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United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. NAME OF PROPERTY

HISTORIC NAME: Allen Water Station  
OTHER NAME/SITE NUMBER: H&TC Railway Water Station

2. LOCATION

STREET & NUMBER: North of Exchange Parkway on Cottonwood Creek  
CITY OR TOWN: Allen VICINITY: N/A NOT FOR PUBLICATION: N/A  
STATE: Texas CODE: TX COUNTY: Collin CODE: 085 ZIP CODE: 75002

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ( nomination) ( request for determination of eligibility) meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ( meets) ( does not meet) the National Register criteria. I recommend that this property be considered significant ( nationally) ( statewide) ( locally). ( See continuation sheet for additional comments.)

Mark Wolfe Signature of certifying official Date 10/14/09  
State Historic Preservation Officer, Texas Historical Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of commenting or other official Date  
State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:  
 entered in the National Register Edson H. Beall Signature of the Keeper Date of Action 12-3-09  
 See continuation sheet.  
 determined eligible for the National Register  
 See continuation sheet  
 determined not eligible for the National Register  
 removed from the National Register  
 other (explain):

**5. CLASSIFICATION**

**OWNERSHIP OF PROPERTY:** Public-local

**CATEGORY OF PROPERTY:** District

<b>NUMBER OF RESOURCES WITHIN PROPERTY:</b>	<b>CONTRIBUTING</b>	<b>NONCONTRIBUTING</b>	
	0	0	<b>BUILDINGS</b>
	3	0	<b>SITES</b>
	3	0	<b>STRUCTURES</b>
	0	0	<b>OBJECTS</b>
	<u>6</u>	0	<b>TOTAL</b>

**NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER:** 0

**NAME OF RELATED MULTIPLE PROPERTY LISTING:** NA

**6. FUNCTION OR USE**

**HISTORIC FUNCTIONS:** TRANSPORTATION/rail-related = bridge, railroad  
INDUSTRY/PROCESSING/EXTRCATION/waterworks = dam

**CURRENT FUNCTIONS:** TRANSPORTATION/rail-related = bridge, railroad  
INDUSTRY/PROCESSING/EXTRCATION/waterworks = dam  
LANDSCAPE/park  
VACANT/NOT IN USE

**7. DESCRIPTION**

**ARCHITECTURAL CLASSIFICATION:** Other: dam, bridge

**MATERIALS:** FOUNDATION STONE/sandstone  
WALLS NA  
ROOF NA  
OTHER STONE/ sandstone, CONCRETE, BRICK

**NARRATIVE DESCRIPTION** (see continuation sheets 7-5 through 7-11).

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## National Register of Historic Places Continuation Sheet

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Allen Water Station  
Allen, Collin County, Texas

### Description

The Allen Water Station (H&TC Railway Water Station) in Allen, Collin County, Texas, is a district containing structures and ruins of structures built by the Houston & Texas Central (H&TC) Railway Company beginning in 1874. Typical of 19<sup>th</sup> century water stations maintained by railroad companies, the Allen Water Station featured a dependable water source, a pump facility, a network of water pipes, and a rail side water tank. The district today contains the archaeological and architectural remains of all its former facilities and is currently open to the public as a local heritage park that highlights the important role that the H&TC railroad played in late 19th century commerce, transportation and settlement in North Texas. The most visible component today is its 1874 stone dam extended across Cottonwood Creek, which created the water supply critical for operating the station. Other recognizable components in the immediate vicinity are the stone masonry architectural footings of a rail-side water tank and the brick and concrete ruins of a second-generation pumping facility. The site retains a good degree of integrity, despite the loss of some of its wooden structures, because enough archeological components remain to provide information about the site's original layout and use.

Collin County, immediately north of Dallas County, is in the Blackland Prairie region of North Texas, and has one of the fastest-growing populations in the nation. The Allen Water Station is located along Cottonwood Creek and the DART rail line, just north of Exchange Parkway in Allen Station Park, approximately ¼ mile east of U.S. Route 75. The water station was initially constructed in late 1874 by the Houston & Texas Central Railway Company (H&TC Railway Co.) and then subsequently expanded about 1912 by the Southern Pacific Railroad, when a larger concrete dam was built just downstream. The water station was built only about a generation after the first log houses were raised in this part of Texas. The City of Allen has preserved the principal components of the late 19th century railroad water station, originally used to replenish the water supplies of steam locomotives, and the district is currently part of the city park system.

### Inventory of Historic Resources at the Allen Water Station

Feature	Category	Status
Water Station Site	Site	Contributing
1874 Dam	Structure	Contributing
Railroad Bed and Tracks	Structure	Contributing
1910 Railroad Bridge	Structure	Contributing
Water Tank Ruins	Site	Contributing
Pumping Facility Ruins	Site	Contributing

The Allen Water Station contains six contributing resources. The overall site is categorized as a contributing property because in addition to the major extant resources and ruins noted above, there are several minor archaeological sites and remains that contribute to our understanding of the water station's function and use, but are neither the size nor scale to count as contributing resources in their own right.

#### 1874 Stone Dam (Contributing Structure)

The 1874 stone dam is more accurately called an *overflow dam* or *weir*, as its crest can be completely topped by water because it has no spillway, and tail water washes up against its downstream face (Bligh 1916). A true bulkhead dam would be free of water along its downstream face and would dispose of excess water through a spillway or smaller waste

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water weir while maintaining a crest that is never overtopped. On maps depicting the 100 year flood plain, the old structure is labeled a "weir."

The 1874 stone dam probably was the largest structure on the immediate water station premises until the 1912 dam (demolished) was built by Southern Pacific Railway. The central section of the 1874 dam is about 69 feet long and 10 ft 8 inches wide at its widest part. It forms a large bulkhead made from six courses of large stone blocks currently above the water level of the plunge pool. The courses raise the dam about 8.5 ft above the plunge pool at its flanks and only about 7.8 ft in center, indicating that the broad top of the structure slopes inward toward the middle.

The dam displays evidence of a second phase of construction consisting of minor modification. It has a single course of large, rough-cut stone blocks set on top of its broad flat crest, added after the main part of the structure was constructed. The added blocks are not the same shape as the main part of the dam, and are set with Portland cement, whereas the other stones in the dam were set using soft mortar. The eastern flank of the dam shows the alteration where the added capping stones have filled in the older shape of the dam. These added blocks (also known as capping stones) raised the height of the dam by two feet and increased the capacity of the small reservoir upstream. The capping blocks are not identical in size and shape although they all are crudely rectilinear. They are generally about 50 inches deep and 22 to 25 inches high, with lengths varying from 48 to 53 inches. In comparison to the rest of the masonry work, the capping blocks are less uniformly finished and much thicker, and are taller toward the center of the dam. When one views it at eye level from down stream, it looks as if the dam has sagged in the middle since its six stone courses are not horizontal but bow about nine inches downward towards the middle of the dam. The purposely engineered slope draws water to the center of the structure. When very high flows occur, the entire crest of the dam is topped and creates a waterfall about 65 feet wide. A major flood would submerge the entire dam along with its flanking abutments. The greatest threat of erosion occurs along the dam's flanks when moderate flood levels are present (Moir 1999).

The dam has a notch in the capping stone course that allows water to flow through it when the pool behind the dam is below its crest. This notch was created late in the use of the dam and it shows evidence that it was formed by physical force. A crack has formed in the adjacent capping stone just on the east side of the notch and evidence of concrete is adhering to the stone on the west side. The notch might have been added for holding the iron intake pipe when the 1912 reservoir was built.

The east end of the dam is stepped back from the main section and is tied into bedrock by a smaller wing wall and wing wall extension. The wing wall is used to prevent breaching of the dam by water flowing around its flank when flood levels overtop it. The west end of the dam is buried beneath post 1912 alluvium and silt deposited after the larger 1912 dam was constructed downstream. It does not have the same kind of abutment capping as the east end and no evidence of bedrock has been observed. Archeological boring has indicated that approximately 30 feet of the structure and wing wall are still buried beneath the post-1912 alluvium.

The dam has a sluice gate that was used to keep sediment from filling in the upstream pool too quickly. The sluice gate's tunnel is visible from downstream and is five feet wide near the center of the dam. The tunnel runs about eleven feet through the core of the dam and was accessed from the upstream side after a gate was opened. Its roof stands approximately two feet above the thrust pool and its floor is approximately two feet below the plunge pool water level. The sluice gate mechanism apparently was operated by a tall iron rod which rose about six feet above the dam. It had been bent slightly by major floods and appears to date from the 1870's. It is a solid iron rod about three inches in diameter and is threaded along its upper-most end. The rotted ends of two wood braces which formed the outer frame of

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the sluice gate were observed on the upstream side of the dam. These timbers likely date from the modification of the dam, when the upper capping stones were added. The upstream face of the capping stones were finished to allow the timber braces to rest flush against them. The original timber braces were probably replaced when the dam was raised by the capping stones. The 6' metal rod above water was reported missing in March 2008, apparently broken off at the surface level. The sluice gate iron rod is still evident under water.

