

Figure 3-11. Stereographic photo looking toward the livestock exchange, ca. 1928. The building is extant and contributes to the local and NR-listed Fort Worth Stockyards Historic District. Source: Keystone View Company, Livestock exchange Building, Fort Worth, Texas [Photograph] (Meadville, Pa.: Keystone View Company, ca. 1928), from the LOC, <https://www.loc.gov/item/93517290/>.



Figure 3-12. Photo of the coliseum, 1908. The Coliseum is extant and contributes to the local and NR-listed Fort Worth Stockyards Historic District. Source: The North Side Coliseum located in the Fort Worth Stockyards [Photograph], 1908, from the Jack White Photograph Collection, University of Texas at Arlington Libraries, UTA Libraries Digital Gallery, <https://library.uta.edu/digitalgallery-beta/img/10004783>.



When the Coliseum was completed in 1908, it became the home of the Texas Fat Stock Show, shortly thereafter renamed the Southwestern Exposition and Livestock Show. The first Texas Fat Stock Show had been held at the close of the previous century in 1896, when early stockmen showed their cattle along Marine Creek in North Fort Worth. The event grew quickly, as local cattle ranchers used the opportunity to bolster the city’s thriving cattle industry. By the time Samuel Burk Burnett stepped down as the president of the stock show, it was a greatly expanded event attended by ranchers from adjacent states, and featured livestock including sheep, horses, and hogs, in addition to cattle.

Fort Worth’s livestock exchange was the largest in the southwest from approximately 1900 through 1945. Some peaks and valleys characterized the business – such as the boom in the cattle market around 1920 and again in the 1930s, the decline in the hog market around 1930, the bust in the horse and mule market around 1935, and the peak in the sheep market around 1937.⁷ Despite these market fluctuations, the thriving livestock business served as a catalyst that encouraged expanded transportation networks and other industries to invest in Fort Worth.

ENHANCED TRANSPORTATION CONNECTIONS

Improved Rail Networks

At the start of the twentieth century, Fort Worth boasted a robust network of railroad connections (table 3-4). As described above, these connections played a major role in attracting the livestock exchange and the meatpacking industries, which in turn spurred further development of the rail


network for both shipping and transit. Maps of Fort Worth’s rail connections from 1907, 1913, and 1917 show newly developed rail lines including the International–Great Northern Railroad (I–GN) and the Texas Traction Company Interurban Rail commuter line to Dallas (figs. 3-13, 3-14, and 3-15). These maps also show older railroad companies’ massive investment in expansion and new infrastructure. For example, in 1900, the Texas and Pacific Railroad used a “Neo-Romanesque Richardsonian-type design” for its terminal in Fort Worth (fig. 3-16). Around the same time, the railroad also invested a reported \$13 million in upgrading its facilities, including warehouses and rail yards.⁸ The growth of Fort Worth’s rail operations proved so rapidly that, by 1931, Texas and Pacific replaced its 1900 terminal with a massive new Railroad Passenger Station and Office Building downtown, designed in an exuberant Art Deco style (fig. 3-17).⁹

Table 3-4. Rail line establishment in Fort Worth.¹⁰

Rail line	Date of establishment in Fort Worth
Texas and Pacific (T&P)	1876
Gulf Coast and Santa Fe (later Atchison, Topeka and Santa Fe)	1881
Missouri Kansas and Texas (“Katy”)	1881
Fort Worth and Denver City (later Gulf, Colorado and Santa Fe; Colorado and Southern; Burlington Northern Santa Fe; Union Pacific)	1882
Santa Fe, Fort Worth, and New Orleans	1886
Fort Worth and Rio Grande	1887
St. Louis, Arkansas & Texas (SLA&T)	1888
Chicago, Rock Island & Texas/Gulf (CRI&T/G)	1894
Fort Worth Belt Railway	1895
Fort Worth and Brownwood	ca. 1900
Fort Worth, Corsicana, and Beaumont	ca. 1900
St. Louis Southwestern (“Cotton Belt”)	1900 (ca.)
Texas Traction Company Interurban Rail	1902
International & Great Northern (I&GN)	1903

See the next page for a sample statement of significance for resources associated with the theme: Enhanced Transportation Connections, subtheme: Improved Rail Networks.

HISTORIC CONTEXT OF FORT WORTH

Statement of Significance*	
Theme:	Early-to-Mid-Twentieth-Century Enhanced Transportation Connections
Subthemes:	Improved Rail Networks, Roadway and Highway Development
Summary Statement of Significance:	Resources significant within this theme reflect the early growth of the city's rail network and operations, and the beginning and subsequent growth of the highway network. This enhanced transportation network benefitted the city's economy and industries and also contributed to new businesses and construction. Resources are mostly likely eligible under Community Planning and Development, Commerce, and Transportation, but they must retain sufficient integrity to convey significance and association with this theme.
Period of Significance:	Roughly between 1900 and 1942.
Period of Significance Justification:	Includes the twentieth-century pre-war period of expanded rail construction and the pre-war period of highway construction and development in Texas beginning with the organization of Good Roads clubs and the subsequent road paving, construction, and highway designations.
Geographic Location:	Citywide along rail corridors and commercial road corridors.
Area(s) of Significance:	Community Planning and Development, Education, Government, Entertainment/Recreation, Engineering, Architecture
Criteria:	National Register: A, C Local: 1, 2, 3, 5
Associated Property Types:	Resources include train depots, railroad tracks, railroad bridges, highways, automobile bridges, gas stations, roadside motels and tourist courts, and restaurants. Stretches of roadway with extant resources may be considered as historic districts.
Example:	Texas and Pacific Terminal Complex, 221 West Lancaster Street
<p>The Texas and Pacific Terminal Complex reflects the early-twentieth-century rail expansion in Fort Worth. As the city's population and industries grew, the nineteenth century rail infrastructure proved impractical. As a result, the multiple rail companies in Fort Worth engaged in a period of investment in expansion and new infrastructure. The new Texas and Pacific Terminal Complex opened in 1931, just three decades after the company built its first terminal in the city. Architect Wyatt C. Hedrick of Fort Worth designed the massive Art Deco complex. This building is a designated local landmark and is listed in the National Register under Criteria A and C in the areas of Art, Transportation, and Architecture.</p>	
	<p><i>The Texas and Pacific Terminal on West Lancaster Street. Source: Kenneth W. Schaar and Eric Schweizer, "Texas and Pacific Terminal Complex and Freight Buildings," National Register of Historic Places Nomination Form (Washington, D.C.: National Park Service, 1978), 11, from the THC, https://atlas.thc.state.tx.us/NR/pdfs/78002983/78002983.pdf.</i></p>
<p>*This sample provides a framework for the identification of resources associated with significant themes in Fort Worth's history. Resources significant under one theme/subtheme may also be significant under one, or several other themes. Period of Significance dates are also just a guide, and resources may have periods of significance that start earlier or end later. Each resource needs to be evaluated individually for historical significance.</p>	

