipping Files of the Fort Worth Public Library, Texas.
02-14-27
11-28-29
1936
12-26-38
10-30-47
1949
10-30-49
12-28-50
07-10-58
1-23-59

Halprin, Lawrence & Associates

- 1970 The Fort Worth Trinity River Report. Prepared for the city of Fort Worth with cooperation of the Streams and River Committee. Lawrence Halprin and Associates.

Handbook of Texas Online

- 2002a Benbrook Reservoir. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/BB/rob8.html> [accessed November 22, 2004].
- 2002b Lake Bridgeport. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/LL/rol18.html> [accessed November 22, 2004].
- 2001c Lake Worth. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/LL/rol87.html> [accessed November 22, 2004].
- 2001d Levee Improvement Districts. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/LL/mwl2.html> [accessed November 24, 2004].

Hunt, E. E., IV

- 2004 Descendants of Jacob, Dempsey, Allen, David, and Thomas Hunter. Electronic document, <http://www.mindspring.com/~hunter-family/index.htm>, accessed December 9, 2004.

Jackson, J. C.

- 1996 Along Came a Spider: Visions and Realities of Railroad Development in Fort Worth, Texas, 1873-1923, A Cartographic Approach. Unpublished Master's thesis, Department of History, University of Texas, Arlington.

Knight, O.

- 1990 *Fort Worth, Outpost on the Trinity*. University of Oklahoma Press, Norman.

Keaveney, Sister M. A.

- 1974 Depression Era in Fort Worth, Texas, 1929- 1934. Unpublished Master's thesis, University of Texas, Austin.

Landis, D. S.

- 1922 Rainfall and flood at Fort Worth, Tex. Apr 24-25, 1922. *U.S. Weather Bureau Monthly Weather Review* 50:88-189.

Library of Congress

- 1888 Map of the City of Fort Worth and Environs (North Fort Worth Plat). Library of Congress Geography and Map Division, Washington, D.C.

Long, C.

- 2002 Ku Klux Klan. In the *Handbook of Texas Online*. <http://www.tsha.utexas.edu/handbook/online/articles/view/KK/vek2.html> [accessed December 16, 2004].

- Minor, D.
2002 St. Louis, San Francisco, and Texas Railway. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/SS/eqs31.html> [accessed December 16, 2004].
- Olien, R. M.
2002 Oil and Gas Industry. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/OO/doogz.html> [accessed December 16, 2004].
- O'Neal, B.
1987 *The Texas League, 1888-1987: A Century of Baseball*. Eakin Press, Austin.
- Pate, J.
1994 *North of the River: A Brief History of North Fort Worth*. Texas Christian University Press, Fort Worth.

2002 Fort Worth Stockyards. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/FF/dif4.html> (accessed December 7, 2004).
- Pirtle, C.
1980 *Fort Worth: The Civilized West*. Continental Heritage Press. Tulsa, Oklahoma.
- Polk, R. L. and Company.
Fort Worth City Directory. R.L. Polk, Dallas, Texas.
1902-03, 1914, 1916, 1918, 1920, 1926, 1930, 1935, 1943
- Roark, C.
1991 Tarrant County Historic Resources Survey, Fort Worth Central Business District: Principle Finding and Resource characteristics. Historic Preservation Council for Tarrant County, Texas, Fort Worth.
- Sanders, L.
1986 *How Fort Worth Became the Texasmost City*. Amon Carter Museum, Fort Worth.
- Schmelzer, J.
2002 Fort Worth, Texas. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/FF/hdf1.html> (accessed December 7, 2004).
- Selcer, R. F.
1995 *The Fort That Became A City: an Illustrated Reconstruction of Fort Worth, Texas 1849-1853*. Texas University Press, Fort Worth
- Terrell, Captain J. C.
1999 *Reminiscences of the Early Days in Fort Worth*. Texas Christian University Press, Fort Worth.

Texas Historical Commission (THC)

- 2002 Paddock Viaduct. Electronic document in the Atlas Online of National Register Nomination. <http://atlas.thc.state.tx.us/scripts>, accessed December 2, 2004.

Texas Refinery Corporation

- n.d. Texas Refinery Corporation History. Electronic document, www.texasrefinery.com, accessed December 9, 2004.

Tharp, R. N.

- 2002 Trinity River Authority. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/TT/mwt2.html> [accessed November 22, 2004].

University of Texas, Arlington

- Clipping Files of the University of Texas, Arlington Library.
3-7-39 AR 406-7-78-65 Hobbs
10-21-51 AR 406-7-78-65 Hobbs
1953 AR 406-7-78-65 Hobbs
May 1945 AR 406-7-78-65 Crown Industry
n.d. AR 406-7-114-47

United States Army Corps of Engineers

- 1949 Definitive Project Report on Fort Worth Floodway, Clear and West Forks, Trinity River, Texas. U.S. Army Corps of Engineers, Galveston.
- 1963 Flood-Plain Information: West Fork of the Trinity River, Texas (Fort Worth to Dallas County Line). U.S. Army Corps of Engineers, Fort Worth.
- 1970 Operation and Maintenance Manual, West Fork-Clear Fork, Trinity River at Fort Worth, Texas. U.S. Army Corps of Engineers, Fort Worth.

United States Geological Survey

- 1915 Map of Tarrant County, Trinity River, Fort Worth Sheet. U.S. Geological Survey, Austin. Copies available from Library of Congress Geography and Map Division Washington, D.C.
- 1894 Fort Worth Sheet, Texas. U.S. Geological Survey, Department of the Interior. Copy available at Geo-marine, Inc., Plano.

Walden, J. J.

- 1939 Fort Worth in Pictures. Fort Worth Chamber of Commerce. Fort Worth, Texas.

War Assets Administration

- 1946 Clipping File. University of Texas, Arlington Library (AR 466-7-106-81).

Werner, G. C.

- 2002a Gulf, Colorado, and Santa Fe Railway. In the Handbook of Texas Online. <http://www.tsha.utexas.edu/handbook/online/articles/view/GG/eqg25.html> (accessed December 7, 2004).

2002b St. Louis Southwestern Railway. In the Handbook of Texas Online.
<http://www.tsha.utexas.edu/handbook/online/articles/view/SS/eqs27.html> [accessed
December 16, 2004].

Worcester, D.

1954 *The Chisholm Trail: High Road of the Cattle Kingdom*. University of Nebraska
Press, Lincoln.

Works Progress Administration

1936 Texas Writer's Project 1936-1941. Research Data, Fort Worth and Tarrant County.
Fort Worth Public Library, Texas. n. publ.