### Pumping Facility Ruins (Contributing Site)

Located 113 feet west of the dam are the ruins of a pump house facility. It consists of concrete slabs and brick and cement footings covering a 10 by 20 foot area. A small depression about 6 by 5 feet is very evident on the eastern side of the ruins. The age of the bricks used in the foundation of one section of the ruins date from after 1900. This suggested that the visible ruins were possibly from the 1912 water system when the larger dam was constructed downstream. It is likely that the railroad upgraded the pump facility when they increased the reservoir's capacity by at least a factor of fifteen. An iron intake pipe was probably installed about the same time that the pump facility was upgraded. By 1999, the eastern section of the iron intake pipe had fallen into the plunge pool as erosion re-exposed the western half of the 1874 stone dam buried beneath post-1912 sediment. The iron intake pipes have been removed are now in storage for future exhibit.

### Water Tank Ruins (Contributing site)

The remains of twelve stone piers in three rows that once supported a circular water tank tub are located 168 feet west of the dam. Documentary information of water tank construction and design are well documented in Berg's *Buildings and Structures of American Railroads: A Reference Book*, 1893. Octagonal shapes were commonly used to make floors and roofs for round water tanks. The Allen tank photograph shows an octagonal base holding the large wooden tub. The spacing of iron hoops on the Allen tank was designed much like many of the ones depicted in late nineteenth century illustrations or photographs and was a very common design for iron hoops on a wooden water tank.

Historical photographs reveal that the tank was a circular wooden water tank tub with slightly conical sides rather than a true cylinder making the tub's base wider than its top. The tub sat on an octagonal wooden platform supported by large wooden posts with cross braces. The tub featured at least ten wrought iron hoops holding its wooden staves together. The hoops were spaced more closely together at the bottom of the tub to handle the additional weight. The historic photograph does not depict the top of the water, but the goose-neck delivery spout for the tank is clearly visible and was probably about ten feet long and stood about 12 feet above the tracks. The simple lever system opened an internal valve in the tub to let water flow down the goose-neck spout and into tender cars (from Berg 1893: 119).

The stone piers at the site of the water tank today provide a reasonable method to estimate the diameter of the tank. They suggest that the water tank's tub was probably 25 to 26 feet in diameter. This is evident from examining other water tank plans where their outer most piers are generally seated squarely beneath the outer edge of the tub. Common heights from tub plans for late 19th century water tanks are about 16 feet tall (Berg 1893: 117). The roof on the Allen station tank probably added another 5 feet making the entire structure between about 28 to 35 feet tall.

The stone piers are about 26 inches square and covered by 30 inch square capping stones seated on top. The piers vary from 6 inches to more than 3 feet above the gravel slope of the raised embankment currently maintaining the rail tracks. The embankment and tracks undoubtedly have been raised in the last 90 years. The elevation of the tops of the stone footings is 640.1 feet. Above them would have been the wooden brace posts and beams that supported the super structure

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of the water tower's octagonal base. The tower probably stood about 12 feet above the stone footings and the water tank's tub probably stood another 16 feet tall.

### **Railroad Bed and Tracks (Contributing structure)**

The Allen Water Station apparently was located along the main line and not on a special siding or split track. If traffic was heavy, it would have functioned more efficiently on a side track rather than a single track. The nearby bridge over Cottonwood Creek indicates that the H&TC line was apparently a single track at this location in the last 90+/- years and not a double or split track. Consequently, rail traffic must have been light and trains stopping for water replenishing would have held up other traffic on this section of single track.

### **1910 Bridge over Cottonwood Creek (Contributing structure)**

Signage on the steel plate girder bridge identifies the manufacturer as the American Bridge Company of New York as well as the manufacture date of 1910. The steel bridge is apparently an early 20<sup>th</sup> century upgrade by Southern Pacific. To the immediate north of the steel bridge is a short wooden approach trestle most likely built after 1940. On the south side of the creek is a much older masonry abutment that serves as a retaining wall. The top of the wall and adjacent ground surface have been covered by concrete to prevent erosion. Set back from the edge of the wall are large wood timbers and wooden blocks used to seat the south end of the iron bridge carrying the tracks. There are three courses of specially stacked timbers to distribute the weight of passing trains. The older sandstone retaining wall shows some major fractures that can be traced through five courses where the east side of the iron bridge would have distributed its load when the bridge sat on top of the wall. Today, the bridge is set back from the edge of the wall about four to six feet, and its weight is redistributed over the concrete surface well back from the stone abutment.

The sandstone blocks in the older abutment on the south side are similar in shape and material to the stones in the 1874 dam, supporting the premise that the masonry abutment is part of the original construction of the H&TC rail line, although the abutment shows more uniformity in the stone blocks. The selection of shorter and more uniform rocks in the bridge abutment is probably an engineering consideration to avoid causing fractures through blocks as the wall shifted over time due to train traffic and bearing loads. There are seven courses evident above the creek bottom and there should be several more buried to give the abutment a firm foundation.

### **1912 Dam (demolished, outside boundary to the south)**

In 1912, the Southern Pacific Railroad constructed a larger reinforced concrete and rubble fill dam to the south of the 1874 dam. The rubble consisted of pink granite mixed with concrete to construct parts of the lower foundation of the dam. It consisted of a sloping poured cement bulkhead about 15 to 20 feet tall with support buttresses about every 15 feet on the downstream side. The 1912 dam had been breached in the 1960s and was demolished when Exchange Parkway was constructed between S.H. 5 and U.S. 75 in the 1990s.

The reservoir created by this larger dam extended upstream to submerge the old 1874 dam. One informant, Mr. Clarence Reynolds who grew up only 1,000 feet southeast of the 1874 dam in the 1930s and 1940s, recalls that the 1874 stone dam was forgotten about and was never sufficiently exposed to be recognized. As a young boy, Mr. Reynolds recalled that there was an area where one could venture out from the creek bank and into the channel on a rock ledge in the general location of the dam. Apparently, the 1874 stone dam had been submerged long enough that younger residents like Mr.

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Reynolds and his family in the 1940s did not know that it ever existed. Also, the sediment deposited by the larger reservoir altered the landscape and creek bottom upstream from the 1912 dam. Approximately 30 feet of the west side of the 1874 stone dam today is buried under about 5 feet of cumulative sediments left by major floods that hit this area between 1912 and 1960. In fact, the creek bank just downstream from the 1874 dam revealed eight to ten feet of finely bedded silty clay laminae deposited in the reservoir pool during typical periods of rain. The fine silt and clay carried in Cottonwood Creek would settle out during periods of slack water and blanket the bottom of the reservoir. Over many years, these deposits eventually silted in most of the basin behind the 1912 dam and the sediment layers are evident today as the creek cuts back through them in different sections of its meandering channel.

The breaching of the dam in the 1960s lowered the remaining reservoir and exposed the 1874 stone dam. Additional down cutting on the west side of the 1912 dam eventually brought Cottonwood Creek's channel back to its natural elevation in the 1970s and allowed the 1874 stone dam function once again. Now-visible features include tree stumps left in the creek bottom when the 1912 reservoir was constructed and waste pieces of cut stone probably used to check erosion in the 1880 to 1910 period when the 1874 stone dam was in operation.

### **Secondary Archaeological Features and Resources (Not counted individually, but as part of the overall site)**

#### *Cut Stone Blocks*

In the creek bed about one hundred feet below the 1874 stone dam are various odd sized pieces of cut stone. The blocks show excess cut marks and scars from a rock saw and have odd shapes indicative of waste material discarded from a rock cutting operation. The rock material is unlike anything in the 1874 stone dam and consists of hard fossiliferous limestone or dolomite. Some pieces were also encountered in erosion holes and depressions on the flood plain surface west of the dam. This material is probably evidence of late 19<sup>th</sup> century erosion management practices initiated by the railroad after the dam had been in operation for 15 to 25 years. Two erosion problems would have emerged as the dam aged over the years. First, the plunge pool would have begun to erode the channel just below the dam as the turbulent force of high water flows expanded the width of the pool. Second, major floods would top the west side of the dam causing a gully to cut upstream from the plunge pool and threatening to breach the dam on that side. Of course, this reconstruction is speculative, but does have merit since the erosion patterns observed today are mimicking the patterns that would have occurred in the late 19<sup>th</sup> century. Consequently, the cut rock rubble encountered in the channel and in eroded holes in the flood plain on the west side of the dam are possibly remnants of measures used to check erosion in the 1890s and early 1900s before the larger dam was constructed. The buried pieces in the depressions in the flood plain suggest that more extensive amounts of rubble may be hidden beneath the post-1912 silts and flood sediments that have raised the flood plain surface on the west side by several feet.

#### *Terraced Area*

About 110 feet southwest of the west end of the 1874 stone dam or 60 feet south of the pumping facility is an artificially flattened area with a smaller section containing gravel. The flattened area is about 70 ft north-south by 60 feet east-west and the gravel area is in its southwest quarter. The gravel seems to cover about a 30x40' area. The buried gravel may be the flattened remnant of a gravel pile once stockpiled on the terrace and used to help maintain the rail bed in the 20<sup>th</sup> century. The entire terraced area has been abandoned probably at least since 1950 based on the age and size of trees. Finally, it is also possible that wooden structures of light construction or pole barns once stood in this area and archaeological work would be needed to determine if any buried evidence still exists.