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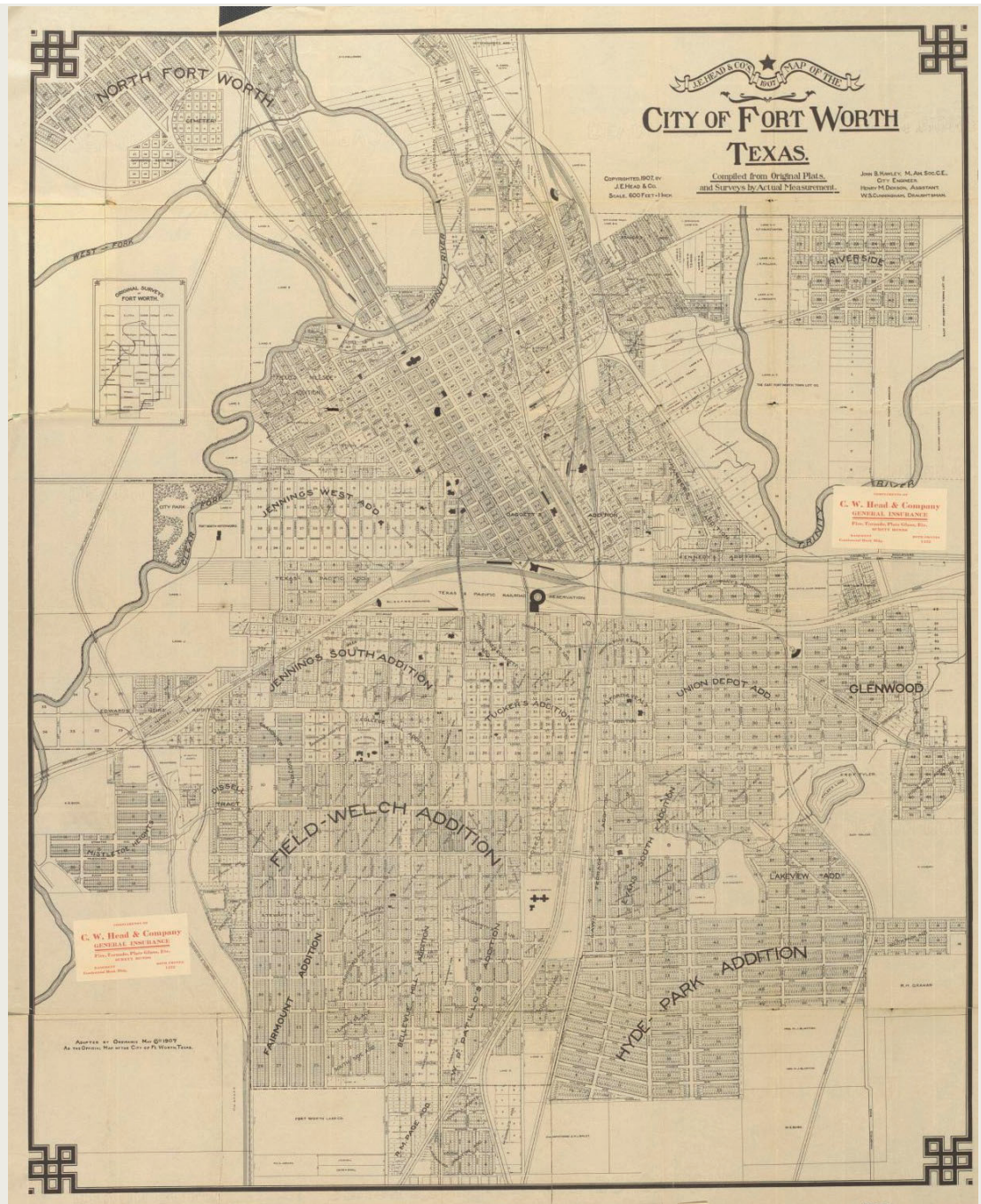


Figure 3-13. Map showing rail lines in Fort Worth, 1907. Also note the large areas of undeveloped right-of-way land surrounding the rail lines. Source: J.E. Head & Co., J.E. Head & Co.'s 1907 map of the city of Fort Worth, Texas: compiled from original plats, and surveys by actual measurement [map] (Fort Worth: n.p., 1907), from the Portal to Texas History, <https://texashistory.unt.edu/ark:/67531/metatoph220413/m1/1/?q=map%20fort%20worth>.

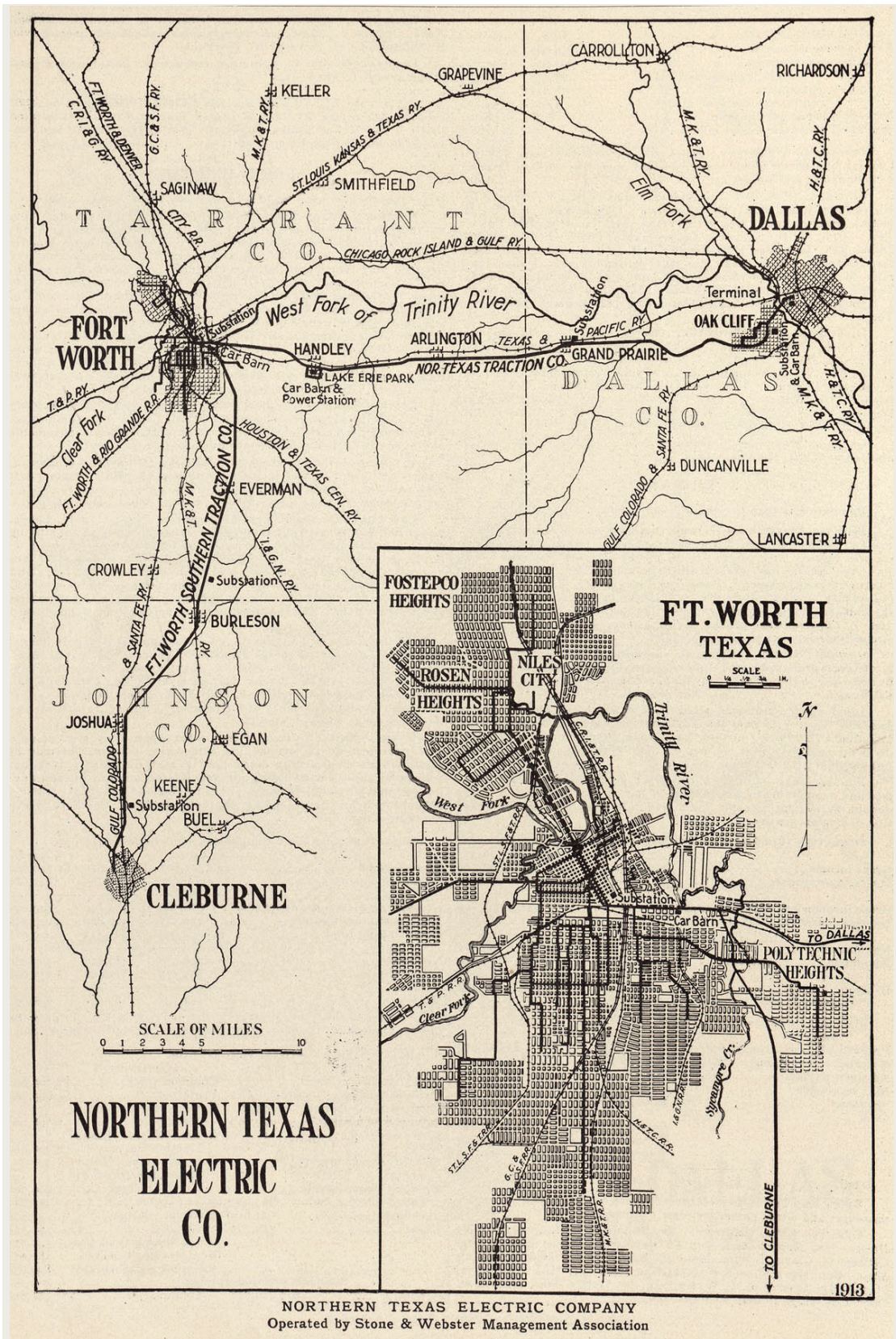


Figure 3-14. Map showing the route of the Electric Interurban Rail between Fort Worth and Dallas, 1913. Source: Northern Texas Electric Co. [map] (n.p., 1913), from the University of Texas Libraries, https://legacy.lib.utexas.edu/maps/historical/txu-ock-6445490-electric_railway-fort_worth-1913.jpg.