APPENDIX A
INVENTORY DATA FOR PRE-1966 BUILDINGS AND
STRUCTURES

Property Number	Street Address	Page Number
1	North Main at Second – Fort Worth Power and Light	A-1–A-4
2	North 4 th and Main	A-5
3	529–541 North Throckmorton	A-26 & A-27
4	501 North Houston	A-32
5	501 North Main	A-6
6	500 North Commerce	A-39 & A-40
7	207 North 4 th Street	A-37
8	505 North Houston	A-33
9	505 North Main	A-6
10	513 North Main	A-7
11	528 North Main	A-7
12	541 North Main	A-8
13	601 North Throckmorton	A-27 & A-28
14	609 North Houston	A-33 & A-34
15	625 North Commerce	A-40
16	648 North Main	A-8
17	641 North Commerce	A-41
18	648 North Commerce	A-41
19	200 North 6 th Street	A-38
20	701 North Main	A-9
21	700 North Main	A-9
22	701 North Commerce	A-42
23	705 North Main	A-10
24	704 North Main	A-10
25	709 North Main	A-11
26	713 North Main	A-12
27	715 North Main	A-12
28	708 North Main	A-11
29	707 North Commerce	A-42
30	717 North Main	A-13
31	205 North 7 th Street	A-39
32	719 North Main	A-13
33	735 North Main	A-15
34	721 North Main	A-14
35	734 North Main	A-14
36	801 North Throckmorton	A-28
37	801 North Houston	A-34 & A-35
38	804 North Throckmorton	A-29
39	801 North Main	A-15
40	818 North Main	A-16

Property Number	Street Address	Page Number
41	201 North 7 th Street	A-38
42	806 North Throckmorton	A-29 & A-30
43	819 North Houston	A-35
44	819 North Main	A-16 & A-17
45	820 North Main	A-17 & A-18
46	825 North Calhoun	A-46
47	901 North Throckmorton	A-31 & A-32
48	841 North Houston	A-36
49	827 North Main	A-18 & A-19
50	834-842 North Main	A-19
51	835 North Calhoun	A-46
52	909 North Main	A-22
53	900 North Main	A-20 & A-21
54	900 North Commerce	A-43 & A-44
55	904 North Main	A-21
56	917 North Main	A-22
57	919 North Main	A-22
58	935 North Main	A-23
59	920 North Main	A-23
60	1001 North Main	A-24
61	1000 North Commerce	A-45
62	1012 North Main	A-24
63	1024 North Main	A-25
64	1024 North Commerce	A-45
65	1107 North Calhoun	A-47
66	1122 North Calhoun	A-47
67	421 Greenleaf Street	A-54
68	415 Greenleaf Street	A-54
69	2001 Dakota Street	A-59
70	336 Greenleaf Street	A-53
71	308 Greenleaf Street	A-53
72	217 Greenleaf Street	A-52
73	200 Arthur Street	A-56 & A-57
74	205 Arthur Street	A-58
75	119 Arthur Street	A-56
76	115 Arthur Street	A-55
77	115 Viola	A-72
78	2005 White Settlement	A-52
79	1923 White Settlement	A-51
80	1901 White Settlement	A-50

Property Number	Street Address	Page Number
81	1809 White Settlement	A-50
82	1801 White Settlement	A-49
83	1709 White Settlement	A-49
84	1705 White Settlement	A-48
85	1701 White Settlement	A-48
86	600 North Henderson	A-60
87	701 North Henderson	A-61
88	703 North Henderson	A-62
89	612 North Henderson	A-60
90	917 Woodward	A-71
91	2000 White Settlement	A-51
92	117 Commercial	A-73
93	801 North Henderson	A-63
94	702 North Henderson	A-61
95	937 Woodward	A-72
96	900 Woodward	A-69–A-71
97	921 North Henderson	A-65–A-67
98	901 North Henderson	A-63 & A-64
99	800 North Henderson	A-62
100	930 North Henderson	A-68 & A-69
101	Henderson Street Bridge	A-73 & A-74
102	SL, SF, & Texas Railway Bridge	A-74
103	Paddock Viaduct	A-75
104	Flood Control System	A-76–A-78
105	The Bluff	

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1910
 Historic Use: Fort Worth Power and Light
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: TXU
 Description: Masonry multi-storied structures with arched windows.
 Property Number: 1-A



Fort Worth Power and Light Buildings

Built: 1910
 Historic Use: Fort Worth Power and Light
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: TXU
 Description: Masonry multi-storied structures with arched windows.
 Property Number: 1-A

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1910
 Historic Use: Fort Worth Power and Light
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: TXU
 Description: Masonry multi-storied structures with arched windows.
 Property Number: 1-A



Fort Worth Power and Light Buildings

Built: 1940
 Historic Use: Fort Worth Power and Light
 Sanborns:
 Theme: Industry
 NR: Eligible
 Current: TXU
 Description: Concrete retention pond.
 Property Number: 1-B

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1940
Historic Use: Fort Worth Power and Light
Sanborns:
Theme: Industry
NR: Eligible
Current: TXU
Description: Concrete intake station.
Property Number: 1-C



Fort Worth Power and Light Buildings

Built: 1965
Historic Use: NA
Sanborns:
Theme: Industry
NR: Ineligible
Current: TXU
Description: Wooden and metal cooling tower.
Property Number: 1-D

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built:
 Historic Use: Fort Worth Power and Light
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: TXU
 Description: Brick masonry; flat roof.
 Property Number: 1-E



Fort Worth Power and Light Buildings

Built:
 Historic Use: Fort Worth Power and Light
 Sanborns:
 Theme: Industry
 NR: Eligible
 Current: TXU
 Description: One story masonry with arched windows.
 Property Number: 1-F

Fort Worth Power and Light Buildings



North 4th Street & Main Street

Built: 1964
 Historic Use: TP&L
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: NA
 Description: One story brick with flat roof.
 Property Number: 2



North 4th Street & Main Street
 (Rear view from Houston Street)

Built: 1964
 Historic Use: TP&L
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: NA
 Description: One story brick with flat roof.
 Property Number: 2

501 and 505 North Main



501 North Main

Built: c. 1931
 Historic Use: Bottling Works
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Texas Beer Company
 Description: Brick masonry with decorative features, store front glass.
 Property Number: 5



505 North Main

Built: c. 1944
 Historic Use: Welding/Junk Yard
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Body Sensations
 Description: Masonry covered with stucco, shingle roof.
 Property Number: 9

513 and 528 North Main



513 North Main

Built: 1947
 Historic Use: NA
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: F.R. Harrison Paint & Body
 Description: Block masonry, brick roof ledge accent, metal roll up doors.
 Property Number: 10



528 North Main (Commerce Street View)

Built: c. 1920
 Historic Use: Owenwood Oil Corporation
 Sanborns: 1951 & 1968
 Theme: Commerce/Industry
 NR: Ineligible
 Current: Southwestern Petroleum
 Description: Two story brick with stucco; original brick chimney.
 Property Number: 11

541 and 648 North Main



541 North Main

Built: c. 1938
 Historic Use: Pullman Skate Land
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Burns Graphics
 Description: Brick masonry; painted.
 Property Number: 12



648 North Main

Built: 1930
 Historic Use:
 Sanborns:
 Theme:
 NR: Ineligible
 Current:
 Description: One story dressed masonry.
 Property Number: 16

700 and 701 North Main



700 North Main

Built: c. 1945
 Historic Use: Grocery Store
 Sanborns: 1951 & 1968
 Theme: Commerce
 NR: Ineligible
 Current: Locksmith
 Description: Brick masonry with stucco, metal car port attached.
 Property Number: 21



