

Henderson Street Underpass at Union Pacific Railroad

(Former Texas and Pacific Railroad)

City of Hurst

Tarrant County

Texas

PHOTOGRAPHS

AND

WRITTEN HISTORICAL DESCRIPTIVE DATA

MODIFIED HISTORIC AMERICAN ENGINEERING RECORD

Submitted to:

Texas Historical Commission

1511 Colorado

Austin, Texas 78701

**MODIFIED HISTORIC AMERICAN ENGINEERING RECORD
SHORT FORM**

**HENDERSON STREET UNDERPASS AT UNION PACIFIC RAILROAD
(FORMER TEXAS AND PACIFIC RAILROAD)**

Location: Henderson Street Underpass at Union Pacific Railroad
(former Texas and Pacific Railroad)
Fort Worth, Tarrant County, Texas

UTM Coordinates: USGS Quadrangle – Fort Worth
UTM Zone 14S
Northing 3624036
Easting 655753

Date(s) of Construction: 1930

Architect/Engineer/ Builder: Not known

Original Owner/ Occupant and Use: Texas & Pacific (T&P) Railroad

Present Owner/ Occupant and Use: Union Pacific Railroad – Dallas Subdivision/Trinity Railway Express, Commuter Rail

Significance:

Transportation was an integral part in the development and growth of Tarrant County. As settlers migrated to Texas in the early years of independence and statehood, travel was limited due to the absence of roads, unreliable terrain, and the slow pace of long-distance travel by ox cart or stagecoach lines. The railroad in general is important to Tarrant County for allowing the import and export of manufactured goods, crops, and livestock. With the introduction of the railroad, the City of Fort Worth's hold on the trade market was assured. Railroads, and the companies who owned them, eventually became the largest industrial force in the economic growth of the city of Fort Worth, as well as the state of Texas. Along these railroad lines bridges, culverts, underpasses, and overpasses were the structures that played a crucial role in allowing for the seamless flow of rail travel across Texas. Additionally, underpasses and overpasses, developed during the "Five Year Plan" for public improvements prior to the onset of the Depression, have added significance (TCHRS 1986).

The city of Fort Worth and the Texas & Pacific (T&P) constructed reinforced concrete and steel underpasses in the 1930s to separate auto traffic from rail traffic. This was especially important near the rail yards and terminals. Funding for these improvements was provided by municipal bonds and the T&P. The underpass was recommended eligible for the National Register of Historic Places (NRHP) as a contributing resource to the T&P railroad thematic corridor under Criterion A for its association with the railroad industry in Tarrant County and for representing the embodiment of the railroad development and engineering resources within North Texas. The Henderson Street Underpass is also recommended eligible under Criterion C for its engineering quality and distinctive design.

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The T&P was the only railroad in Texas and one of the few in the United States that operated under a federal charter. The U.S. Congress granted a charter to the T&P Company on March 3, 1871, to build a southern transcontinental railroad between Marshall, Texas, and San Diego, California. The Texas Legislature recognized the federal charter and authorized the company to buy the Southern Trans-Continental Company and the Southern Pacific Railroad Company (both originally chartered by the state of Texas). In 1872, Congress changed the name to the Texas and Pacific Railway Company (Werner 2023). Construction of various lines totaling 125 miles in length between Longview and Dallas, Texas, were completed by 1873. An additional 74 miles between Marshall and Texarkana were completed by December 1873 (Werner 2023). The T&P continued construction, adding 44 miles of line from Dallas (Eagle Ford) to Fort Worth by July 19, 1876 (Reed 1981:363-364).

Livestock brought up from central and southern Texas and from the western Plains to the cattle markets of Fort Worth were now driven to the railhead in Dallas, bypassing Abilene, and other more northern shipping points. Before the rail to Fort Worth had been completed, the cattle drive to the Dallas railhead was difficult as there was no bridge or easy ford across the Trinity River between Dallas and Fort Worth. Owing to these difficulties, the T&P extension of its tracks into Fort Worth entered the city July 19, 1876 (Reed 1981:363-364).