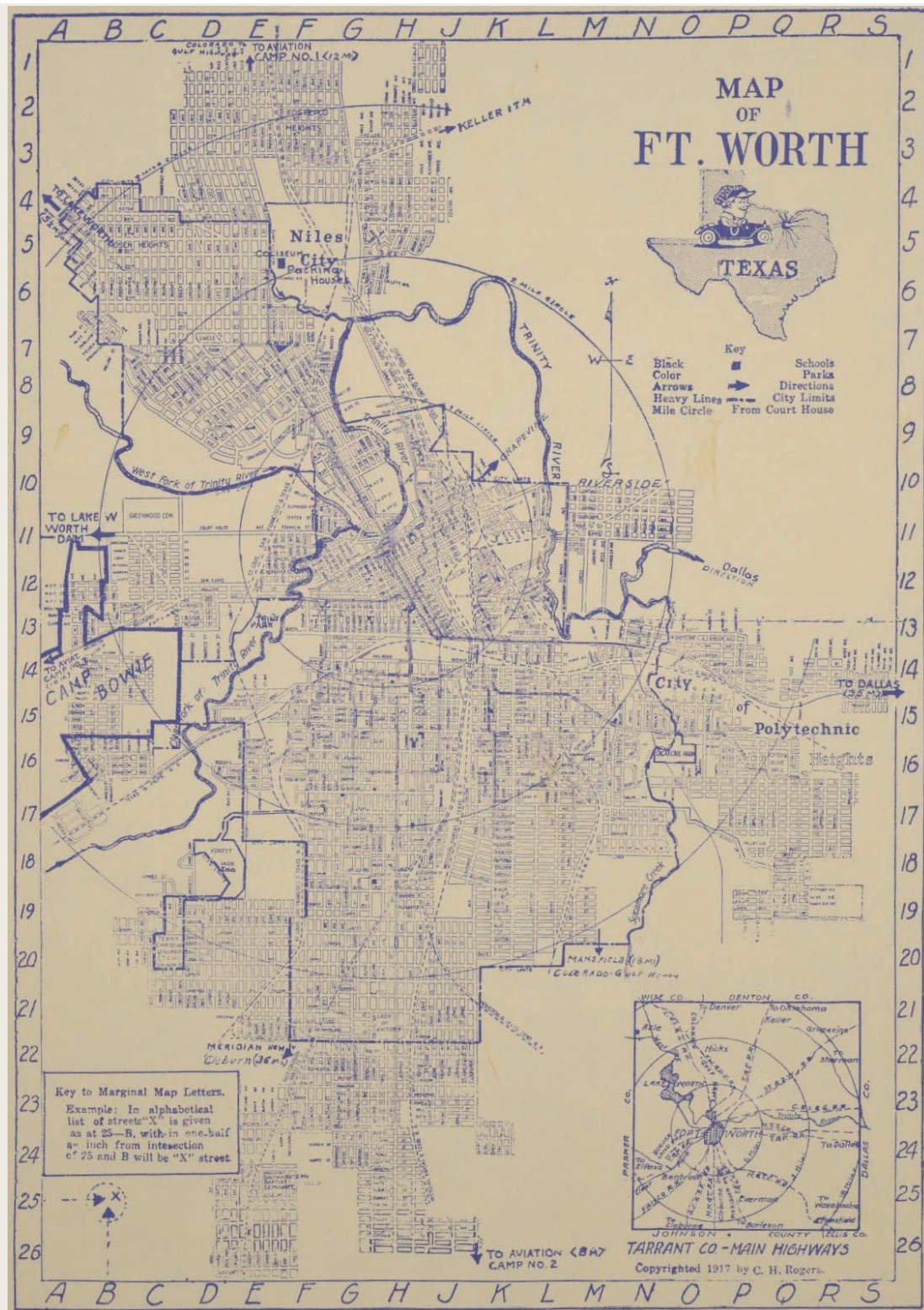


Figure 3-15. Map showing rail lines in Fort Worth, 1917. Source: C. H. Rogers, Map of Ft. Worth Texas [map] (n.p., 1917), from the Portal to Texas History, <https://texashistory.unt.edu/ark:/67531/metaph187673/m1/1/?q=map%20of%20fort%20worth>.



Figure 3-16. Photograph of the Texas and Pacific Terminal in Fort Worth, constructed in 1900, demolished in 1931. Source: Frank L. Utley, *Texas and Pacific Railroad Depot* [photograph] (n.p., ca. 1900–1920), from the *Portal to Texas History*, <https://texashistory.unt.edu/ark:/67531/metaph14979/m1/1/?q=texas%20pacific%20fort%20worth>.

Figure 3-17. Texas and Pacific Terminal marks the pinnacle of Fort Worth’s railroad era. The extant building is a local landmark and is listed in the National Register. Photo from 1940s. Source: W. D. Smith Commercial Photography, Inc. Collection, University of Texas at Arlington Libraries, UTA Libraries Digital Gallery, accessed September 13, 2021, <https://library.uta.edu/digitalgallery/img/20090224>.



Roadway and Highway Development

Although automobiles arrived in Texas in the early twentieth century, poor road conditions initially slowed their integration. In 1903, the Texas state legislature authorized use of county funding for road improvement, and counties began the daunting task of straightening and paving their road networks.¹¹ Tarrant County played a lead role in Texas, allocating \$1.6 million toward roadway paving in 1912, followed by sizeable road bonds from 1913 to 1914.¹² Private citizens’ organizations also helped advocate for road improvement. Informal coalitions of Good Roads clubs and Women’s Clubs worked together with county governments to establish early roadways, like the Bankhead and Meridian

Highways. These highways provided the first opportunities for transcontinental auto travel, though they were patched-together stretches of county and local roads with no formal governmental oversight. Both the Bankhead Highway and the Meridian Highway traveled through Fort Worth (fig. 3-18). The Bankhead Highway largely followed the alignment of the Texas and Pacific rail line.¹³ Similarly, the Meridian Highway followed segments of the Fort Worth and the Denver City Railways and the Gulf–Colorado and Santa Fe Railway.¹⁴

In 1916, the Federal Aid Road Act provided the first federal appropriation for highway construction and the Texas Highway Department followed in 1917. Thereafter state funding for highway construction supplemented federal funding.¹⁵ In Fort Worth, the Bankhead Highway became known as State Highway 1, while the Meridian Highway became State Highway 2 (fig. 3-19). Though funding remained sparse for several years, a large increase in state funding in 1925 allowed the entirety of State Highway 1 to be hard-surfaced through Tarrant County to Dallas by 1926.¹⁶ The route of State Highway 1 continued to travel along Camp Bowie Boulevard and West Seventh Streets (fig. 3-20) – city streets with multiple stops, quite different from the contemporary idea of a highway (figs. 3-21 and 3-22). Similarly, the route of the Meridian Highway traveled through downtown, running along Throckmorton and Hemphill Streets (fig. 3-23). Throughout the 1920s, most highways leading to Fort Worth remained winding (fig. 3-24) and irregularly paved. Federal funding for work on both highways came from increased New Deal funding and legislation meant to improve roadway access to vital military installations.¹⁷ (Read more about Fort Worth’s military development from 1900 to 1945 below under the “Military Development” heading.) By 1933, all of the US Highways and many of the state highways in Tarrant County were hard-surfaced.¹⁸ As late as 1940, Fort Worth’s highways still traveled through downtown Fort Worth (fig. 3-25).

Along both the Bankhead and Meridian Highways, new auto-related businesses and businesses that catered to travelers opened. The new businesses—which included gas and service stations, roadside motels, and restaurants—opened outside of downtown and created new commercial corridors in the city.


See the next page for a sample statement of significance for resources associated with the theme: Enhanced Transportation Connections, subtheme: Roadway and Highway Development.