701 North Main

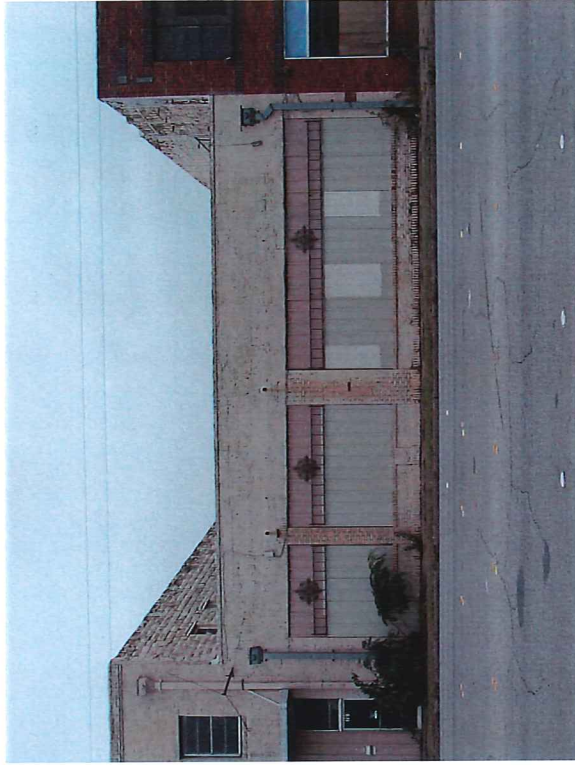
Built: 1940
 Historic Use: Bottling Works
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: The Amigo Group: commercial, groceries warehouse
 Description: Two story load bearing brick.
 Property Number: 20

704 and 705 North Main



704 North Main
(far right building)

Built: c. 1947
 Historic Use: Burlap Bag Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Washing Machine Parts Company
 Description: Brick masonry with covered loading dock in front.
 Property Number: 24



705 North Main

Built: 1926
 Historic Use: Bottling Works
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Commercial warehouse
 Description: One story brick.
 Property Number: 23

708 and 709 North Main



708 North Main

Built: c. 1925
Historic Use: Electric Motor Repair
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Ceco Sales Corporation
Description: Brick masonry with stone roof and window ledge.
Property Number: 28



709 North Main

Built: 1915
Historic Use: NA
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Commercial warehouse
Description: Two story two tone brick.
Property Number: 25

713 and 715 North Main



713 North Main

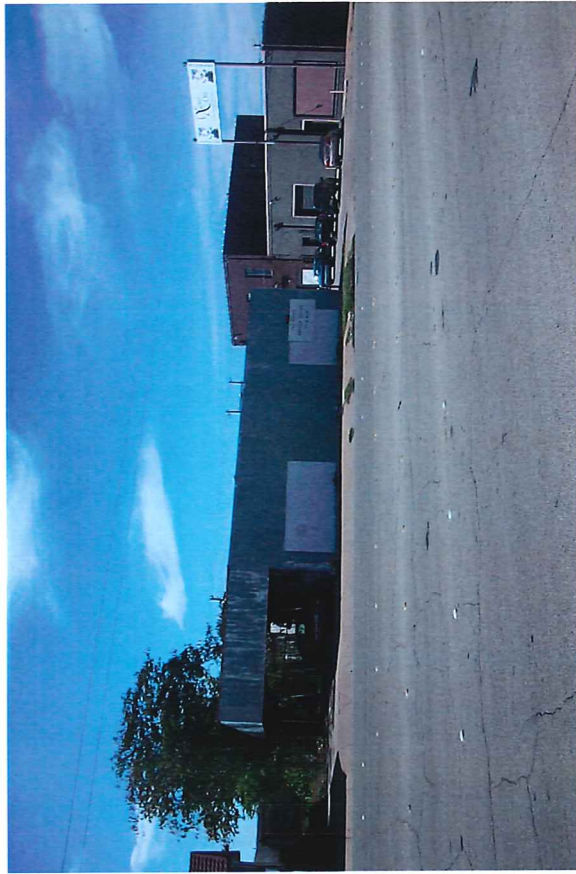
Built: 1915
 Historic Use: NA
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Justus Hardin & Associates Graphics & Photography
 Description: Two story masonry; painted.
 Property Number: 26



715 North Main

Built: 1960
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current:
 Description: One story brick with barrel tile roof; star graphic on front
 Property Number: 27

717 and 719 North Main



717 North Main

Built: 1940
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current:
 Description: One story metal corrugated siding shed roof
 Property Number: 30



719 North Main

Built: 1925
 Historic Use: Poultry/Eggs
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Xache's X-otic
 Description: One-story stucco/brick front; two story brick with steel windows behind; CMU masonry garage in back.
 Property Number: 32

721* and 734 North Main



721* North Main

Built: c. 1946
 Historic Use: Auto Body Works
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: The Hudgins Companies
 Description: Block masonry with sheet roof accent.
 Property Number: 34

* Building address shown as 722 North Main.



734 (748) North Main

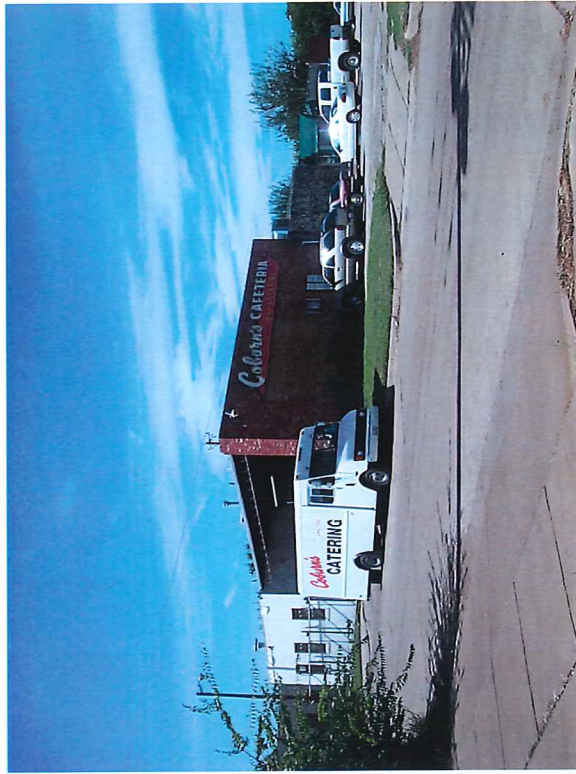
Built: 1920
 Historic Use: Auto
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Longoria Auto
 Description: Brick masonry building with shingle roof.
 Property Number: 35

735 and 801 North Main



735 North Main

Built: 1950
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current:
 Description: One story brick façade, cmu rear, steel windows.
 Property Number: 33



801 North Main

Built: 1930/1957
 Historic Use: (Rear-Bottling Company in 1930s)
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Coburn Cafeteria and Catering
 Description: One story brick and rubble masonry façade.
 Property Number: 39