Description:

The Henderson Street Underpass (former T&P railroad underpass) is a 67-ft slab bridge. The concrete deck is supported by central concrete arched piers and solid concrete walls on east and west elevations. Sidewalks on either side are separated from the travel lanes with arched piers and horizontal metal pipe railing. Stairwells to the sidewalks are located south of US 377 and east and west of Henderson Street. At 13-ft 1-in high the concrete headwall has significant damage from vehicular impact to the degree that rebar is exposed at multiple locations. The dedication plaque is missing from the southeast corner. A 1930 date stamp and T&P logo are on the north side. The approaches have arched concrete railing on solid concrete walls. About 20-feet of railing is missing at the south end headwall.

History:

Railroads in Texas

After the 1836 Battle of San Jacinto when Texas achieved independence, there were only 1,273 miles of railroads within the United States; none were west of the Mississippi, and none were in the southern United States. Roads and canals were thought of as being more reliable than steam locomotives. Within six months after the Battle of San Jacinto, the First Congress of Texas met and decided that an examination should be made of transportation conditions within the state of Texas. It also granted a charter to the Texas Railroad Navigation and Banking Company for a railroad, as well as for the improvement of the waterways, rivers, bays, and canals to connect the railroads to these already established modes of transportation. This charter became the first granted for a railroad west of the Mississippi and was unanimously approved by Senate vote in 1836. However, the charter was viewed as a betrayal to the people, jeopardizing their rights, property, and liberty, and was rescinded (Reed 1981:1-10).

In 1838, another charter was granted to the Brazos and Galveston Railroad Company to improve transportation between Galveston and Houston. The charter specified the use of turnpikes instead of canals, the use of public lands, and that men and munitions for the Army and Navy would be transported for free. This charter failed as well. With the commercial competition between Galveston and Houston at hand, the City of Houston petitioned for their own rail charter for the Houston and Brazos Railroad Company. By 1840, laborers had been hired to start grading for ten miles. With a threatened Mexican invasion, the grading was abandoned and there is no record of the railroad being built (Reed 1981:32-33).

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Harrisburg resident, Andrew Briscoe believed strongly in the development of the rail lines between the Brazos and Harrisburg. He secured several lots of land within Harrisburg for the sole purpose of grading for a new rail line. In 1841, he secured a charter under the name of The Harrisburg Railroad and Trading Company. Briscoe and his engineers planned a route for a transcontinental railroad. He was also a pioneer in planning the layout of towns in advance of the rail line construction. Even with all of Briscoe's preplanning efforts for construction, the country was still under the threats of a Mexican invasion and all male citizens were expected to be able to report for war duty. With the lack of labor, this charter rail line never began (Reed 1981:36-37). None of the early Republic's chartered railroads were developed, but the efforts and ideas planted seeds for future development.

The third railroad in Texas was chartered in 1847 beginning on Buffalo Bayou between Houston and Lynchburg. It extended to a point on the Brazos between Richmond and Washington. The lots originally purchased by Andrew Briscoe in Harrisburg would be used, provided that the rail charter could complete and have in operation 20 miles of rail within two years (Reed 1981:56). In 1851 a survey of the area was conducted to find the termini of the route. Harrisburg was selected as the starting point and Richmond as the point crossing the Brazos. Work began in 1852 when the contract for grading was awarded to W.J. Kyle and Frank Terry. In August of 1853, 20 miles was completed from Harrisburg to Stafford's Point. The rail did not officially open until September 7, 1853, and boasted two mixed trains daily, one each way. By the end of December 1855, the railroad to Brazos was completed extending the line to 32 miles.

By March 1859, the rail was extended another 18 miles to the San Bernard River; an additional 15 miles to Eagle River was completed by November 1859; and in the fall of 1860 an additional 15 miles of rail reached Alleyton. Total rail line constructed in the six-year time totaled 80 miles, at which time construction ceased until after the Civil War (Reed 1981:59-61). The total cost to construct the first rail line in Texas amounted to \$1,490,847.02 or \$18,400 per mile. By 1860 the future of railroads in Texas was very promising and plans were made to build northward towards Houston, Austin, and the eastern boundary of Texas along the Red River (Reed 1981:63-65).