BRIDGE DEVELOPMENT

The earliest bridges spanning the Trinity River and serving Fort Worth were constructed of wood or steel. Steel truss bridges were largely designed and prefabricated by state firms, and the trusses themselves distributed by local firms. One such dealer, Montague S. Hasie, was listed in the Fort Worth City Directory in 1900 as a bridge builder. Hasie and his son would later go on to establish the Texas Bridge Company, Inc., in Dallas.¹⁹

As Fort Worth expanded, interest in bridges that could survive the frequent floods of the Trinity River grew. In 1911, the residents of Tarrant County supported a bond-funded building initiative for a new concrete spandrel bridge spanning the Clear Fork of the Trinity River, and three replacement bridges. These new, more resilient bridges would connect the city’s central business district to surrounding areas. The Paddock Viaduct (listed on the National Register), which was completed in 1914, connected the city’s core with the North Side, where the meatpacking industry and the Fort Worth Stock Yards Company were driving rapid growth (fig. 3-26).²⁰ This was only the first of several concrete spandrel bridges that would soon cross the Trinity River. The 1930 Royal Street Bridge (later renamed the Henderson Street Bridge and listed on the National Register) also formed a major arterial roadway connecting the central business district of Fort Worth with developing areas to the northwest of Fort Worth’s downtown.²¹

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Criteria:	National Register: A, C Local: 1, 2, 3, 5
Associated Property Types:	Resources include train depots, railroad tracks, railroad bridges, highways, automobile bridges, gas stations, roadside motels and tourist courts, and restaurants. Stretches of roadway with extant resources may be considered as historic districts.
Example:	Hillcrest Service Station at 4101 Camp Bowie Boulevard
<p>The gas station at 4101 Camp Bowie Boulevard is an example of the new auto-oriented property types that appeared on newly built and designated highways in Fort Worth in the early-to-mid-twentieth century. In Fort Worth, this type of commercial development occurred on major highways including the Bankhead Highway and Meridian Highway. These highways traveled along Lancaster Avenue, Camp Bowie Boulevard, W. 7th Street, N. and S. Main Street, Throckmorton Street, and Hemphill Street. This gas station was built around 1922 and is a Fort Worth local landmark. The building may also be eligible for listing in the National Register under Criteria A and C in the areas of Commerce and Architecture.</p>	
	
<p><i>Former gas station at 4101 Camp Bowie Boulevard in 2013. Source: HHM.</i></p>	
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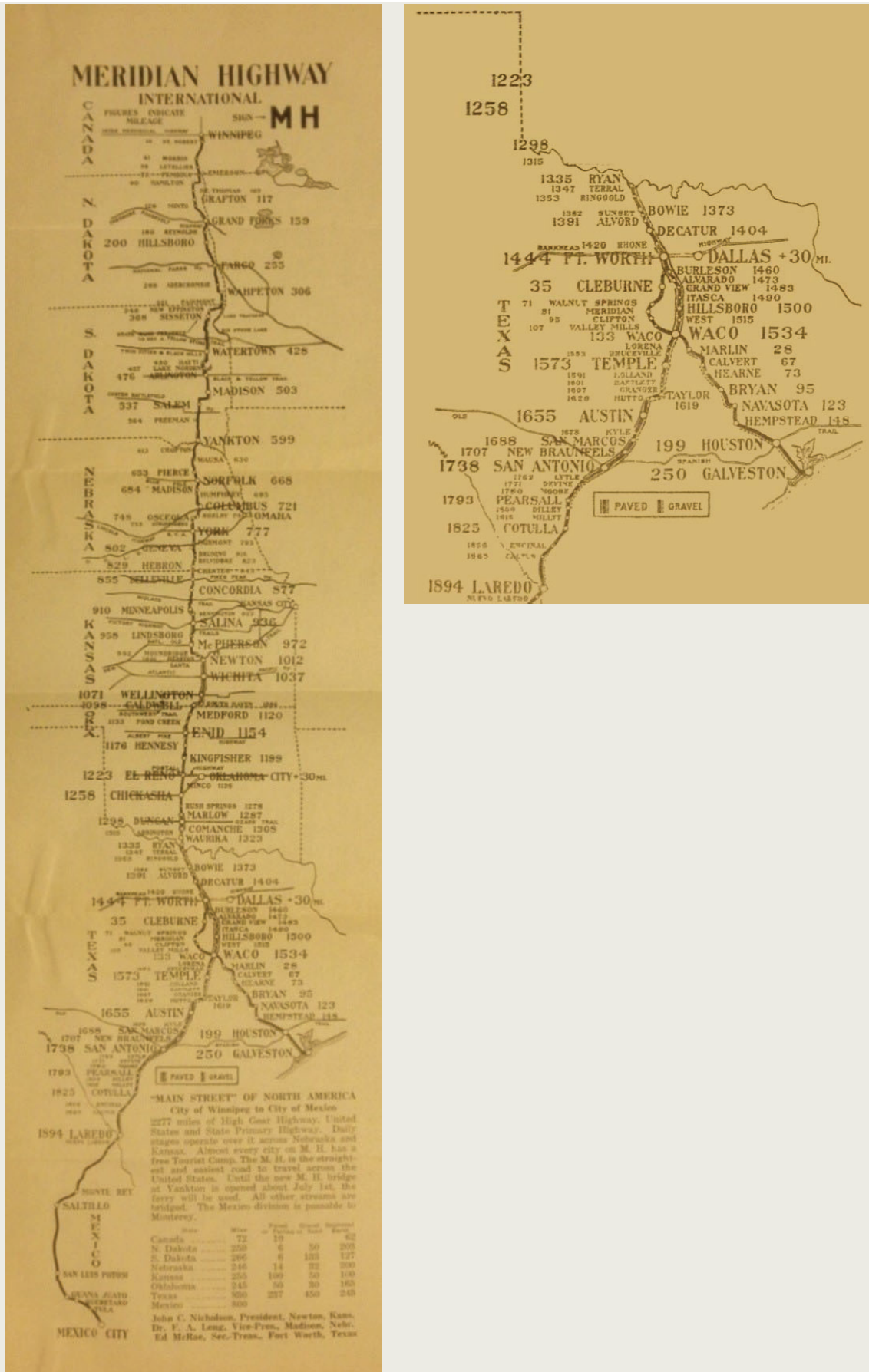


Figure 3-18. Map entitled "Meridian Highway International" showing the full north-south length of the highway (above) and a detail of Texas (above right). Source: Highways: Related/Joining Folder, Old Spanish Trail Association Archives, Louis J. Blume Library, St. Mary's University, San Antonio, Texas.

Figure 3-19. (Right) Detail of Tarrant County from the Map Showing Proposed System of State Highways, 1917. Source: Texas State Library and Archives, Map Collection, Map No. 6254, <https://www.tsl.texas.gov/sites/default/files/public/tslac/exhibits/highways/farmer/map6254detail.jpg>.