818 and 819 North Main



818 North Main

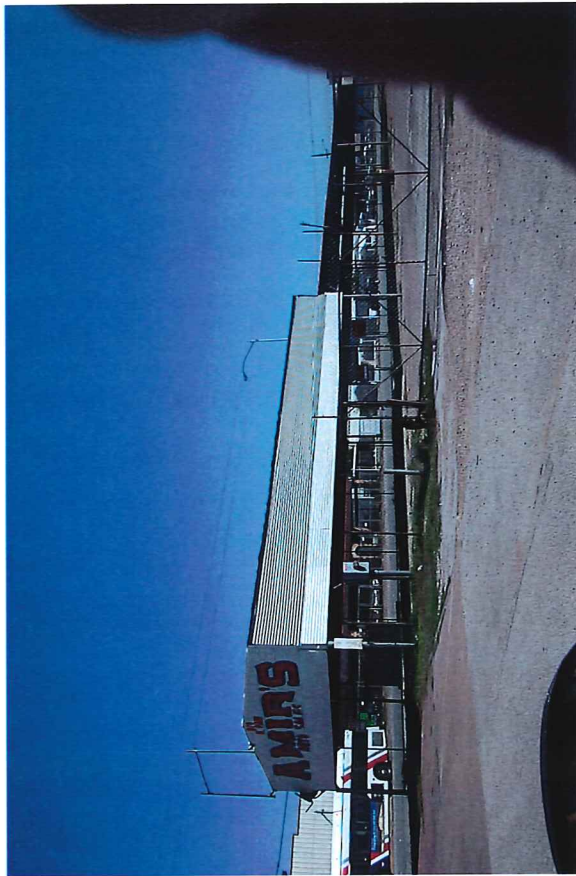
Built: c. 1921
 Historic Use: Bud Sellers Auto
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Bud Sellers Auto
 Description: Brick masonry with colored design patterns; sheet metal building in back with newer 2-bay addition.
 Property Number: 40



819 North Main

Built: 1955
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: Amir's Auto Sales
 Description: One story mid century modern with flat roof
 Property Number: 44

819 and 820 North Main



819 North Main

Built: 1955
 Historic Use: NA
 Sanborns: Theme: Industry
 NR: Ineligible
 Current: Amir's Auto Sales
 Description: One story metal shed
 Property Number: 44



820 North Main (Front)

Built: c. 1924
 Historic Use: Printing
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Brumley Printing
 Description: Brick masonry with sheet metal front cladding.
 Property Number: 45

820 and 827 North Main



820 North Main
(Rear facing Commerce Street)

Built: c. 1924
 Historic Use: Printing
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Brumley Printing
 Description: Brick masonry with sheet metal front cladding.
 Property Number: 45



827 North Main
(Front)

Built: 1935
 Historic Use: Gas Station
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Tejano Rocks
 Description: One story load bearing brick masonry.
 Property Number: 49

827 and 834-842 North Main



827 North Main
(Rear facing Houston Street)

Built: 1935
 Historic Use: Gas Station
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Tejano Rocks
 Description: One story load bearing brick masonry.
 Property Number: 49



834-842 North Main

Built: c. 1928
 Historic Use: Panther Oil & Grease Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Texas Refinery Corporation (owned by Pate; same as Panther Oil)
 Description: Masonry and stucco; tile roof accent; Spanish style.
 Property Number: 50

900 North Main



900 North Main

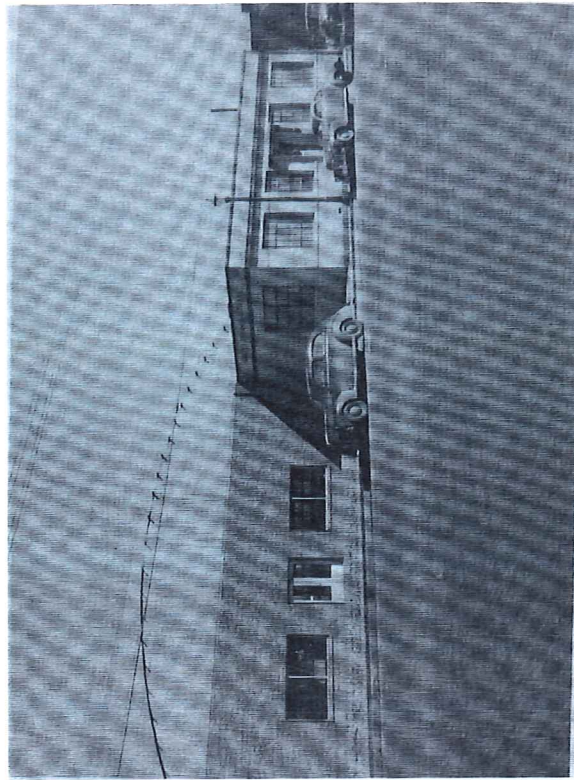
Built: c. 1946
Historic Use: Walter Dearman Truck
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: L'Aire International
Description: One story metal frame with bowstring truss roof.
CMU administration building attached to front.
Property Number: 53



900 North Main
Rear

Built: c. 1946
Historic Use: Walter Dearman Truck
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: L'Aire International
Description: One story metal frame with bowstring truss roof. CMU administration building attached to front.
Property Number: 53

900 and 904 North Main



900 North Main
Historical Photo

Built: c. 1946
Walter Dearman Truck Distributors
UTA Libraries, Special Collections
FWST, Jan. 30, 1946

(Property Number: 53)



904 North Main

Built: 1951
Historic Use: Standard Machinery Parts
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Vacant
Description: 1960s modern addition with cantilevered bays.
Property Number: 55

909, 917, and 919 North Main



909 North Main

Built: 1946
 Historic Use: NA
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Texas Refinery Corporation
 Description: One story flat roof masonry; glass block windows.
 Property Number: 52



917 & 919 North Main

Built: c. 1946 (front added to older building in rear, facing Houston Street)
 Historic Use: BH Beal
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Texas Refinery Corporation
 Description: One story masonry; steel windows.
 Property Number: 56, 57

920 and 935 North Main



920 North Main

Built: c. 1950
 Historic Use: Wholesale Beer
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: O'Neal Drilling Company
 Description: Two story international style/50s modern.
 Property Number: 59



935 North Main

Built: 1949
 Historic Use: NA
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Altan Dyess, hardware and electrical parts
 Description: One story brick with steel windows.
 Property Number: 58

1001 and 1012 North Main



1001 North Main

Built: c. 1960
 Historic Use: Gas Station
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Advantage Auto Sales
 Description: One story porcelain enamel metal panels.
 Property Number: 60



1012 North Main

Built: 1926
 Historic Use: KKK Hall & Ellis Pecan Company
 Sanborns: 1951 & 1968
 Theme: Social History/Commerce
 NR: Eligible
 Current: Texas Ballet
 Description: Brick auditorium; arched steel sash window.
 Property Number: 62

1024 North Main



1024 North Main

Built: 1950
Historic Use: Texas Refinery Company Office
Sanborns: 1951 & 1968
Theme: Commerce
NR: Ineligible
Current: Texas Pacific Realty Partners
Description: One story L shaped building; formal fluted
limestone entry at corner.
Property Number: 63

529-541 North Throckmorton



529-541 North Throckmorton

Built: 1940
 Historic Use: Office
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Office
 Description: One story masonry steel windows.
 Property Number: 3-A