Early Railroad Development in Tarrant County

Railroads operating in the Tarrant County area by 1876 included the Texas and Pacific (T&P), Fort Worth and Denver City Railway Company (FW&DC), St. Louis Arkansas and Texas Railway Company of Texas (SLA&T), and the Chicago Rock Island and Texas Railway Company (CRI&T). These railroads served either as a terminus on their respective line or later as a through-point for transcontinental routes. Many of these lines were developed to capture transportation markets from competing roads or to develop an untapped market in advance of other railroads.

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Federal Development Initiatives

The federal highway program was initiated by the Federal Aid Road Act of 1916. Due to the outbreak of World War I, workers and road building materials were hard to come by. Another impact was the shortage of railroad cars to ship materials to project areas, which in turn opened interstate shipping for the trucking industry, but also led to road deterioration because of the unexpected weight load of the trucks (Weingroff 1996).

After World War I, roadway improvements were at an all-time high. Thomas MacDonald, a civil engineer graduate from the University of Iowa, became the new director of the Bureau of Public Roads in 1919. His plan called for limited federal aid to highways. Three-sevenths of the system must consist of roads that are “interstate in character” and up to sixty percent of funds could be used on interstate routes. This plan also advocated farm-to-market roads allowing the state highway agencies a mix of projects (Weingroff 1996). The 1920s was a high time in America for road building. The automobile was introduced a decade earlier, which caused more traffic flow in both rural and urban areas. Neighborhoods were developed because of the improved surface transportation modes for automobiles. Many neighborhoods in the Fort Worth area and throughout Tarrant County were developed because of the highways and the farm-to-market links, such as US 81 and US 377/IH-30. Like many other programs, the federal-aid highway program stalled during the years of the Great Depression (Weingroff 1996).

Fort Worth's Five-Year Plan

The City of Fort Worth was impacted economically by the Great Depression, but not to the extent as other cities within the United States. This was largely due to the foresight of the local government to instill development and government changes within the city management structure. The first was to change the city charter by re-organizing the city management structure to one of a manager/council form of government. This change forced the city to focus on neglected municipal improvements, the ground floor of economic growth. The city government then developed a bond program which became known as the “Five Year Plan” for municipal construction. In addition, the federal government and the private sector initiated the construction of public buildings, street and railroad improvements, as well as the expansion of utilities within the city (Keaveney 1974:147).

The private sector push for improvements was led by the Fort Worth Chamber of Commerce, the Young Men's Business League, and the Manufacturer and Wholesalers Associated. These three business groups developed the “Five Year Plan” work program. This plan, started in 1928, was soon implemented under the “One Hundred Million Dollar Construction and Improvement Program,” which promoted economic growth through expanded public and private investment in civic, transportation, and industrial facilities (FWST 1927). Within five years, the city of Fort Worth saw numerous major structures constructed within the immediate downtown area including rail underpasses and overpasses. With the influx of public money in 1929 to support municipal improvements, local industry leaders agreed to expand their businesses to bolster employment (FWST 1929). Businesses such as the T&P Railroad and the Sanger Department Store demonstrated their faith in the city’s growth by constructing large key buildings adjacent to the downtown area. The construction of major public buildings extended through 1932. The Henderson Street Underpass was constructed during this timeframe in 1930.

The “Five Year Plan” helped Fort Worth stay viable during the worst of the Depression through 1933. In addition, the West Texas oil wealth, and the proactive employment policies within both the private and public sector helped keep the rate of unemployment down. Unemployment was also low due to the

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encouragement of the city council to hire local workers whenever possible (Keaveney 1974:35). The growth that Fort Worth experienced between 1928 and 1932 demonstrated that the city was able to move into the post World War I years by absorbing the influx of population and traffic into the city. It continued to instill confidence in the private sector for years to come through construction not only of commercial and industrial facilities, but also for residential housing (Taylor 1992). Continuing through 1941, these local efforts were bolstered by the federal government as it also provided over \$15 million for municipal construction projects in the Fort Worth area through programs such as the Public Works Administration (PWA), the Civilian Conservation Corps (CCC), and others.