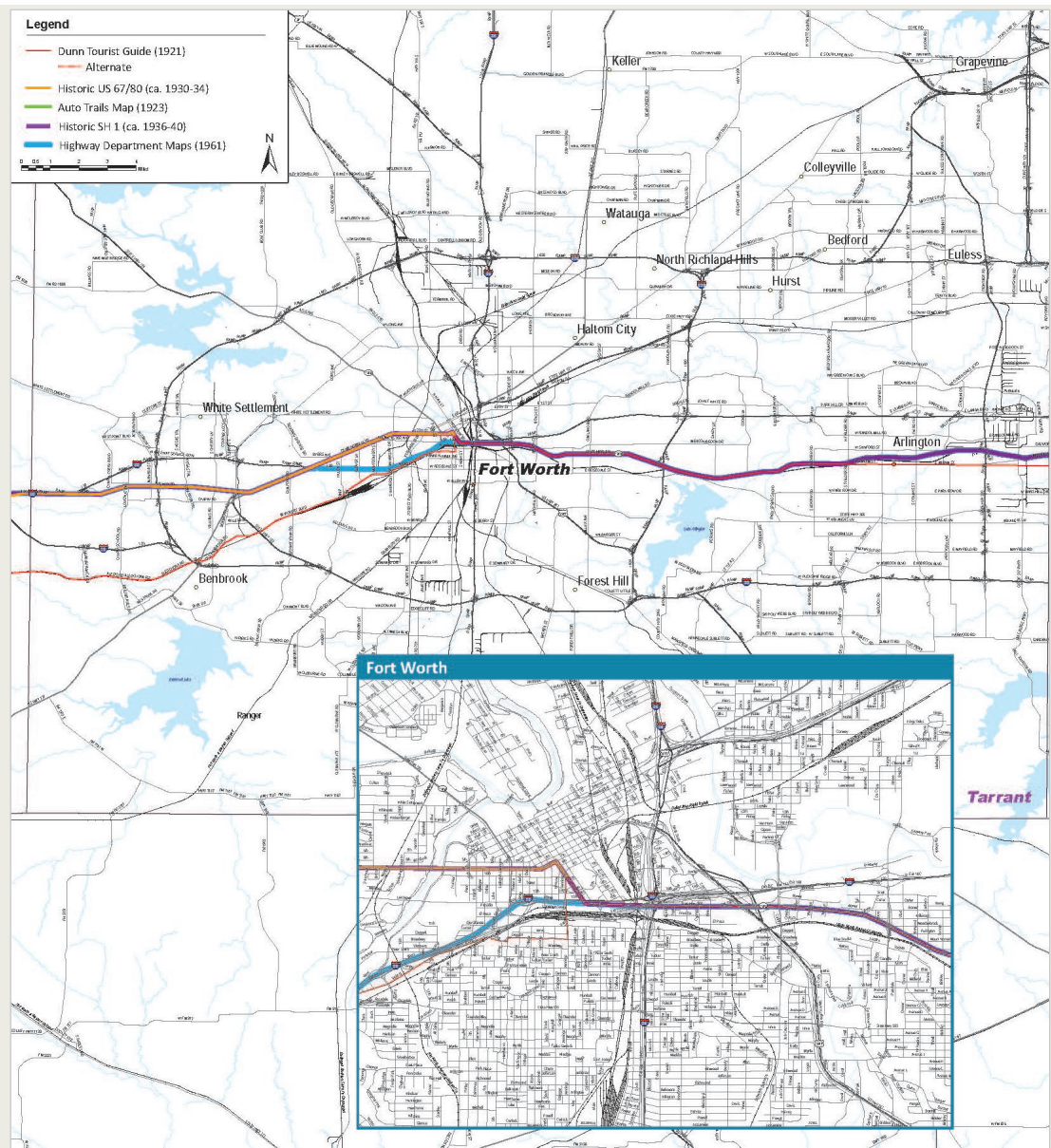
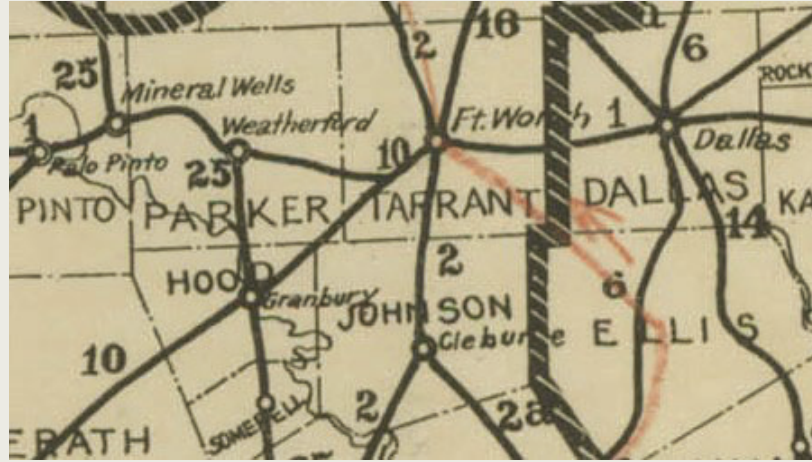
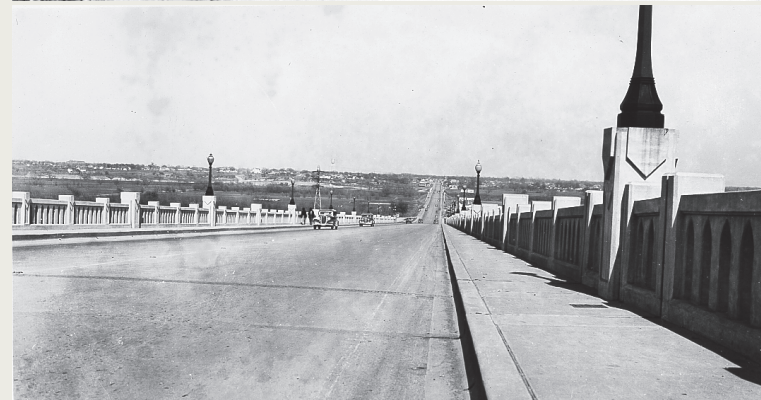


Figure 3-20. Map showing the evolution of routes of the Bankhead Highway/SH 1/US 80 through the Fort Worth vicinity. Source: Hardy-Heck-Moore, Inc., "The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Named Highways" (prepared for the Texas Historical Commission, June 2014), from the THC, <http://www.thc.texas.gov/preserve/projects-and-programs/historic-texas-highways/bankhead-highway/bankhead-highway-survey>.

Figure 3-21. View of the Bankhead Highway (State Highway 1) traveling through downtown Fort Worth. Source: Views of Division 2. Headquarters at Fort Worth [photo album], (n.p.), from the Texas Department of Transportation (TxDOT) archives, Austin, Texas.



Figure 3-22. Photos of the Bankhead Highway (State Highway 2) west of Fort Worth. Source: Views of Division 2. Headquarters at Fort Worth [photo album], (n.p.), from the Texas Department of Transportation (TxDOT) archives, Austin, Texas.