529-541 North Throckmorton

Built: c. 1930
 Historic Use: Interstate By-Products
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Scrap metal yard
 Description: Two story corrugated metal building with multi-pane steel sash windows.
 Property Number: 3-B

529-541 and 601 North Throckmorton



529-541 North Throckmorton

Built: 1920
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: Scrap metal yard
 Description: Metal frame with corrugated siding.
 Property Number: 3-C



601 North Throckmorton

Built: 1940
 Historic Use: Hutchinson Pipe & Waste Material Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Hutchinson Pipe & Waste Material Company
 Description: Block masonry with shingled barrel vault roof.
 Property Number: 13

601 and 801 North Throckmorton



601 North Throckmorton

Built: 1940
 Historic Use: Hutchinson Pipe & Waste Material Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Commercial Metals Company, Hutchinson Division
 Description: Block masonry with sheet metal building on a concrete foundation
 Property Number: 13



801 North Throckmorton

Built: 1936
 Historic Use: Residence
 Sanborns: 1951 & 1968
 Theme: Residence
 NR: Unknown (Could not view)
 Current: Commercial
 Description: One story wood frame.
 Property Number: 36

804 and 806 North Throckmorton



804 North Throckmorton

Built: 1952
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: Maintenance garage for Coburns Catering
 Description: Block masonry; wood panel roll up door; styled sheet metal parapet cap.
 Property Number: 38



806 North Throckmorton

Built: 1927
 Historic Use: Southwestern Brass Works
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Southwestern Brass Works
 Description: Sheet metal manufacturing building; original materials.
 Property Number: 42-A

806 North Throckmorton



806 North Throckmorton (middle building)

Built: 1927
 Historic Use: Southwestern Brass Works Office
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Southwestern Brass Works
 Description: Single story wood frame.
 Property Number: 42-B



806 North Throckmorton (left building)

Built:
 Historic Use:
 Sanborns:
 Theme:
 NR: Ineligible
 Current: Southwestern Brass Works
 Description: Two story wood frame.
 Property Number: 42-C

901 North Throckmorton



901 North Throckmorton Street

Built: 1931
Historic Use: McKinley Iron Works
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: McKinley Iron Works
Description: Two story masonry.
Property Number: 47-A



901 North Throckmorton Street

Built: 1931
Historic Use: McKinley Iron Works
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: McKinley Iron Works
Description: Two story masonry.
Property Number: 47-B

901 North Throckmorton and 501 North Houston



901 North Throckmorton

Built: c. 1945
 Historic Use: McKinley Iron
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: McKinley Iron Works
 Description: One story masonry loading dock.
 Property Number: 47-C



501 North Houston

Built: 1942
 Historic Use: Crown Machine & Tool
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Manufacturing
 Description: Sheet metal building with steel framing.
 Property Number: 4

505 and 609 North Houston



505 North Houston

Built: 1955
 Historic Use: Worth Iron & Metal
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: NA
 Description: Brick masonry office; sheet metal building with stucco front face.
 Property Number: 8



609 North Houston

Built: 1950
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Main Street Powder Coating
 Description: Brick masonry; concrete construction with large plate glass; shingle roof accent.
 Property Number: 14

609 and 801 North Houston



609 North Houston

Built: 1950
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Main Street Powder Coating
 Description: Brick masonry; concrete construction with large plate glass; shingle roof accent.
 Property Number: 14



801 North Houston

Built: 1946
 Historic Use: Concrete Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Storage for Coburn Catering
 Description: Block masonry building.
 Property Number: 37-A

801 and 819 North Houston



801 North Houston

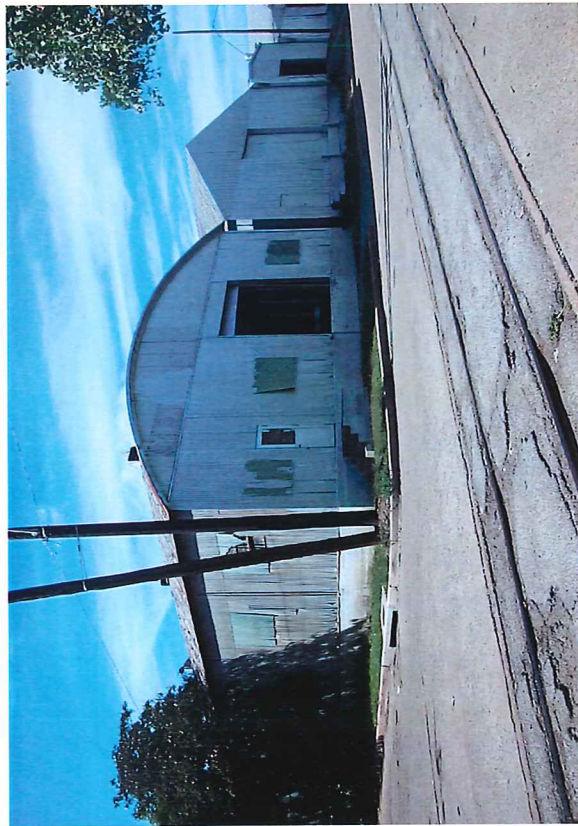
Built: 1946
 Historic Use: NA
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Maintenance garage for Coburn Catering
 Description: Sheet metal shed.
 Property Number: 37-B



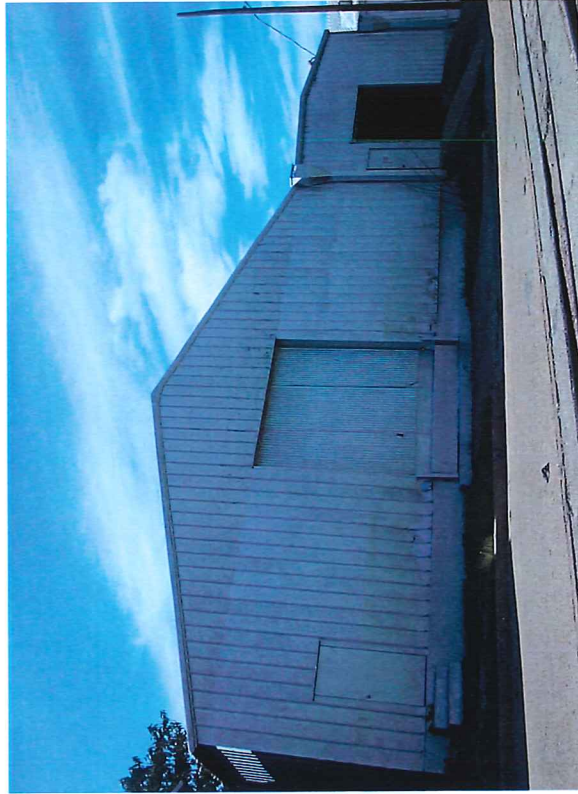
819 North Houston

Built: 1952
 Historic Use: McKinley Iron
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: McKinley Iron
 Description: Sheet metal building with multiple bays;
 original construction materials.
 Property Number: 43

841 North Houston



Built: 1935
Historic Use: McKinley Iron
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: McKinley Iron
Description: One story metal frame corrugated siding bowstring
roof truss.
Property Number: 48-A