Missouri Pacific (MP) railroad systematically began purchasing T&P stock and owned 77 percent in 1957 (Trains 2020). After a 30-year recapitalization battle, MP, T&P, and Chicago & Eastern Illinois were consolidated under the new Missouri Pacific Corporation in 1976. Union Pacific Railroad (UPRR) acquired MP in 1982. The Trinity Metro proposed to utilize existing freight rail right-of-way of the UPRR line for the TEX Rail commuter line.

Sources:

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Historian(s):

Deborah L. Dobson-Brown, MSc, Architectural Historian

Cherise Bell, MSc, Architectural Historian

AmaTerra Environmental, Inc., an ERG Co.

August 2023

Project Information:

On behalf of the Fort Worth Transportation Authority and the FTA, URS Inc. conducted a historic resources reconnaissance survey (Survey) in 2008 and in 2012 due to project design changes. The Survey recommended the UPRR eligible for the National Register of Historic Places (NRHP) as a thematic corridor with individual contributing resources of which one was the 1930 Henderson Street Underpass at the Union Pacific Railroad (former Texas and Pacific Underpass). In consultation with the SHPO (May 2021) it was determined the 1930 T&P Underpass would be adversely impacted by the project. Therefore, a Memorandum of Agreement was established requiring a Historic American Engineering Record (HAER) short form be completed. The HAER report, including photographs, map, and historic context, was prepared by AmaTerra Environmental, Inc, an ERG Company, architectural historians.

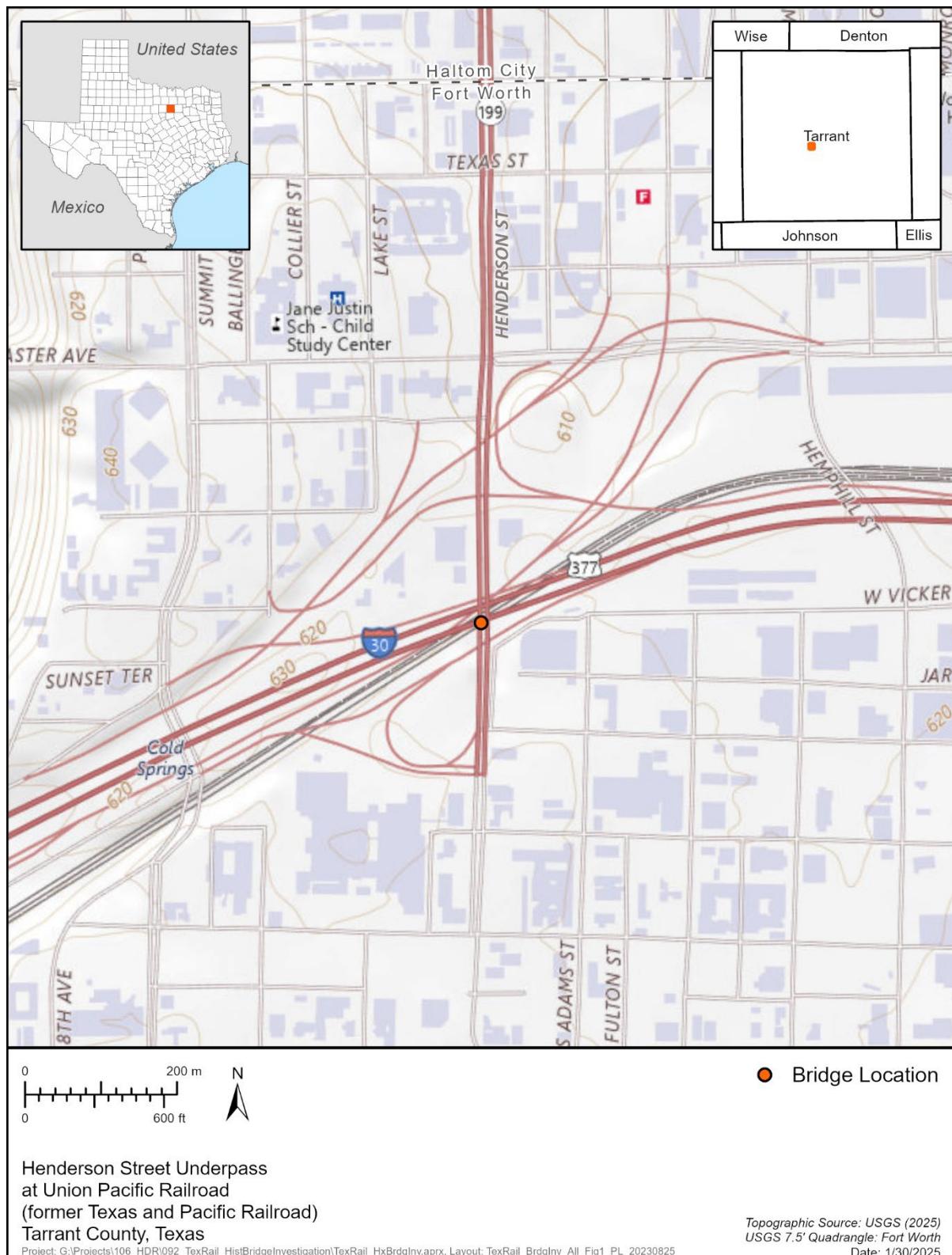
Trinity Metro, a regional transportation authority of the State of Texas, and The Federal Transportation Authority (FTA) were the sponsor and cooperating organizations.