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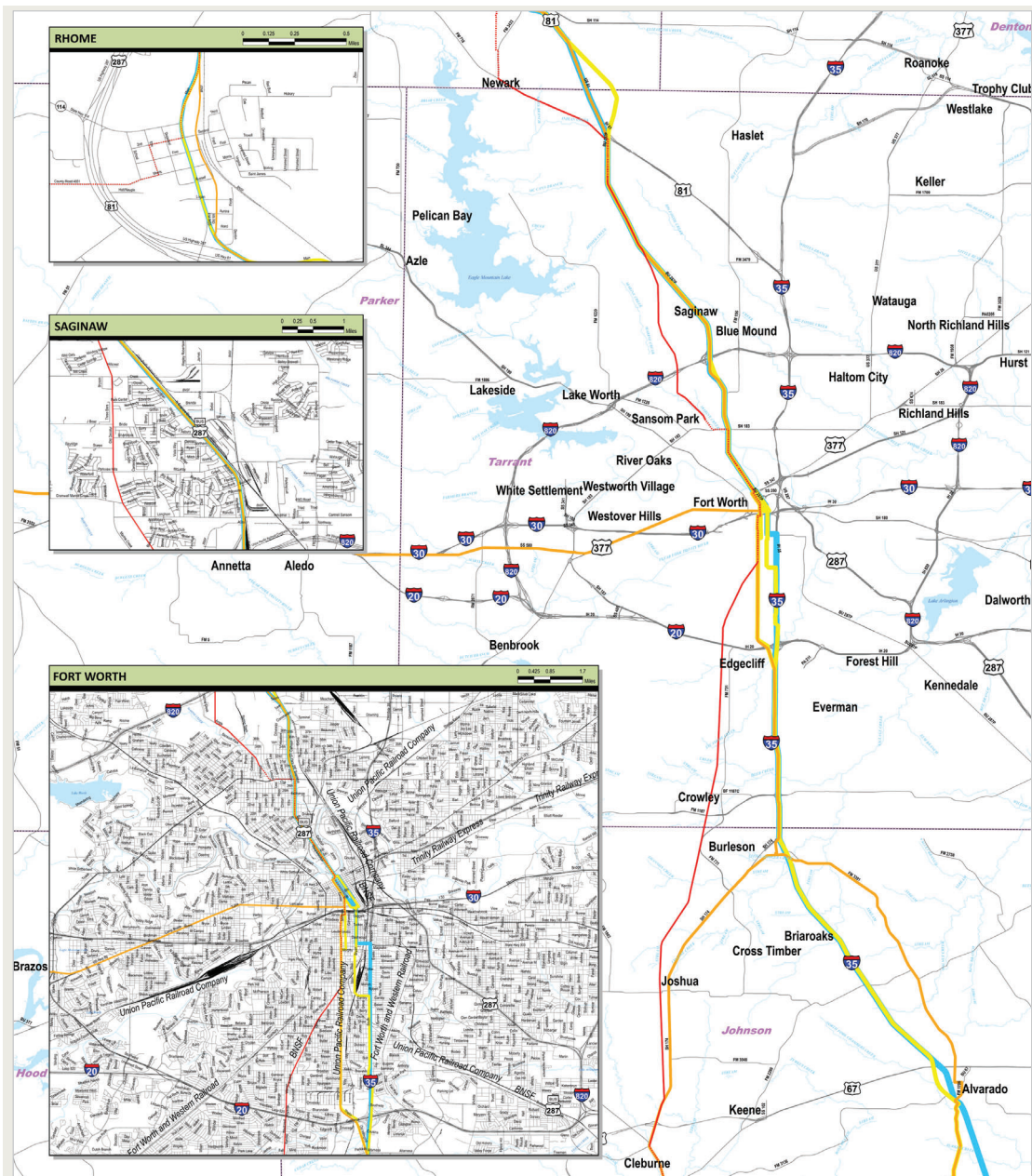


Figure 3-23. Map showing the evolution of routes of the Meridian Highway/SH 2/US 81 through the Fort Worth vicinity. Source: Hardy-Heck-Moore, Inc., "The Meridian Highway in Texas" (prepared for the Texas Historical Commission, May 2016), from the THC, <http://www.thc.texas.gov/meridian-highway-survey>.

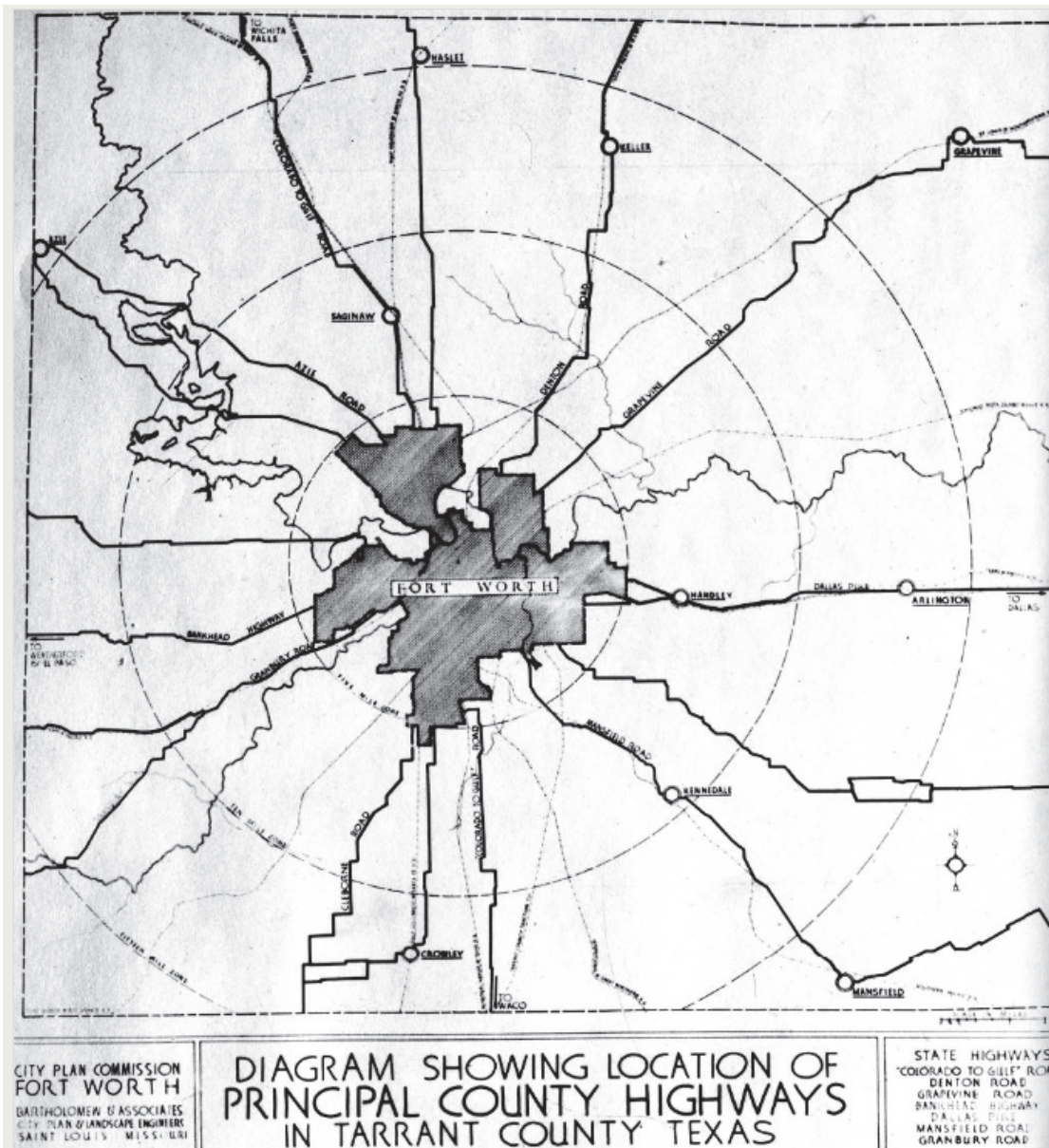


Figure 3-24. Map showing highways leading into Fort Worth, 1927. Source: Harland Bartholomew & Associates and the Fort Worth City Planning Commission, *A System of Major Streets for Fort Worth, Texas* (Prepared for the Fort Worth City Planning Commission, 1927), from the Bartholomew Plan Collection, Fort Worth Public Library Digital Archives, <http://www.fortworthtexasarchives.org/digital/collection/p16084coll17/id/214/rec/1>.