841 North Houston

Built: 1960
Historic Use: McKinley Iron
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: McKinley Iron
Description: One story metal frame gable roof.
Property Number: 48-B

207 North 4th Street



207 North 4th Street

Built: c. 1940
Historic Use: NA
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: One story wood frame shed with wood siding.
Description: One story wood frame shed with wood siding.
Property Number: 7-A



207 North 4th Street

Built: c. 1940
Historic Use: NA
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Beauchamp Excavating
Description: One story metal corrugated building.
Property Number: 7-B

200 North 6th Street and 201 North 7th Street



200 North 6th Street

Built: 1951
Historic Use: NA
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Commanche Trailers
Description: Sheet metal building with original windows.
Property Number: 19



201 North 7th Street

Built: 1948
Historic Use: Elec. Supplies
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current: Daico Supply Company
Description: One story brick Moderne; steel sash windows; limestone banding.
Property Number: 41

205 North 7th Street and 500 North Commerce



Built: 1949
Historic Use: National Educators Life Warehouse
Sanborns: 1951 & 1968
Theme: Industry
NR: Eligible
Current: Tandy Warehouse
Description: Two story brick Moderne; steel sash windows; limestone banding.
Property Number: 31



500 North Commerce

Built: c. 1929
Historic Use: Texas Rail Joint Company
Sanborns: 1951 & 1968
Theme: Industry
NR: Ineligible
Current Use: Warehouse
Description: One story CMU flat roof; burned out interior.
Property Number: 6-A

500 and 625 North Commerce



500 North Commerce

Built: c. 1938
 Historic Use: Texas Rail Joint Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current Use: NA
 Description: One story metal shed.
 Property Number: 6-B



625 North Commerce

Built: 1928
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Warehouse
 Description: One story metal frame corrugated siding.
 Property Number: 15

641 and 648 North Commerce



641 North Commerce

Built: 1950
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: Auto repair
 Description: One story metal shed with corrugated siding.
 Property Number: 17



648 North Commerce

Built: 1930
 Historic Use: Carruthers Stone
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Carruthers Stone
 Description: One story metal corrugated siding.
 Property Number: 18

701 and 707 North Commerce



701 North Commerce

Built: 1965
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Auto parts
 Description: Windowless one story stucco over CMU.
 Property Number: 22



707 North Commerce

Built: 1938
 Historic Use: Central Electric Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: Ceco Sales
 Description: One story brick building with corrugated roof.
 Property Number: 29

900 North Commerce



900 North Commerce

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: TCWD
 Description: One story painted brick with rock front facade and corrugated roof.
 Property Number: 54-A



900 North Commerce (side)

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: TCWD
 Description: One story painted brick with rock front facade and corrugated roof.
 Property Number: 54-A

900 North Commerce



900 North Commerce
(rear)

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: TCWD
 Description: One story painted brick with rock front façade and corrugated roof.
 Property Number: 54-A



900 North Commerce

Built: 1940
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: TCWD
 Description: One story wood frame garage with corrugated siding.
 Property Number: 54-B

1000 and 1024 North Commerce



1000 North Commerce

Built: 1960
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: Star R. Foam
 Description: One story CMU building with stucco
 Property Number: 61



1024 North Commerce

Built: 1920
 Historic Use: Western Paint & Roofing
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Star R. Foam
 Description: One story load bearing brick; clearstory lighting.
 Property Number: 64

825 and 835 North Calhoun



825 North Calhoun

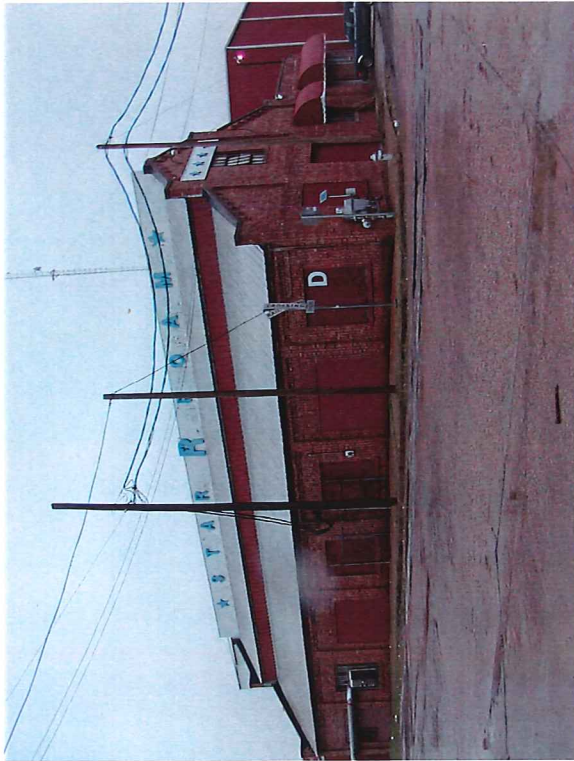
Built: 1947
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Eligible
 Current: NA
 Description: Dual one story metal buildings with bow truss roof.
 Property Number: 46



835 North Calhoun

Built: 1956
 Historic Use: Dry Cleaning Equipment
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Ineligible
 Current: NA
 Description: One story painted CMU with loading dock.
 Property Number: 51

1107 and 1122 North Calhoun



1107 North Calhoun

Built: 1939
 Historic Use: Machine Shop
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: Star R. Foam
 Description: One story load bearing brick; clearstory lighting.
 Property Number: 65



1122 North Calhoun

Built: 1933
 Historic Use: Residential
 Sanborns: 1951 & 1968
 Theme: Residential
 NR: Ineligible
 Current: Residential
 Description: One story wood frame residence.
 Property Number: 66

1701 and 1705 White Settlement Road



1701 White Settlement Road

Built: 1951
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: L & L Electronics
 Description: Single story concrete block building.
 Property Number: 85



1705 White Settlement Road

Built: 1951
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: J & G Companies
 Description: Single story concrete block building.
 Property Number: 84

1709 and 1801 White Settlement Road



1709 White Settlement Road

Built: 1959
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Team USA Collision
 Description: Shop side has stucco finish; the store side is brick masonry with concrete window sills and coping.
 Property Number: 83



1801 White Settlement Road

Built: 1947
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Silver Star Automotive
 Description: CMU block building stucco to eave line with pilasters, sheet metal roof.
 Property Number: 82

1809 and 1901 White Settlement Road



1809 White Settlement Road

Built: 1949
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Auto Plaza Auto Repair
 Description: Stone front with Moderne rounded edge, and plastered block side.
 Property Number: 81



1901 White Settlement Road

Built: 1946
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: American Auto Motive
 Description: CMU block building with sheet metal roof. Wood panel above boarded up store front.
 Property Number: 80

1923 and 2000 White Settlement Road



1923 White Settlement Road

Built: 1960
 Historic Use: Grainger Elec.
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Photography Studio
 Description: Masonry brick with wooden roll up doors.
 Property Number: 79



2000 White Settlement Road

Built: 1950
 Historic Use:
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current:
 Description: One story masonry brick with corrugated tin roof.
 Property Number: 91