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### *Old Tree Stumps*

About 80 feet downstream from the 1874 stone dam is an old cut stump submerged in the creek channel. It is evident and exposed when water levels are low and was assigned map point #743 (Figure 8). Several more stumps were encountered another 40 feet south of this particular stump and they were assigned #745. All of these stumps appear to be from trees growing along the creek bottom in 1912 that were cut down subsequently to clear the new reservoir when the larger dam was completed. Since these trees would not have grown in a water filled channel, they indicate that the 1912 creek channel was actually lower than the present creek channel. The old channel filled naturally as the 1912 reservoir silted in and has not been reestablished since.

### *Fences*

Several fence lines were identified on the property around the 1874 stone dam. The most intact is well away from the dam proper. The fence running parallel the railroad and only about 50 to 60 ft east of the tracks was among the more evident fence lines. It has not been well maintained in the past 50 years and sections of it have fallen over. It has at least two series of posts representing two major phases of repairs/construction.

### *Telegraph/Telephone Pole*

An example of a telegraph/telephone pole was located standing south of the water tower piers at mapping point #714. It is short in comparison to poles today and appeared to be only about 15 feet tall. The pole may be cedar and was about 10 inches in diameter. Metal identification numbers identify it as "56G" and it held small size insulators on its cross ties. The pole probably dates from the 1890s to the 1920 period, although an exact date is unknown. At least one other telephone/telegraph pole was encountered, but it had been cut down some years ago and left to rot on the ground.

### *Possible Derrick Supports*

Several possible line supports for derricks were encountered around the dam. While it is expected that when the stone dam was built in 1874, the swinging wood derricks used to hoist and set the large stones were removed for use by the railroad on other construction projects. The possible cut ends of buried tie-down posts were identified in the field around the 1874 stone dam and are more likely to date from the period when the dam was raised than its initial construction. That is, the single row of capping stones may also have used a swinging derrick mechanism to set them in place. The 5' long timber buried in the ground at an angle at mapping point #758 is a very likely candidate for a peripheral tie-down support post. It has a hole drilled at an angle through it and an iron L-shaped threaded possible anchor rod resting on its top. This post may have held a guide wire used to stabilize and secure a wooden swinging derrick used to lift building stones onto the dam. If this is true, the post may date from the 1890's-1910 period (capping stones phase) or even less likely from the 1874 construction period.

Other less recognizable cut posts or cut timbers were noted at mapping point #756. Most of the evidence for swinging derrick locations is expected to be left as filled pits and holes where the derrick bases were set. Consequently, these pit features would be recognizable only in archaeological excavations and probably would be located within 15 to 30 feet from the ends of the dam. Evidence for tie-down supports and guide wires would be found more peripherally around the derrick bases and #758 seems to be a good candidate for such an association.



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### *1870s Artifacts*

An example of a c.1865-1880's artifact left from the earliest occupation of the dam was encountered at mapping point #710. It consisted of a fragment from an aqua-light blue rectangular thick glass bottle. Leaf matter obscured most of the ground around the dam and this was the oldest historic artifact encountered in the survey of the premises. Most of the ground surface across the premises revealed no evidence of pre-1900 activities because of vegetation and silts deposited on lower areas by floods over the years. Modern litter and trash from the last 20 or 30 years was encountered, but it too was minimal given the extent of pedestrian use of the area in the past 60 years.

### *Coal Pieces*

Several areas along the western edge of the property had pieces of unused coal scattered on the ground. At mapping point #726 for example, unburned coal pieces were particularly frequent. It is not known if these pieces were simply lost by passing trains or by those waiting to replenish their water. Some of the coal may even be from stockpiles on the premises and used to operate the pump engine before electricity or gas replaced it.

### *Oxidized Hearth Outlines on the 1874 Stone Dam*

The 1874 stone dam exhibits fire reddening along some of its stones from hearths placed on top of it over several periods. Along the western flank of the dam, some newly exposed fire-oxidized rock faces were identified that were quite revealing about their age. The reddened part of the sandstone extended beneath the added capping blocks establishing that the fires were staged on the top of the dam before the capstones were set. Along the eastern side of the dam, however, were several newer areas where fires had been made up against the top corner of the dam. These hearths were used in the past 10 to 20 years and the capstones also showed reddening along with the top of the dam. Oral history conveyed to Allen Heritage Guild members includes stories about hoboes living along side of the tracks in some area near the water station (Reynolds nd1:3; nd2:14). The transients would sometimes build fires on the dam, camp overnight nearby and catch rides as the trains stopped for replenishing water supplies. The fire stains observed on the dam apparently corroborate these stories and the water station was a natural stopping point that enabled transients to hitch rides easily as trains replenished their water.

**8. STATEMENT OF SIGNIFICANCE**

**APPLICABLE NATIONAL REGISTER CRITERIA**

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUES, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

**CRITERIA CONSIDERATIONS:** N/A

**AREAS OF SIGNIFICANCE:** Transportation, Settlement

**PERIOD OF SIGNIFICANCE:** 1874 - c.1949

**SIGNIFICANT DATES:** 1874, 1910

**SIGNIFICANT PERSON:** N/A

**CULTURAL AFFILIATION:** N/A

**ARCHITECT/BUILDER:** Houston & Texas Central Railway Company, Southern Pacific Railroad

**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-12 through 8-14).

**9. MAJOR BIBLIOGRAPHIC REFERENCES**

**BIBLIOGRAPHY** (see continuation sheets 9-15 through 9-16).

**PREVIOUS DOCUMENTATION ON FILE (NPS):** N/A

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

**PRIMARY LOCATION OF ADDITIONAL DATA:**

- State historic preservation office (Texas Historical Commission)
- Other state agency (Texas State Library and Archives Commission)
- Federal agency
- Local government - City of Allen
- University - Southern Methodist University (Degolyer Library)
- Other -- Specify Repository:

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## Statement of Significance

The Allen Water Station in Allen, Collin County, Texas, is a district containing structures or ruins of structures built by the Houston & Texas Central (H&TC) Railway Company beginning in 1874. This particular route ran between Denison near the Red River through Allen and Dallas, linking to Houston and Galveston, on the Gulf coast. The Allen Water Station remained in operation until steam locomotives were no longer used on the route and the site was abandoned in the late 1940s. The district today contains the archaeological and structural remains of all its former facilities and is currently open to the public as a local heritage park that highlights the important role that the H&TC railroad played in late 19th century commerce, transportation, and settlement in North Texas. The Allen Water Station is nominated to the National Register of Historic Places under Criterion A in the areas of Transportation and Settlement, at the local level of significance.

### *Houston and Central Texas Railway.<sup>1</sup>*

The Houston and Texas Central Railway Company grew from a railroad chartered as the Galveston and Red River Railway in 1848. Originally proposed to connect Houston to the Brazos River, the company made slow progress until the late 1850s. In 1856, the company was renamed Houston and Texas Central Railway Company, and by 1861, the railroad reached 81 miles to Millican, in Brazos County. Construction ceased during the Civil War, but the line reached Dallas in 1872 and the Red River one year later. In the decade following the Civil War, the company acquired other lines, including the Waco Tap, Austin and Northwestern, Central Texas and Northwestern, and the Fort Worth and New Orleans railways. Charles Morgan purchased the company in 1877, who sold it among other holdings to the Southern Pacific in 1883. The H&TC continued to operate under its own organization until 1927, when it was leased to the Texas and New Orleans. Beginning in 1901, the company was one of the first in Texas to run a portion of its locomotives on fuel oil. H&TC lines still operated by the Southern Pacific as late as 1988 included Houston to Denison, Ennis to Fort Worth, and Hearne to Giddings.

### *Development and Use of the Allen Water Station*

When the H&TC Railway constructed its line northward from Dallas to the Red River to join the MKT line at Denison by 1873, no public water systems were available along the proposed route. Rural water stations at the time consisted of a dependable water source, a pumping facility and an elevated railside water tank all interconnected by underground waterlines. In cold climates, they were designed with insulated tanks to prevent freezing. In locations where pure water was not available, they may have also included settling basins, filtering apparatus, and even chemical treatment plants. In Texas, public water systems became available in smaller towns in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, allowing railroad water stations to be combined with depot and passenger station stops so that other activities could be conducted simultaneously. Freight could be loaded and unloaded and passengers could be boarded as water was replenished. In 1874, landowner J.W. Franklin conveyed to the Houston & Texas Central Railway Company the right to construct a dam on his property in order to supply a water station.<sup>2</sup> In 1870, there were few existing towns on the future route of the

<sup>1</sup> Adapted from *Handbook of Texas Online*, s.v. "," <http://www.tshaonline.org/handbook/online/articles/HH/eqh9.html> (accessed August 7, 2008).