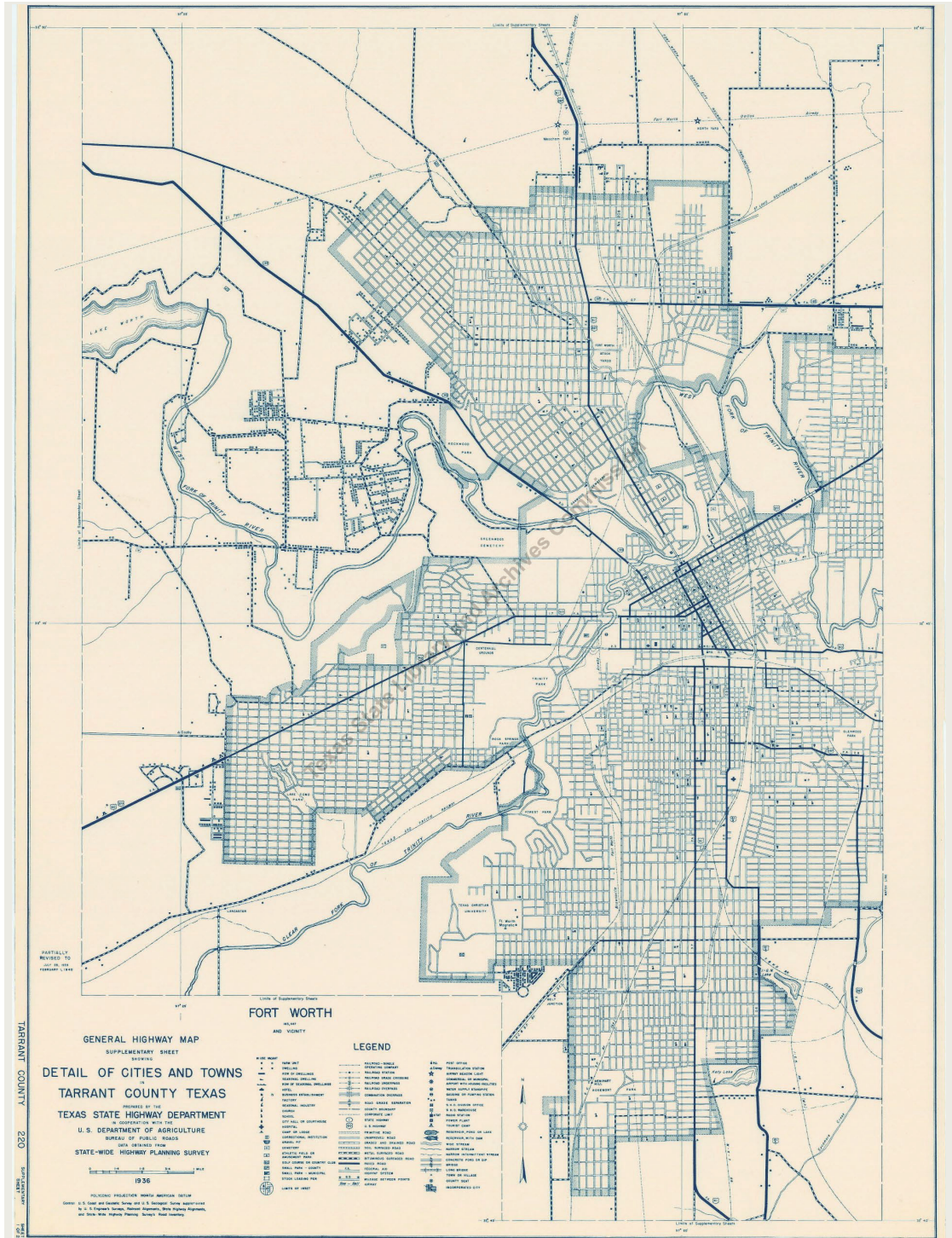


Figure 3-25. Highway map of Fort Worth, 1940. Source: General Highway Map. Detail of Cities and Towns in Tarrant County, Texas [Fort Worth and vicinity] [map], (Austin: Texas State Highway Department, in cooperation with the US Department of Agriculture, Bureau of Public Roads, 1936, revised 1940), from TSLAC, Map No. 05001, <https://www.tsl.texas.gov/apps/orc/maps/maplookup.php?mapnum=05001>.



Figure 3-26. The 1914 Paddock Viaduct, spanning the Trinity River, was designed by engineer S.W. Bowen from the firm of Brenneke and Fay. The extant bridge is listed in the National Register. Source: Joseph E.B. Elliott [photographer], 3/4 View from SE, Main Street Viaduct, Spanning Trinity River at Main Street, Fort Worth, Tarrant County, TX, from LOC, <http://hdl.loc.gov/loc.pnp/hhh.tx0777/photos.366621p>.

A System of Major Streets and the Decline of Railways

Meanwhile, Fort Worth’s civic leaders directed their attention toward improving internal transportation within the city limits. Streetcars continued to provide inner-city transportation in the early years of the twentieth century, as they had since the 1870s (figs. 3-27 and 3-28).²² However, as automobiles grew in popularity, Fort Worth’s rail transportation network began to be seen as an impediment to roadway development. At-grade crossings, where roadways and rail lines met, were a significant danger. Fort Worth’s first significant grade-separated railroad crossing—the Jennings Avenue Underpass—was constructed in 1903 (fig. 3-29).²³ Yet, as late as 1927, Fort Worth had 100 at-grade railroad crossings and only 22 grade-separated crossings.²⁴ That same year, the City of Fort Worth hired Harland Bartholomew & Associates of St. Louis to prepare *A System of Major Streets for Fort Worth, Texas*.²⁵ Bartholomew immediately noted that, “The presence of so many railroad lines unsystematically placed in the structure of the city makes the problem of grade separation extremely serious,” and recommended prompt construction of more grade-separated crossings.²⁶ Bartholomew’s 1927 plan also recommended a comprehensive program of roadway paving and widening and the development of wide scenic boulevards along Rosedale Street and towards Lake Worth along North Henderson Street (now Jacksboro Highway/SH 199).²⁷ These roadway improvements encouraged a significant increase in automobile and truck use in the decades to come. From 1933–1944, Texas’s vehicle registration rose from 1,216,535 to 1,573,502 – with trucking rising from 16.47 percent to 18.91 percent of that traffic.²⁸ The majority of new vehicles were personal, especially in urban areas.²⁹

Figure 3-27. Photo showing streetcar lines traveling through downtown Fort Worth, ca. 1907. Source: Smith Photo Co., *Houston Street Looking North in Ft. Worth, Texas c. 1907* [photograph], (n.p., ca. 1907), from the Portal to Texas History, <https://texashistory.unt.edu/ark:/67531/metaph38537/m1/1/>.