2005 White Settlement Road and 217 Greenleaf Street



2005 White Settlement Road

Built: 1955
 Historic Use: NA.
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current:
 Description: Two story CMU building with masonry brick front; clerestory windows in front.
 Property Number: 78



217 Greenleaf Street

Built: 1967
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Hertel Auto Sales
 Description: CMU building with metal carport. Newer windows and glass door.
 Property Number: 72

308 and 336 Greenleaf Street



308 Greenleaf Street

Built: 1923
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Monument Company. Building is not shown on 1950 aerial
 Description: Stucco building with wood frame; modular office attached to front.
 Property Number: 71



336 Greenleaf Street

Built: 1925
 Historic Use: Residence
 Sanborns: 1968
 Theme: Residential
 NR: Eligible
 Current: Residential
 Description: Single family residence; wood frame with corrugated metal roof; possible addition to side of house.
 Property Number: 70

415 and 421 Greenleaf Street



415 Greenleaf Street

Built: 1961
 Historic Use: Office
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Office
 Description: Single story masonry brick building; sheet metal coping and attached carport.
 Property Number: 68



421 Greenleaf Street

Built: 1961
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Millican Press, Inc.
 Description: Single story CMU building with brick masonry front; symmetrical entrances and loading docks.
 Property Number: 67

115 Arthur Street



Built: 1960
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Accurate Engine Service
 Description: CMU building with stucco finish and sheet metal roof. New windows; original door opening covered.
 Property Number: 76-A



115 Arthur Street

Built: 1960
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Part of Accurate Engine Service
 Description: Stucco finish with sheet metal roof.
 Property Number: 76-B

119 and 200 Arthur Street



119 Arthur Street

Built: 1960
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Diamond Auto Repair
 Description: Single story CMU building with sheet metal roof and masonry brick front.
 Property Number: 75



200 Arthur Street

Built: 1955
 Historic Use: Residential
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Vreeland Construction
 Description: Wood frame single story building; wood siding with masonry brick front and metal roof.
 Property Number: 73-A

200 Arthur Street



200 Arthur Street

Built: 1955
Historic Use: Residential
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Vreeland Construction
Description: Wood frame single story building; wood siding with masonry brick front and metal roof.
Property Number: 73-B



200 Arthur Street

Built: 1955
Historic Use: Residential
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Vreeland Construction
Description: Wood frame single story building; wood siding with masonry brick front and metal roof.
Property Number: 73-B

205 Arthur Street



Built: 1960
Historic Use: NA
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Welding Specialties, Inc.
Description: Steel frame buildings in a U shape. Sheet metal
with masonry brick fronts.
Property Number: 74



205 Arthur Street

Built: 1960
Historic Use: NA
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Welding Specialties, Inc.
Description: Wood frame construction with wood siding
and masonry brick front.
Property Number: 74

2001 Dakota Street



2001 Dakota Street

Built: 1960
Historic Use: NA
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Shriner Warehouse
Description: Single story CMU building.
Property Number: 69

600 and 612 North Henderson Street



Built: 1963
 Historic Use: Motel
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Halfway House
 Description: Two story rubble masonry roadside motel with original signage partially intact. 50s modern.
 Property Number: 86



612 North Henderson Street

Built: 1936/1963
 Historic Use: Mexican Inn
 Sanborns: 1951 & 1968
 Theme: Commercial
 NR: Ineligible
 Current: Mexican Inn Cafe
 Description: One story wood frame and stucco.
 Property Number: 89

701 and 702 North Henderson Street



701 North Henderson Street

Built: 1946
 Historic Use: Triple A Package Store
 Sanborns: 1968
 Theme: Commercial
 NR: Eligible
 Current: Liquor Store. Ref to #88 on page 151 Tarrant County
 Historic Resources Survey
 Description: One story masonry Streamline Moderne.
 Property Number: 87



702 North Henderson Street

Built: 1946
 Historic Use: Barbecue Stand
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Red's Barbecue
 Description: One story wood frame structure.
 Property Number: 94

703 and 800 North Henderson Street



703 North Henderson Street

Built: 1947
 Historic Use: Commercial
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Italian Restaurant
 Description: One story masonry with stucco.
 Property Number: 88



800 North Henderson Street

Built: 1950
 Historic Use: Commercial
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Currently Allied Fence
 Description: One story masonry.
 Property Number: 99

801 and 901 North Henderson Street



801 North Henderson Street

Built: 1960
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Mirage Motors
 Description: One story masonry.
 Property Number: 93



901 North Henderson Street

Built: 1965
 Historic Use: Motel
 Sanborns: 1968
 Theme: Commercial
 NR: Ineligible
 Current: Sims Motel
 Description: One story wood frame roadside motel.
 Property Number: 98

901 North Henderson Street



Built: 1965
Historic Use: Motel
Sanborns: 1968
Theme: Commercial
NR: Ineligible
Current: Sims Motel
Description: One story wood frame roadside motel.
Property Number: 98



901 North Henderson Street

Built: 1965
Historic Use: Motel
Sanborns: 1968
Theme: Commercial
NR: Ineligible
Current: Sims Motel
Description: One story wood frame roadside motel.
Property Number: 98

921 North Henderson Street



921 North Henderson Street

Built: 1950
Historic Use: NA
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: GAS International
Description: One story concrete frame, some with original steel windows and one story masonry and corrugated steel shed.
Property Number: 97-A



921 North Henderson Street

Built:
Historic Use: NA
Sanborns:
Theme: Industry
NR: Ineligible
Current: Warehouse
Description: One story masonry.
Property Number: 97-B

921 North Henderson



921 North Henderson Street

Built: 1950
Historic Use: NA
Sanborns: 1968
Theme: Industry
NR: Ineligible
Current: Accessory building for 921 complex
Description: One story masonry guard shack with flat roof.
Property Number: 97-C



921 North Henderson Street

Built: 1950
Historic Use: NA
Sanborns:
Theme: Industry
NR: Ineligible
Current: GAS International
Description: One story masonry saw-tooth monitors; original steel windows.
Property Number: 97-D

921 North Henderson Street



921 North Henderson Street

Built: 1965
Historic Use: NA
Sanborns:
Theme: Industry
NR: Ineligible
Current: GAS International
Description: Metal structure with masonry facade.
Property Number: 97-E