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LOCATION MAP

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LOCATION MAP**



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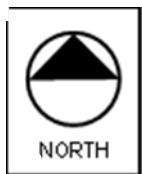
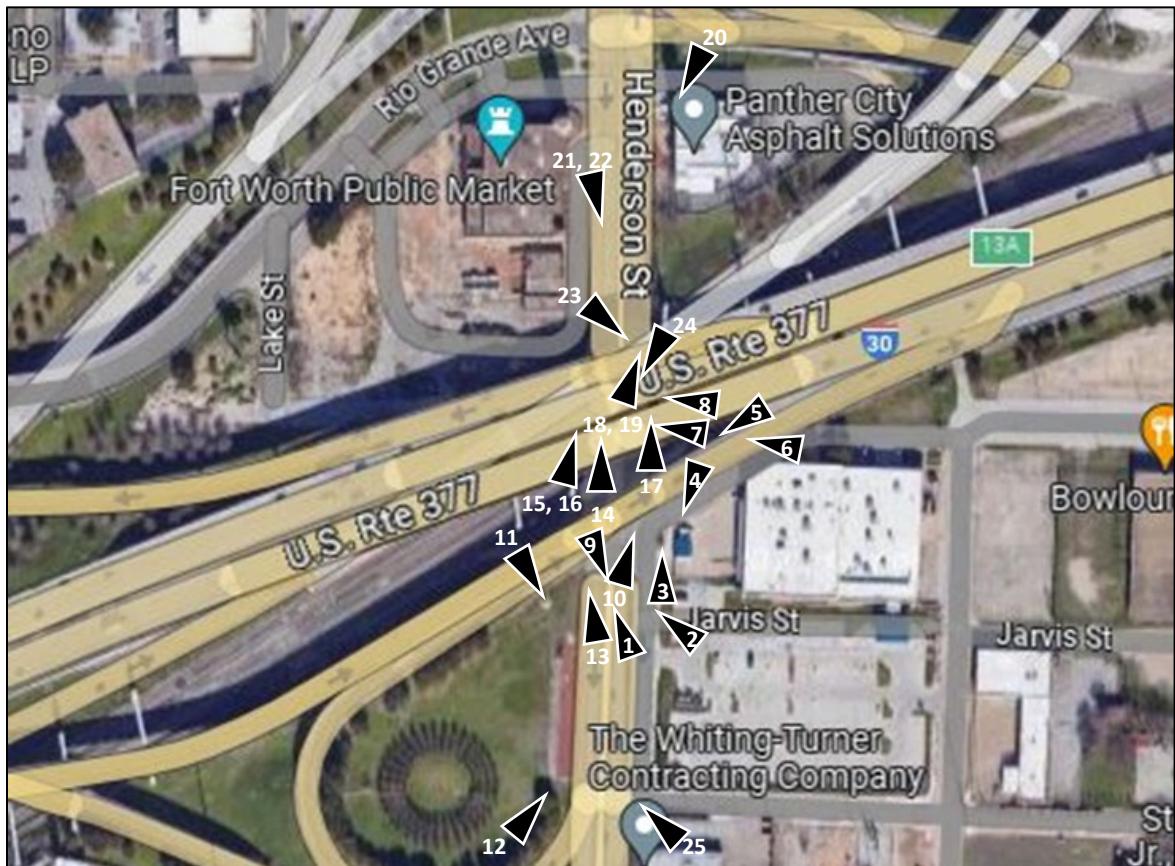
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Miranda Black, Photographer, June 28, 2023