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Allen, Collin County, Texas

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H&TC in North Texas. The only major incorporated centers of any size on the route were Corsicana, Dallas, McKinney and Sherman. Dallas was by far the largest fledgling town in the region, and had grown to 3,000 in 1870. Between Dallas and Corsicana, there were no other towns larger than 900 and many of the future rail stops did not even exist until after the tracks were laid and rail services begun. Heading north along the H&TC tracks from Dallas, the only recognizable towns in 1870 were McKinney and Sherman. The population of Sherman was 1,439 and McKinney about 600 in 1870. All of the other towns north of Dallas were either simply small crossroads or open farmland awaiting the arrival of the tracks before a railroad town would be established. The placement of water stations along the H&TC route was determined by two variables: anticipated water replenishing needs and the nearest dependable water source at those locations where refilling was required. The absence of large towns along the route meant that independent water services had to be developed by the H&TC Railway Company.

The first north-south route H&TC Railway passenger train rolled into Dallas on July 16, 1872, and within seven months a second rail line entered Dallas from the east, making the city a true crossroads, and giving the city the impetus for creating a strong utilities network. Dallas, however, was ahead of the many smaller towns along the H&TC rail line in terms of its ability to supply resources such as water to the trains that passed through the area. The Allen Water Station functioned as one of the major water stops on the 70-mile section of the H&TC rail line between Dallas and Denison to the north, and may have served as the only major non-depot associated water station on this stretch of rail. It was located about thirty miles north of Dallas at an elevation of 640 ft. The trip northward from Dallas involved about a 210 ft increase in elevation over the H&TC station in Dallas, adding extra duty to the engines heading northward. Consequently, the Allen water station likely serviced all north-bound steam engines to replenish their supplies after leaving Dallas, and even south-bound trains may have also used the facility.

The drainage basin for Cottonwood Creek just upstream of the H&TC crossing is actually quite small, and extends north-westward for only three miles. Wilson Creek crosses the old H&TC line just 3.5 miles north of Cottonwood Creek and its basin extends for more than eleven miles upstream from the tracks. Rowlett Creek is just 2.7 miles south of Cottonwood Creek and its basin extends for about 5.8 miles upstream from the tracks. Since dependable water sources were the primary consideration for choosing a water station location, the Cottonwood Creek site must have offered either a more reliable water supply or a better location to construct a water station. Possibly the bedrock ledges along its channel were preferred and the closeness of the nearby rail line to this particular location made it even more attractive. It is also possible that the faulted section of chalk rock on the east side of the dam created springs just upstream. If so, this would also have attracted the attention of H&TC designers and made the water source at this location more dependable than a supply fed only by runoff.

The Allen Water Station was designed in 1874 at a remote location with no depot or station to exchange passengers or load freight. This particular location was suitable for a water station but was ill-suited for establishing a town site, as it was surrounded by low-lying flood plains that required elevating the tracks by some five to nine feet as the line crossed Cottonwood Creek. The town of Allen was platted in 1876 Allen about 5,000 ft south of the water station.<sup>3</sup> As a result, after the town site for Allen was developed, trains would have to stop twice: once at the passenger and freight depot in town, and once again for water.

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<sup>2</sup> The record was signed by Mr. Franklin on the 16th day of September, 1874, and filed by the H&TC Railway Company with the County Clerk of Records ten days later.

<sup>3</sup> Allen was named for Ebenezer Allen who was the last Secretary of State for the Republic of Texas and an early railroad promoter from Galveston.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 8 Page 14

Allen Water Station  
Allen, Collin County, Texas

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U.S. Census records indicate railroad laborers originating from Ireland, Germany, Switzerland, and the United States lived in the railroad camp in 1880, 1890 and 1900. The camp was occupied by railroad personnel until diesel engines replaced steam engines in the late 1940s. Census records concur with affidavits given by local descendants of railroad workers regarding the existence of a section house and the importance of the Allen Water Station to the railroad industry. Although physical evidence of a section house has yet to be discovered, photographic evidence has been provided by a local grandson of the Section Forman, Hawk Peters (see page 26). The photograph clearly depicts the section house in the background.

### *Significance*

Today, the Allen Water Station still retains evidence of all of the major structures and features found in a typical 1870s water station, making it worthy for further study as a rare vestige of once-common railroad infrastructure. The stone piers indicate the size of the Allen water tank and the pump facility ruins reveal the layout of the piping system. The 1874 stone dam shows remarkable details about its history from the use of derrick cranes with gravity hooks to maintenance features such as a sluice gate to cope with sediment load and sloping crest possibly for diverting water energy and preventing destructive turbulence. In addition, the water station's premises contain other ruins, historic resources and expected archaeological remains that also convey information about the spatial layout the facility and use of the property.

The Allen Water Station helped spur a period of rapid development because it served one of the major rail lines in North Texas. The H&TC's tie-through to the MKT line to St. Louis and Chicago in 1873 was the first between the rail system of Texas and the expanding national network, enabling settlers to come to Texas from the mid-western and eastern United States by rail. Also, cotton, corn, cattle and other produce could be shipped back along the same route to meet growing commercial markets in the east. Collin County experienced tremendous growth and nearly doubled from 14,013 in 1870 to 25,983 residents in 1880. Some towns along the new rail line were established overnight as entrepreneurs and businesses flocked to capitalize on the many opportunities. While many in-town water stations were destroyed by post 1940 urban growth, the remote Allen Water Station survives as a good example of what these facilities looked like. Water stations from the era of steam locomotives are an under-recognized historical property, despite the fact that they once played a pivotal role in the daily operation of 19th century railroads. The Allen Water Station serviced locomotives en route as a major refilling stop, and the larger supply reservoir constructed nearby in 1912 indicates that the water station remained a critical facility in the early 20th century.

Allen's H&TC Water Station is nominated to the National Register of Historic Places in the area of Transportation for its direct association with an early rail transportation system in North Texas as a necessary operational component of a steam-powered railroad. In addition to the 1874 stone dam, the property includes buried features and architectural remains that can reveal other aspects about the construction of the water station useful for understanding the operation of the facility. The property is also nominated in the area of Settlement, as the water station represents the establishment of important transportation networks that allowed for the rapid growth of Collin County in the late 19<sup>th</sup> century. The City of Allen operates the largest portion of the nominated property as part of its park system, and continues to publicly interpret the site's significance to the establishment and growth of the city and region. In 2001, the property was designated as a State Archeological Landmark by the Texas Historical Commission.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 9 Page 15

Allen Water Station  
Allen, Collin County, Texas

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United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 9 Page 16

Allen Water Station  
Allen, Collin County, Texas

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Reynolds, Ethel Summers. Between the creek and the railroad track or below the railroad dam. Manuscript copy courtesy Allen Heritage Guild members.

Reynolds, Ethel Summers. By the (not always) still waters. Manuscript copy courtesy Allen Heritage Guild members and apparently compiled by Mrs. E. Reynolds in January, 1988.

*Texas Almanac and State Industrial Guide 1970-1971*. A.H. Belo Corporation, Dallas, Texas.

Werner, George C. Houston and Texas Central Railway, in *Handbook of Texas On-line* (entry 0.764).

Werner, George C. Southern Pacific System, in *Handbook of Texas On-line* (entry 0.764), in *Handbook of Texas On-line*

**10. GEOGRAPHICAL DATA**

**ACREAGE OF PROPERTY:** Approximately 5.67 acres

<b>UTM REFERENCES</b>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
	14	717816	3666639

**VERBAL BOUNDARY DESCRIPTION:** (see continuation sheet 10-17)

**BOUNDARY JUSTIFICATION:** (see continuation sheet 10-17)

**11. FORM PREPARED BY** (with assistance from National Register Coordinator Gregory Smith)

**NAME/TITLE:** Kelly J. McGinnis (City of Allen Grant/Project Coordinator), based on Texas State Archeological Landmark (SAL) nominations by Randall Moir, Ph.D.