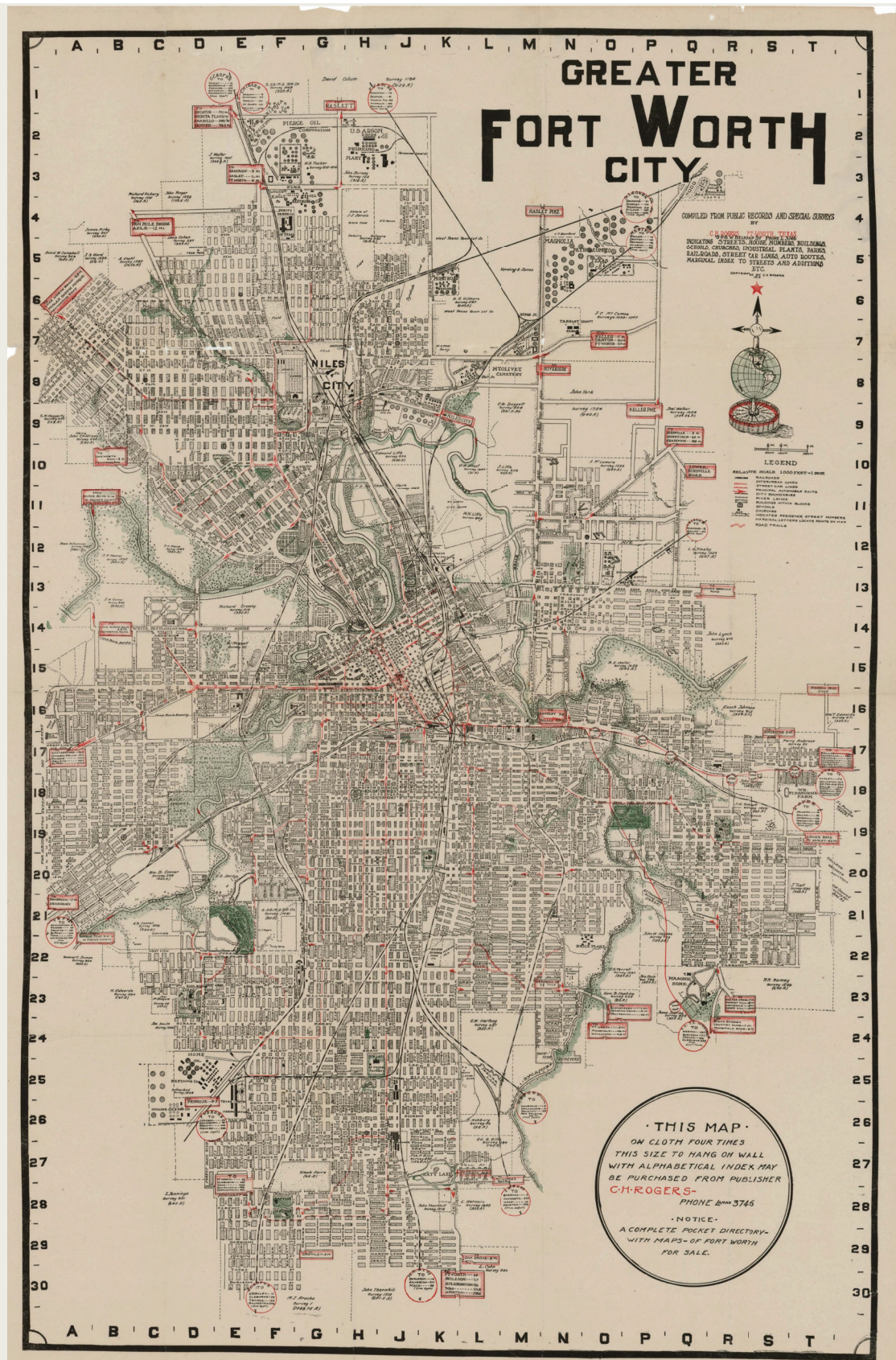


Figure 3-28. Map of Fort Worth, 1919. Note the Interurban rail line and streetcar lines shown in red. Also note the numerous industrial oil sites, differentiated by the round footprints of the oil tanks. Source: C.H. Rogers, Greater Fort Worth City [map], (Fort Worth: n.p., 1919), from the Texas Government Land Office via Medium, <https://medium.com/save-texas-history/greater-fort-worth-city-1919-bd62ae20a14d>.



Figure 3-29. Photo of the Jennings Avenue underpass, ca. 1931. The underpass is extant and is a contributing structure to the National Register-listed Jennings-Vickery Historic District. Source: Kline, Jennings-Vickery Historic District, citing Five Years of Progress: A Final Report of the Five-Year Work Program of the Fort Worth Chamber of Commerce and a Pictorial Record of Growth and Development of Fort Worth in the Last Five Years, 1928-1932 (Fort Worth Chamber of Commerce, 1932), courtesy of the Fort Worth Library.

With the widespread adoption of personal automobile use, Fort Worth’s urban rail and streetcar use decreased. As early as 1927, transit maps of Fort Worth showed bus lines supplementing the interurban and streetcar lines (fig. 3-30). The Northern Texas Traction Company replaced most streetcar lines with buses by the early 1930s, and the Fort Worth–Dallas Interurban Line ran for the last time on December 24, 1934.³⁰ Although symbolic of the end of the era, this change also signaled Fort Worth’s determination to progress with the technology of the day in order to keep its industrial economic foundations viable.

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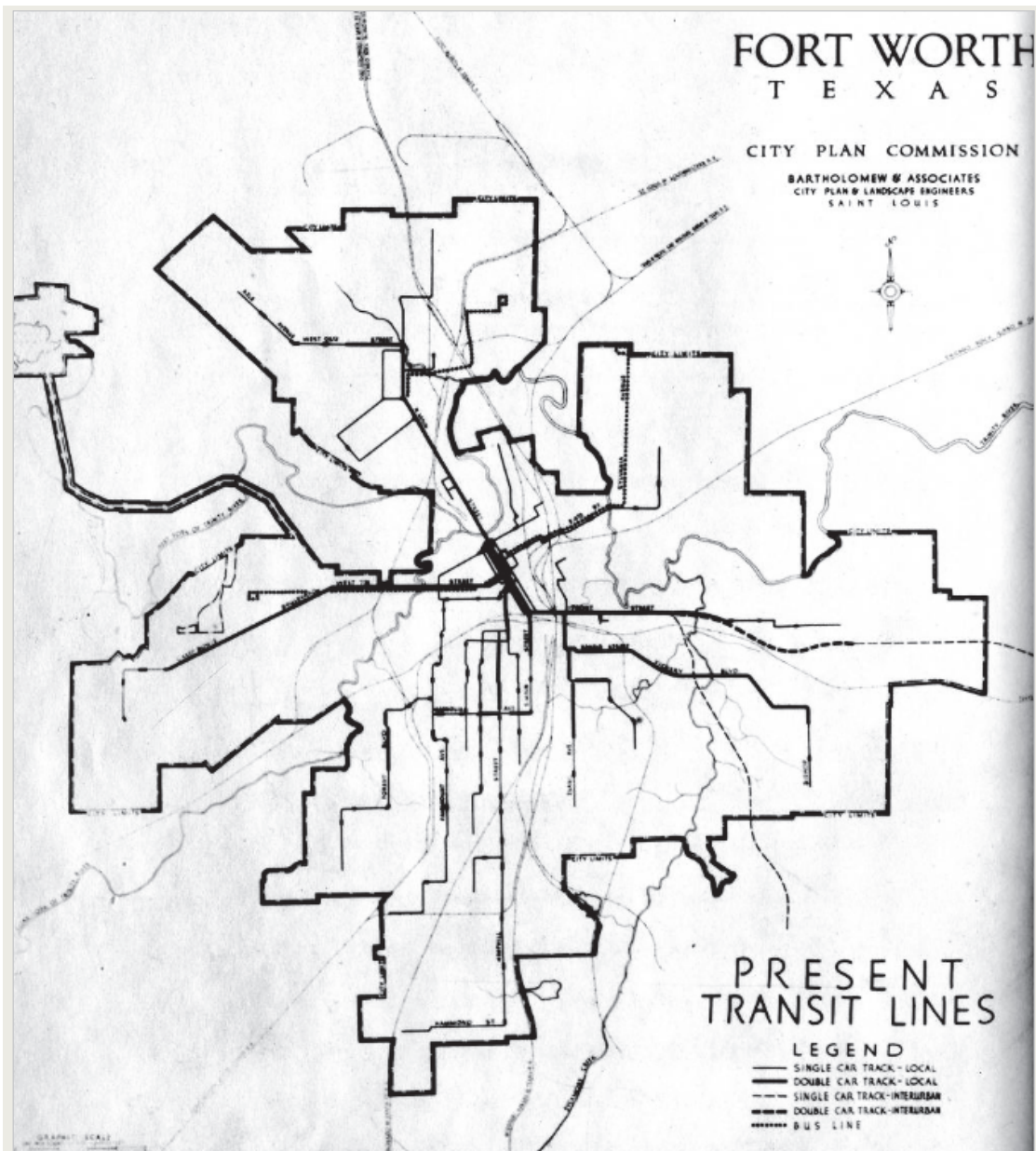


Figure 3-30. Map showing rail and bus transit lines, 1927. Source: Harland Bartholomew & Associates and the Fort Worth City Planning Commission, *A System of Major Streets for Fort Worth, Texas* (Prepared for the Fort Worth City Planning Commission, 1927), from the Bartholomew Plan Collection, Fort Worth Public Library Digital Archives, <http://www.fortworthtexasarchives.org/digital/collection/p16084coll17/id/214/rec/1>.