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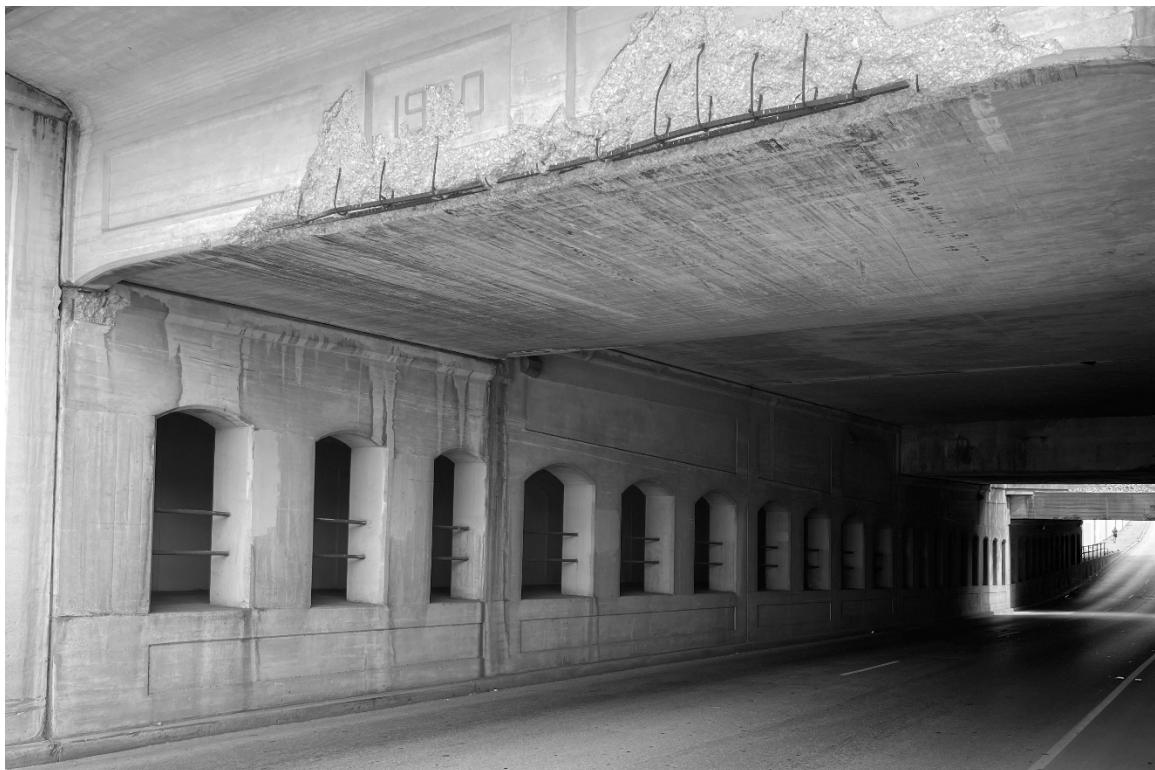