**ORGANIZATION:** Allen Parks & Recreation Department, City of Allen      **DATE:** 02/25/08

**STREET & NUMBER:** 305 Century Parkway      **TELEPHONE:** (214) 509-4722

**CITY OR TOWN:** Allen      **STATE:** Texas      **ZIP CODE:** 75013

**ADDITIONAL DOCUMENTATION**

**CONTINUATION SHEETS**

**MAPS** (see continuation sheets 17 through 21)

**PHOTOGRAPHS** (see continuation sheets 28 through 32)

**ADDITIONAL ITEMS** (see historic images and documents on continuation sheets Figure-22 through Figure-27)

**PROPERTY OWNER**

**NAME:** City of Allen (Contact: Kelly J. McGinnis )

**STREET & NUMBER:** 305 Century Parkway

**CITY OR TOWN:** Allen

**STATE:** Texas

**TELEPHONE:** (214) 509-4722

**ZIP CODE:** 75013

**NAME:** Dallas Area Rapid Transit (Contact: Frances Wilson )

**STREET & NUMBER:** P.O. Box 660163

**CITY OR TOWN:** Dallas

**STATE:** Texas

**TELEPHONE:** (214) 749-3619

**ZIP CODE:** 5266-0163



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

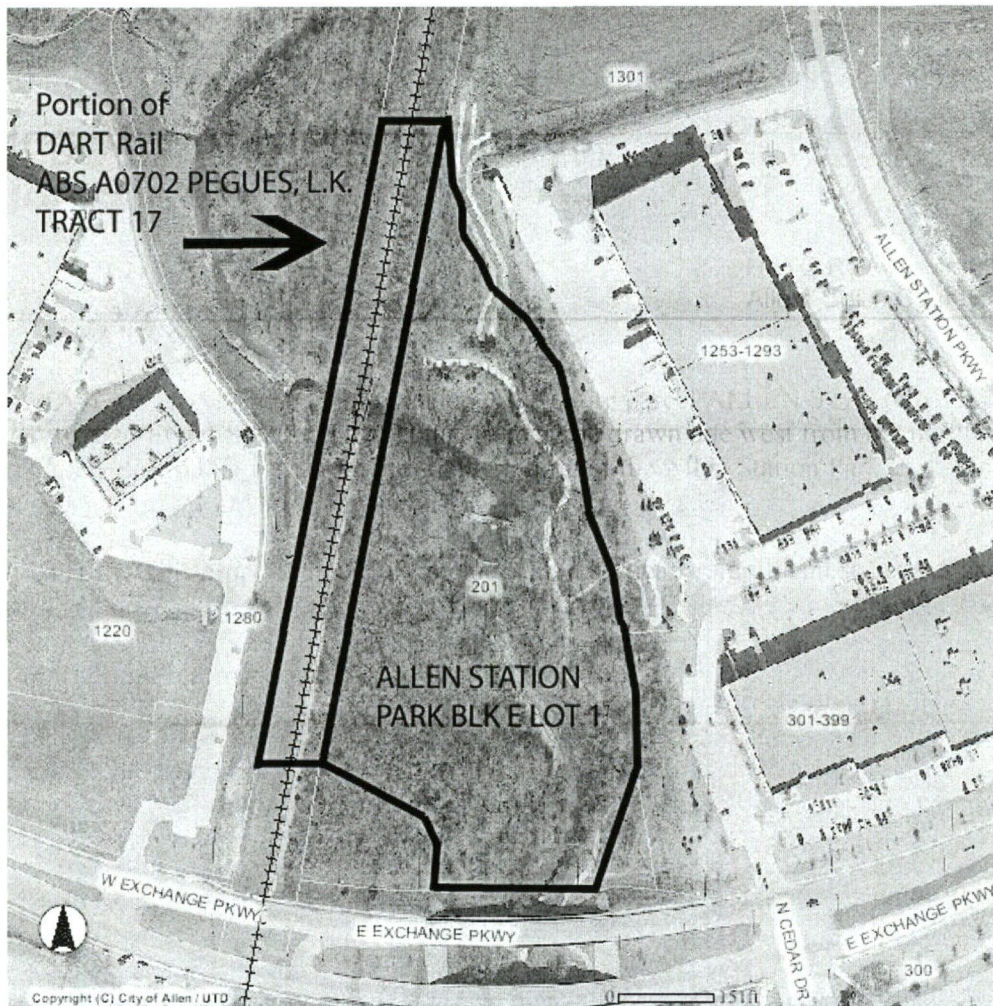
Section 10 Page 17

H&TC Railway Water Station  
Allen, Collin County, Texas

**VERBAL BOUNDARY DESCRIPTION:** The boundary includes the entire parcel ALLEN STATION PARK BLK E, LOT 1, and a portion of ABS A0702 PEGUES, L.K., TRACT 17, from a line drawn due west from the northern limit of the Allen Station Park parcel to a line drawn due west from the southern limit of the Allen Station Park Parcel immediately adjacent to, and sharing a boundary with, the DART Rail parcel.

**BOUNDARY JUSTIFICATION:** This property boundary includes all historically significant structures and ruins of the 1874 H&TC water Station.

Below: Aerial photograph indicating boundary of nominated property.