921 North Henderson Street

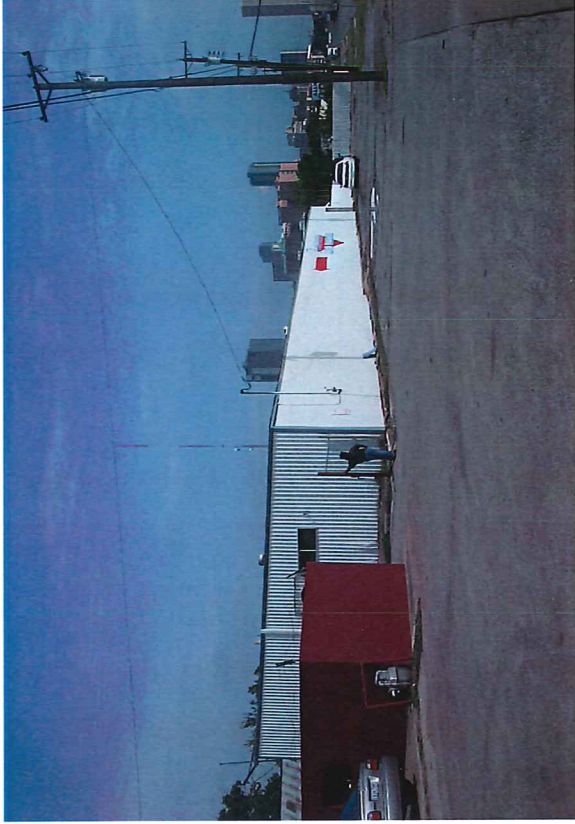
Built: 1965
Historic Use: NA
Sanborns:
Theme: Industry
NR: Ineligible
Current: GAS International
Description: One story masonry and corrugated steel shed.
Property Number: 97-F

930 North Henderson



930 North Henderson Street

Built: 1950
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: American Auto Salvage
 Description: One story metal building with new brick front.
 Property Number: 100-A



930 North Henderson Street

Built: 1955
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: American Auto Salvage
 Description: One story metal shed.
 Property Number: 100-B

930 North Henderson and 900 Woodward



930 North Henderson Street

Built: 1955
 Historic Use: NA
 Sanborns:
 Theme: Industry
 NR: Ineligible
 Current: American Auto Salvage
 Description: One story metal shed.
 Property Number: 100-C



900 Woodward

Built: 1940
 Historic Use: Water Department
 Sanborns: 1951 & 1968
 Theme: Industry
 NR: Eligible
 Current: NA
 Description: Two story masonry smokestack and boiler house.
 Property Number: 96-A

900 Woodward



900 Woodward

Built: 1965
 Historic Use: FCC Communications Tower and shed
 Sanborns: 1968
 Theme: Industry/Other
 NR: Ineligible
 Current: FCC Communications Tower and shed
 Description: Tower and shed.
 Property Number: 96-B



900 Woodward

Built: 1965
 Historic Use: NA
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Satellite Paint Bank
 Description: One story masonry with flat roof.
 Property Number: 96-C

900 and 917 Woodward



900 Woodward

Built: 1955
 Historic Use: Animal Shelter?
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: Satellite Paint Bank
 Description: One story masonry with brick wainscot.
 Property Number: 96-D



917 Woodward

Built: c. 1940/1963
 Historic Use: Residence
 Sanborns: 1951 & 1968
 Theme: Commercial
 NR: Ineligible
 Current: Carpet store
 Description: Two story wood structure with multiple additions;
 loss of integrity.
 Property Number: 90

937 Woodward and 115 Viola



937 Woodward

Built: 1950
 Historic Use: Industrial/Commercial
 Sanborns: 1968
 Theme: Industrial/Commercial
 NR: Ineligible
 Current: J&J Roadhouse
 Description: Corrugated metal building.
 Property Number: 95



115 Viola

Built: 1960
 Historic Use: NA
 Sanborns:
 Theme: Industrial
 NR: Ineligible
 Current: Singletons Paint and Body
 Description: Sheet metal building with two bays.
 Property Number: 77

117 Commercial Street and Henderson Street Bridge



117 Commercial Street

Built: 1950
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry
 NR: Ineligible
 Current: The Tire Shop
 Description: One story masonry with flat roof.
 Property Number: 92



Henderson Street Bridge

Built: 1930
 Historic Use: Bridge
 Sanborns: 1951 & 1968
 Theme: Engineering
 NR: Eligible
 Current: Bridge
 Description: Open spandrel concrete arch built in 1930. Spanning the Clear Fork of the Trinity River with a 124' long arch and 14 curved concrete girder approaches, the Henderson Street Bridge is a distinctive landmark in Fort Worth. The city erected this bridge in 1930, while developing the Jacksboro Highway to Lake Worth. To create a bridge fitting of the prospering city, engineers Ira G. Hedrick and C. M. Thelin, utilized a graceful open-spandrel arch form. A facet of the bridge is the curved concrete wall located between the arch rings; it was designed to act as a conduit for utility lines running across the river.
 Property Number: 101

Henderson Street Bridge and SL, SF & Texas Railway Bridge



Henderson Street Bridge

Built: 1930
 Historic Use: Bridge
 Sanborns: 1951 & 1968
 Theme: Engineering
 NR: Eligible
 Current: Bridge
 Description: The city erected this bridge in 1930, while developing the Jacksonville Highway to Lake Worth.
 Property Number: 101



SL, SF & Texas Railway Bridge

Built: 1902
 Historic Use: Bridge
 Sanborns:
 Theme: Engineering
 NR: Eligible
 Current: Bridge
 Description: Iron through-truss span with concrete piers.
 Property Number: 102

Paddock Viaduct



Paddock Viaduct

Built: 1902
Historic Use: Bridge
Sanborns: 1951 & 1968
Theme: Transportation/Engineering
NR: NRHP-listed
Current: Bridge
Description: Reinforced concrete arches with a system of hinged, ribbed arches having ball and socket, cast steel hinges to eliminate need for falsework in the Trinity River bed.
Property Number: 103

Flood Control System

Flood Control System

Built: 1910–1957
Historic Use: Flood control
Sanborns: 1951 & 1968
Theme: Flood control development/Engineering
NR: Eligible
Current: Flood control
Description: Levees, sumps, sluices, Nutt Dam, USGS Water Gauge
Property Number: 104

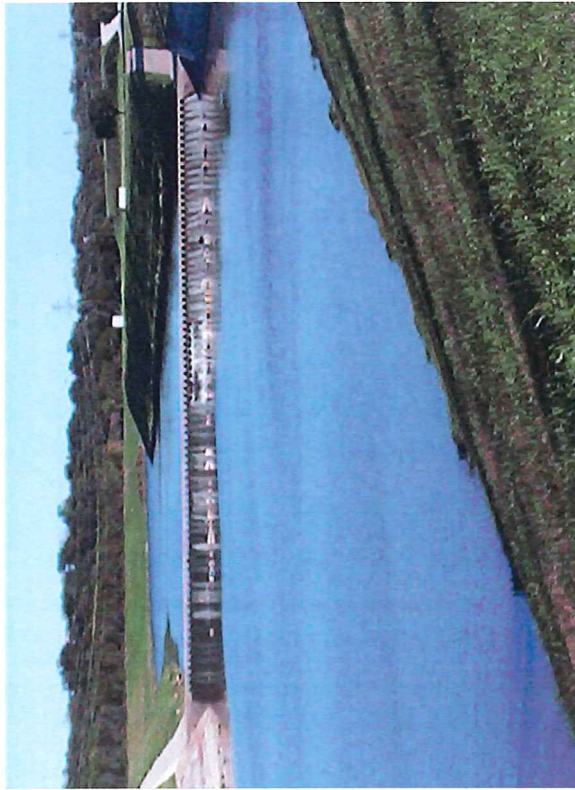


Wall at Fort Worth Power and Light/TXU Plant



Nutt Dam

Flood Control System



Rock's Dam



Sump structure at Rick's Dam