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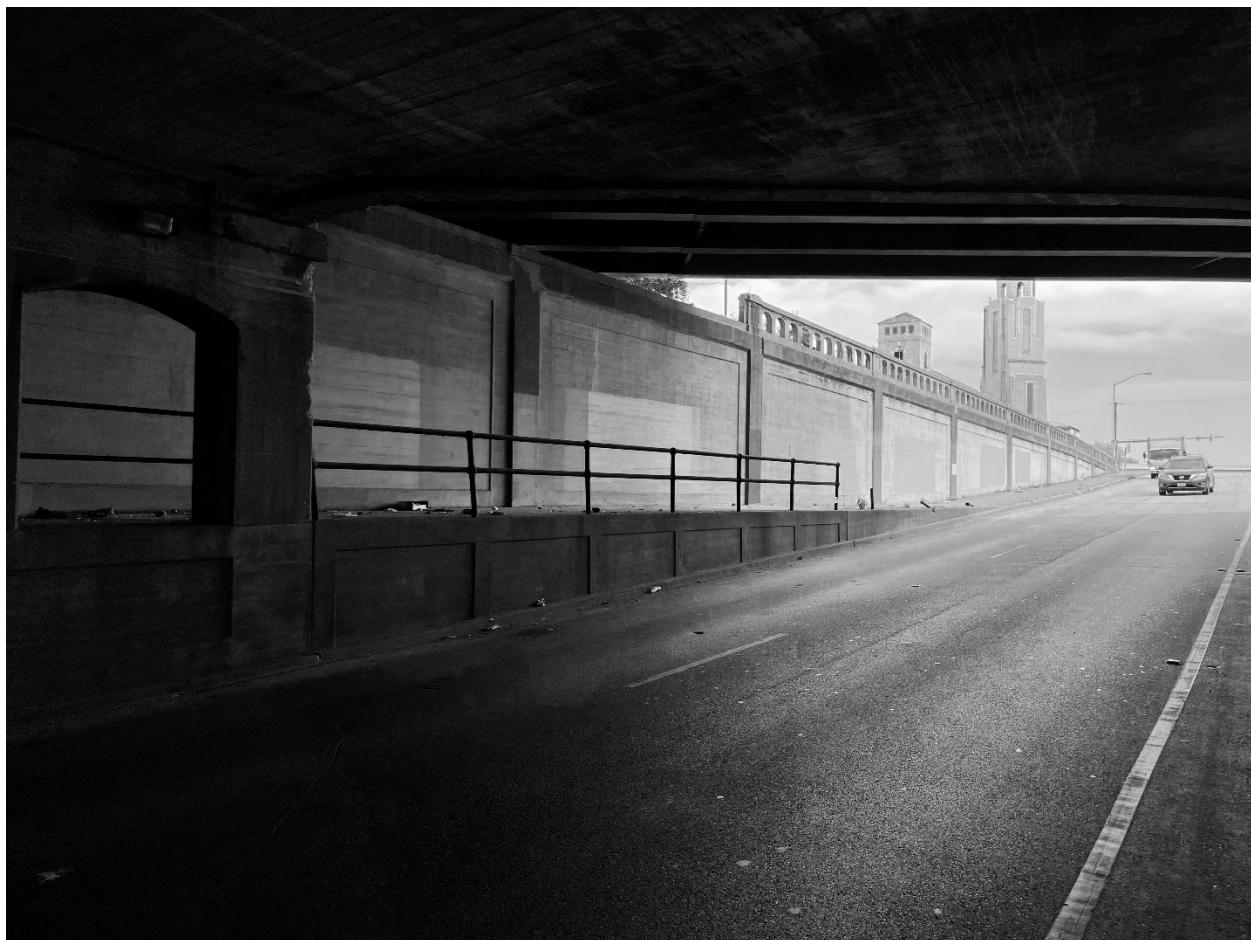
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