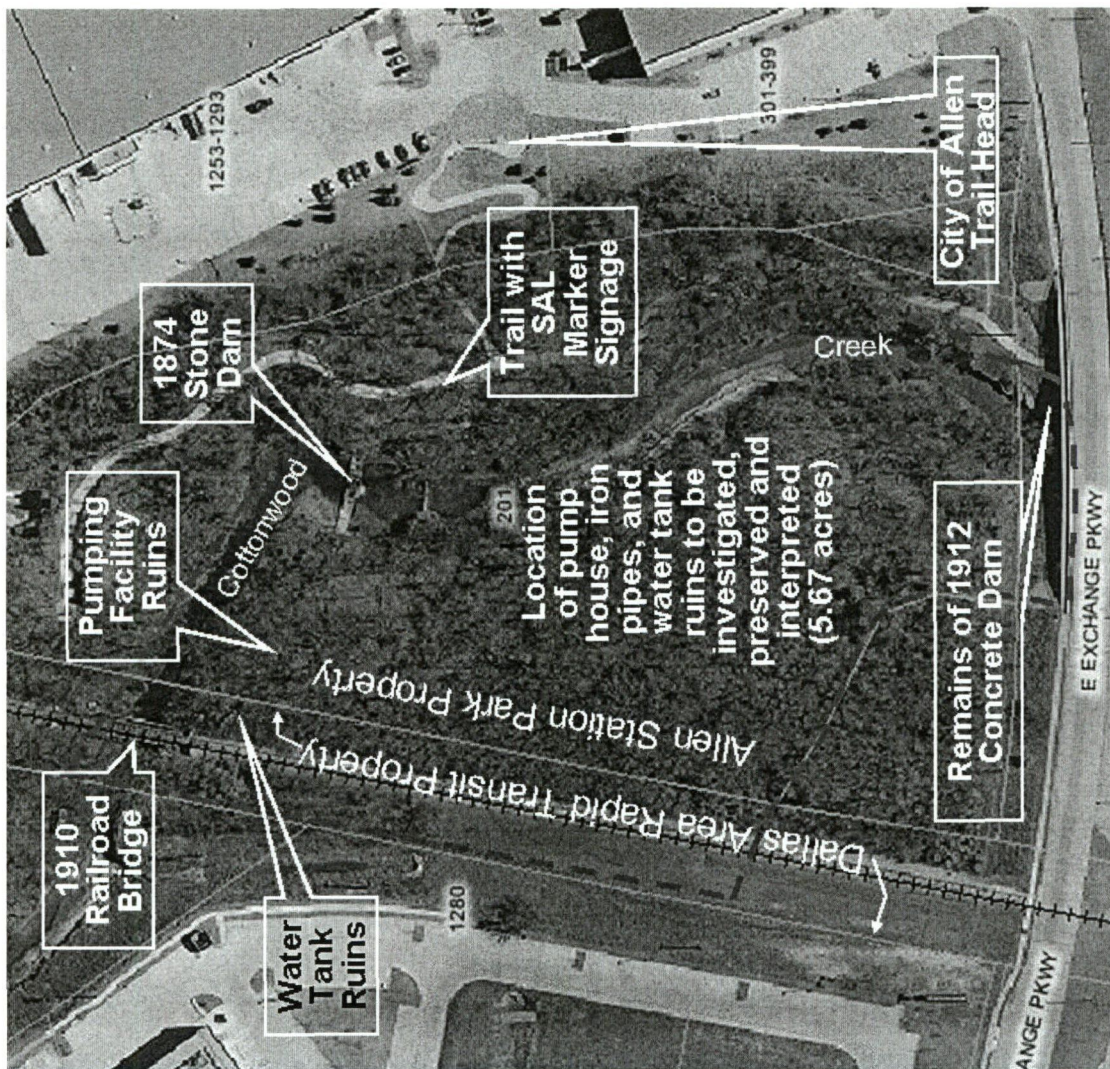


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National Park Service

# National Register of Historic Places Continuation Sheet

Section FIGURE Page 18

Allen Water Station  
Allen, Collin County, Texas



# H&TC Water Station Site



City of Allen  
★ Water station location

United States Department of the Interior  
National Park Service

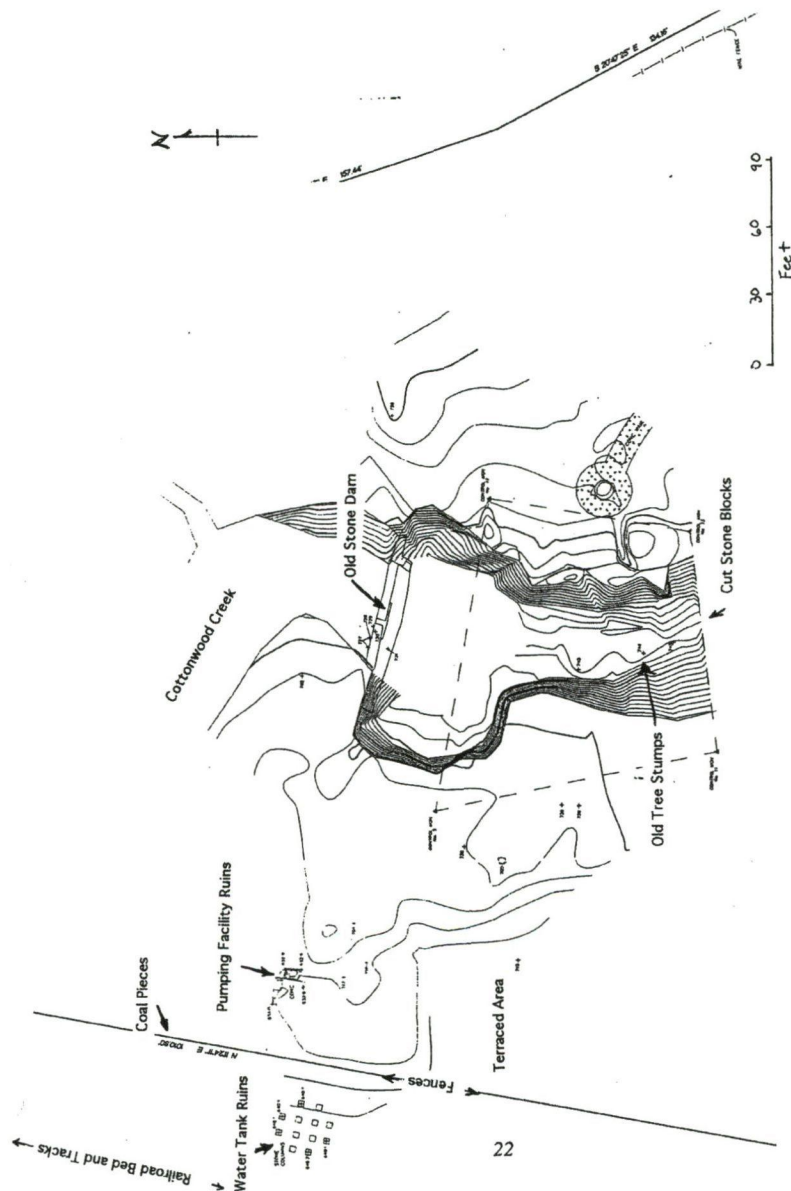
# National Register of Historic Places Continuation Sheet

Section FIGURE Page 19

Allen Water Station  
Allen, Collin County, Texas

### Site Plan, showing major features and 1 foot contours.

The plunge pool is well-defined by the erosion of post 1912 silts along the west side of the creek channel. The western abutment of the 1874 dam is buried under post 1912 flood sediments and silt deposited after the larger dam was constructed downstream.



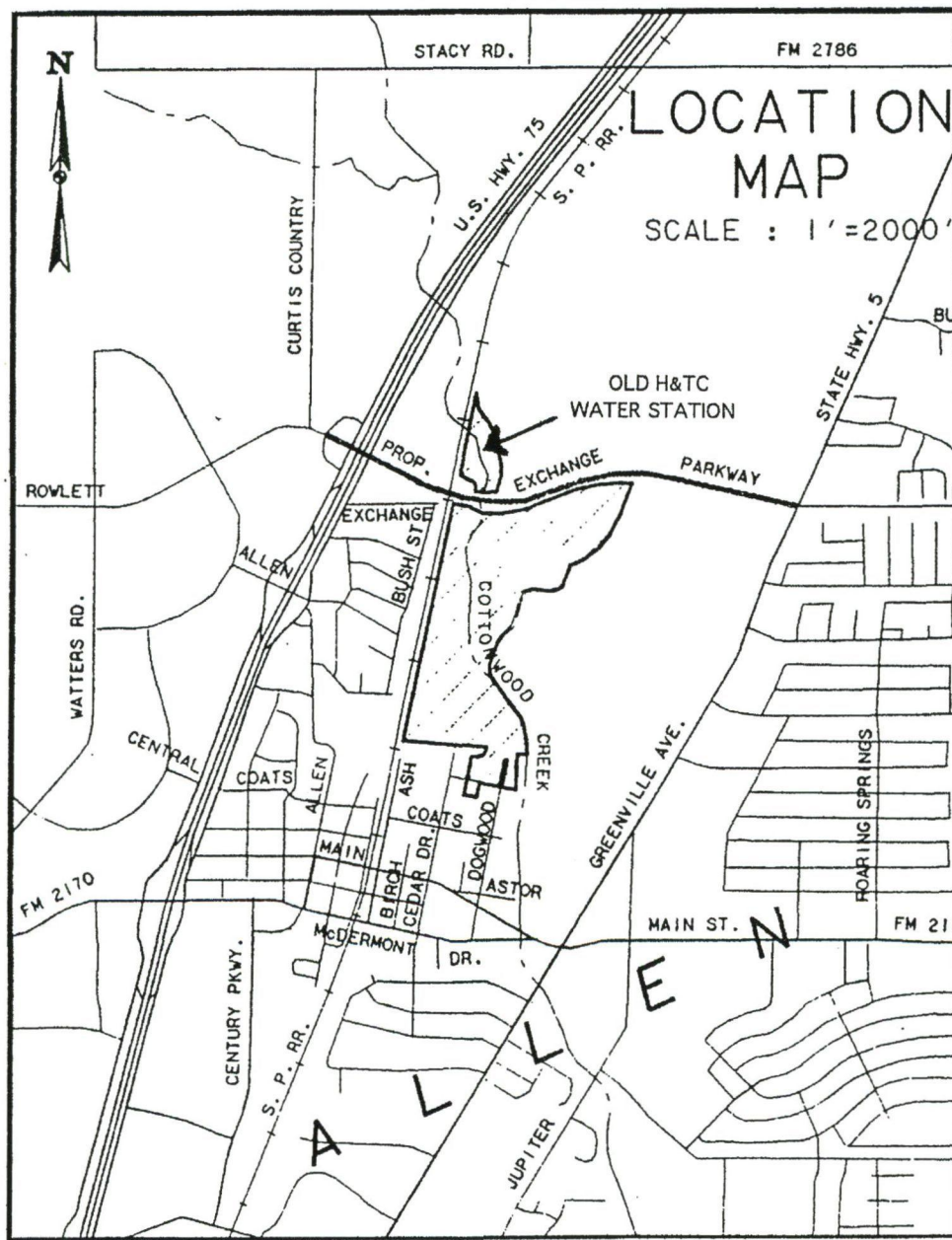
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section FIGURE Page 20

Allen Water Station  
Allen, Collin County, Texas

Location of Allen's 1874 Houston & Texas Central Railway water station on Cottonwood Creek about a mile north of the town of Allen, Texas.



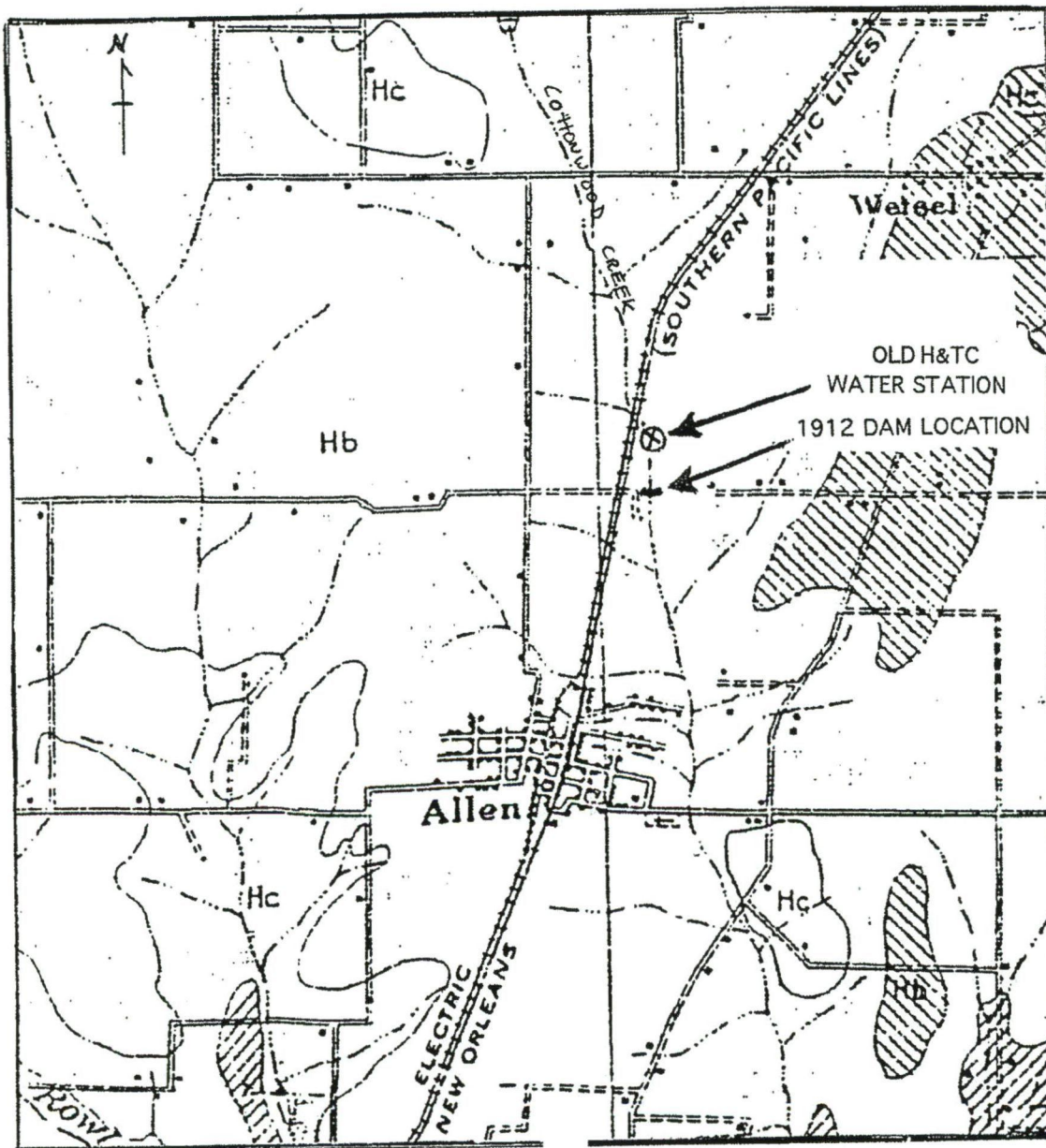
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National Park Service

# National Register of Historic Places Continuation Sheet

Section FIGURE Page 21

Allen Water Station  
Allen, Collin County, Texas

1930s map depicting the old H&TC rail line (labeled Southern Pacific) and the newer Interurban Electric route just to the west. Note the absence of U.S. Hwy 75. The rail was the primary form of transportation until construction of U.S. 75 in the 1960s.



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National Park Service

## National Register of Historic Places Continuation Sheet

Section FIGURE Page 22

Allen Water Station  
Allen, Collin County, Texas

Late 19<sup>th</sup> century photograph of railroad laborers in foreground and Section House in background provided by a local descendent of Hawk Peters, Section Foreman (shown in foreground, third from left, died 1890). U.S. Census records indicate railroad laborers originating from Ireland, Germany, Switzerland, and the United States lived in the railroad camp in 1880, 1890 and 1900. The camp was occupied by railroad personnel until diesel engines replaced steam engines in the late 1940's. The photograph depicts the section house in the background.



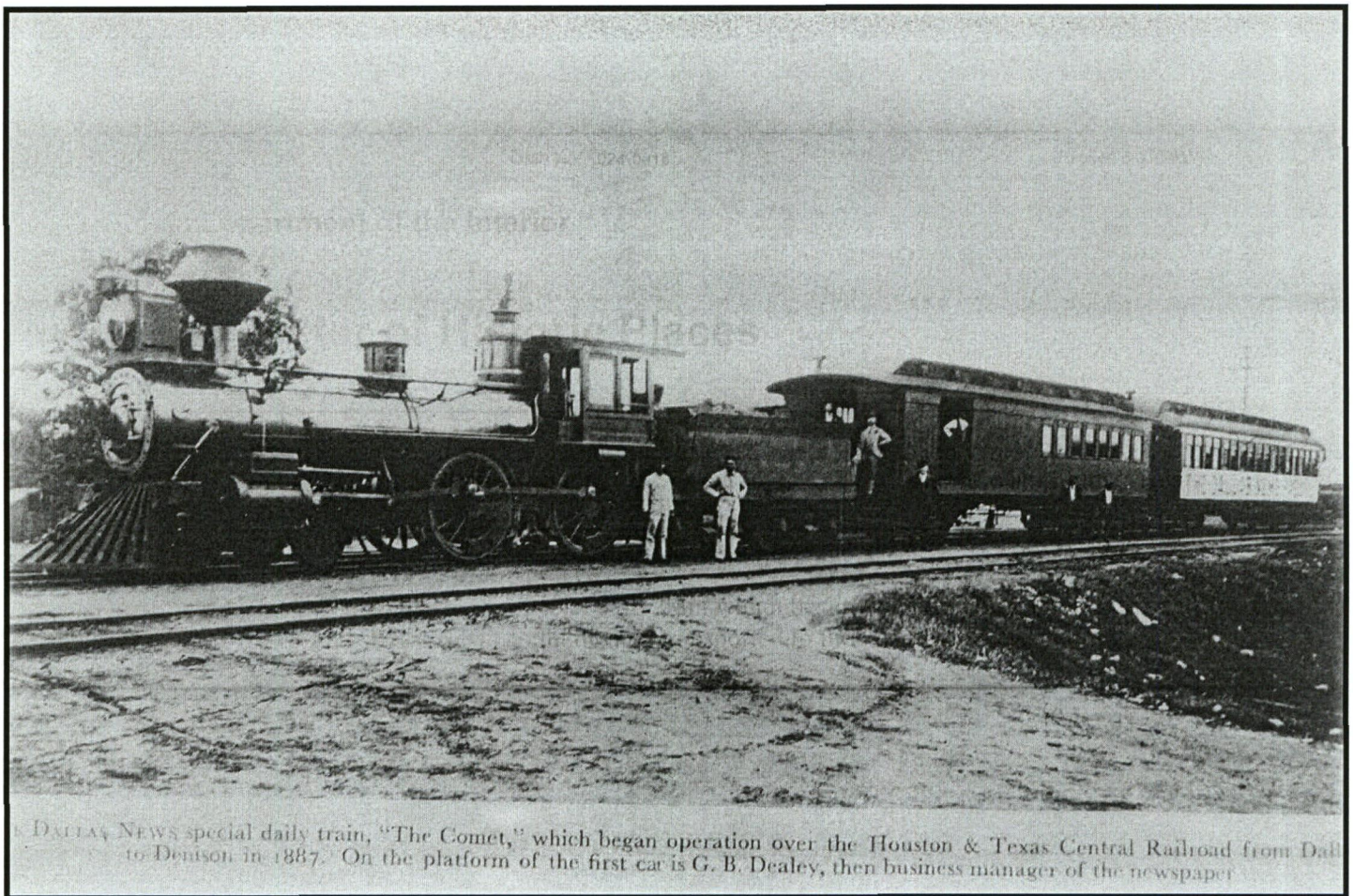
United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section FIGURE Page 23

Allen Water Station  
Allen, Collin County, Texas

Photograph of "The Comet", the Dallas News special daily train which began operation over the H&TC Railway from Dallas to Denison in 1887. The Dallas News could then be transported to the East via the MKT Line.



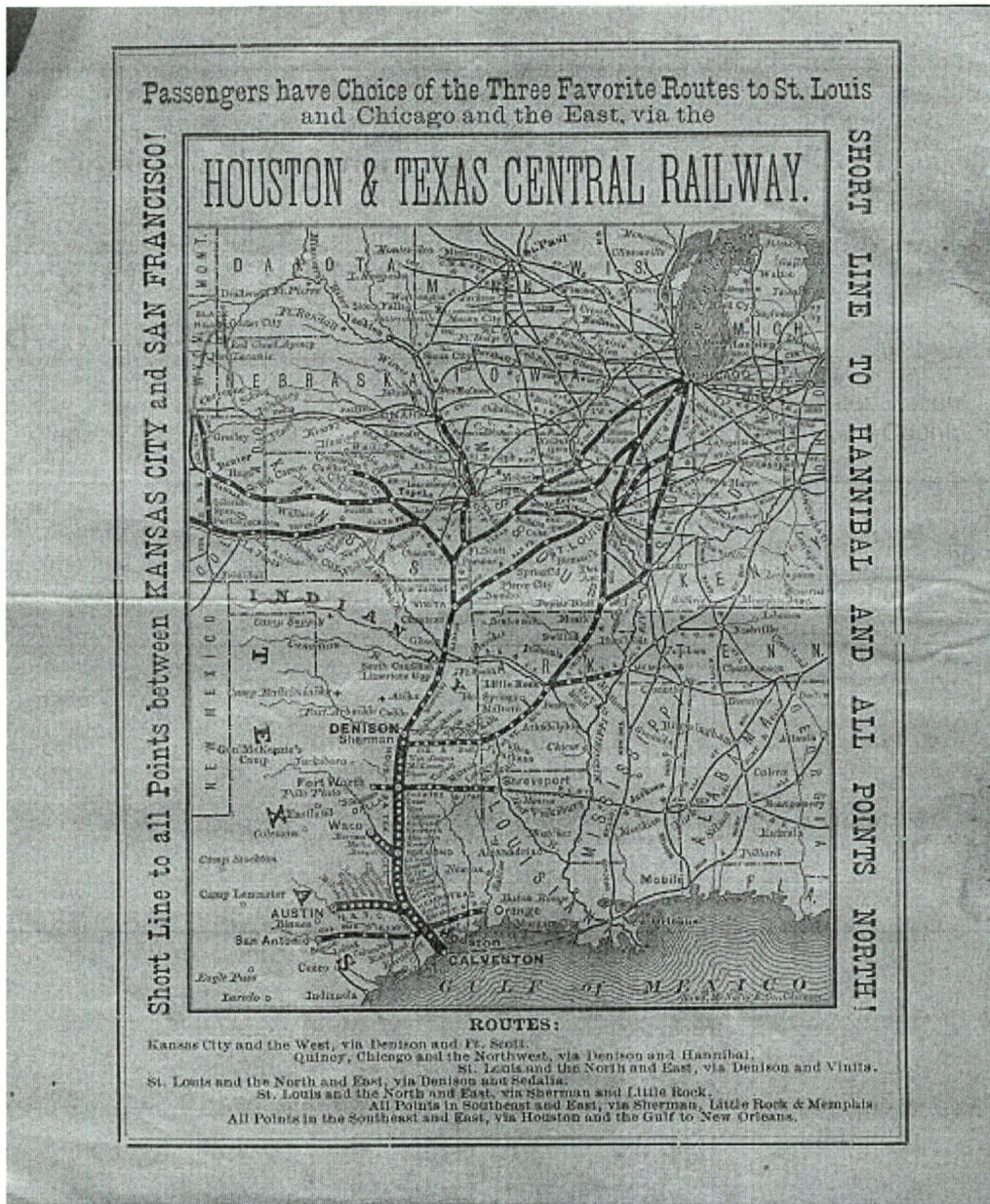
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National Park Service

# National Register of Historic Places Continuation Sheet

Section FIGURE Page 24

Allen Water Station  
Allen, Collin County, Texas

Back cover of a Houston and Texas Central Railway train schedule pamphlet dated November 7, 1879 (Texas State Library and Archives Commission). Destinations in the East, West and South can be reached by passing through Allen's H&TC Water Station.





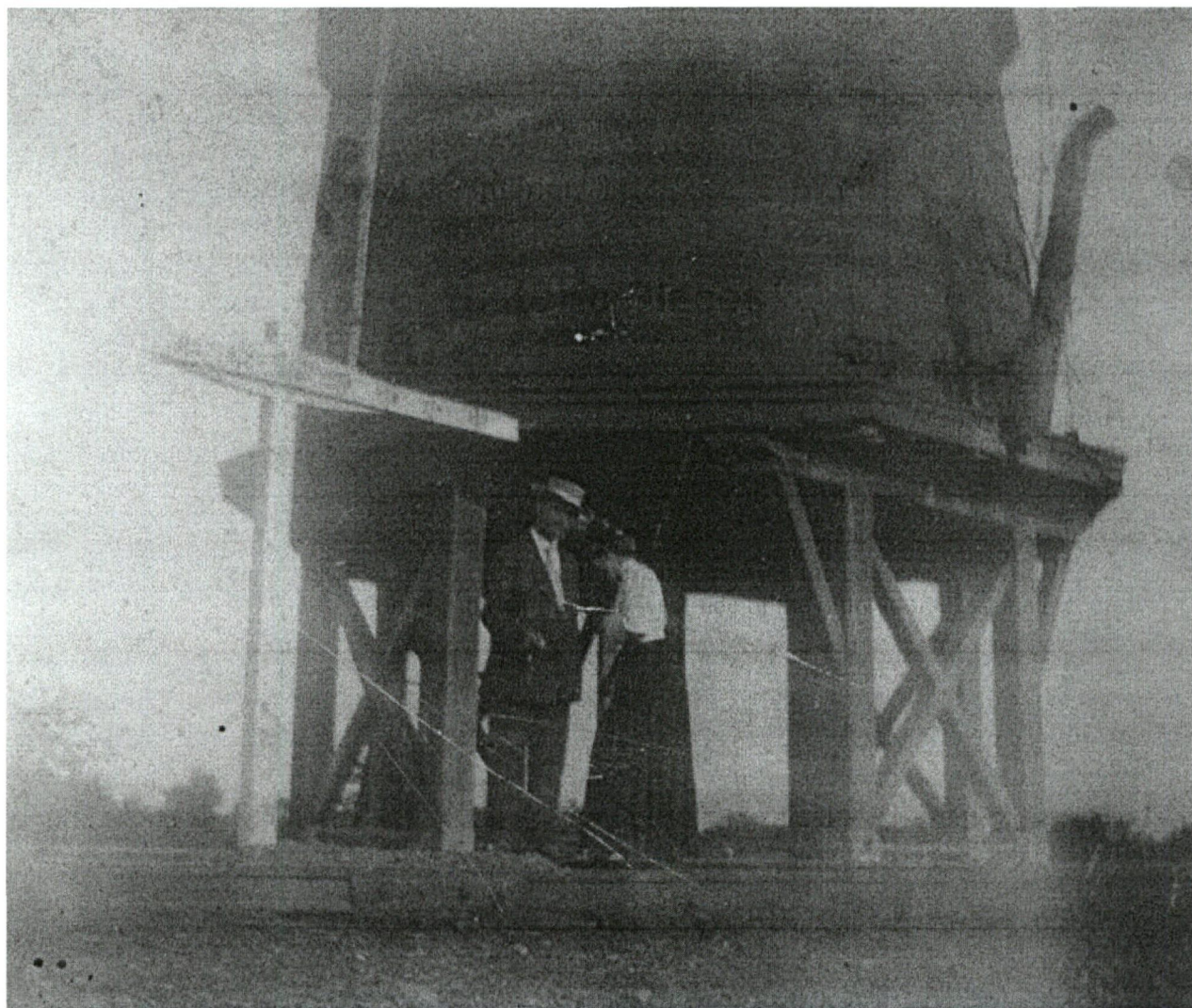
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National Park Service

## National Register of Historic Places Continuation Sheet

Section FIGURE Page 25

Allen Water Station  
Allen, Collin County, Texas

An early twentieth century photograph of the Allen water tank showing the gooseneck delivery spout and wooden support piers with cross braces. View looking southeast from the west side of the railroad tracks (photo courtesy of the Allen Heritage Guild).



Today, only the 12 stone piers remain. From the stone piers, it is estimated that the diameter of the tank's tub was 25 to 26 feet in diameter. The entire structure is estimated to have been 28 to 35 feet tall, based upon plans for late 19<sup>th</sup> century water tanks (Berg 1893:117).

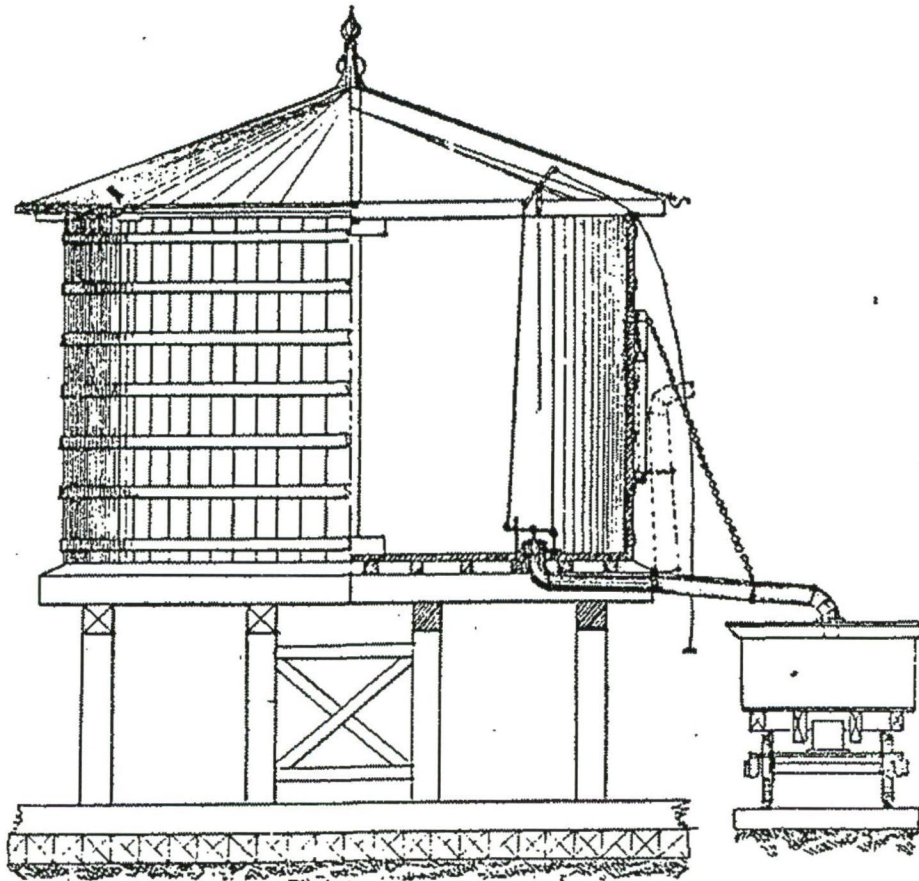
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## National Register of Historic Places Continuation Sheet

Section FIGURE Page 26

Allen Water Station  
Allen, Collin County, Texas

Illustration of an 1880's railroad water tank common for warmer climates and showing internal workings of the gooseneck delivery spout and interior levered lid-valve for letting water flow down the spout (from Berg 1893: 119). Berg (1893:117) notes that wooden water tank tub diameters in general use were 16, 18, 20, 22, 24 and 30 ft. The heights of their staves were typically 14, 15, and 16 ft. and the floor of the tubs typically stood about 12 to 15 feet above the tracks. Foundations were frequently wooden trestle-bents. They would have an intake supply pipe, a discharge pipe connected to a goose-neck delivery spout and a water level indicator so that operators could tell how much water was in the tank upon approach.



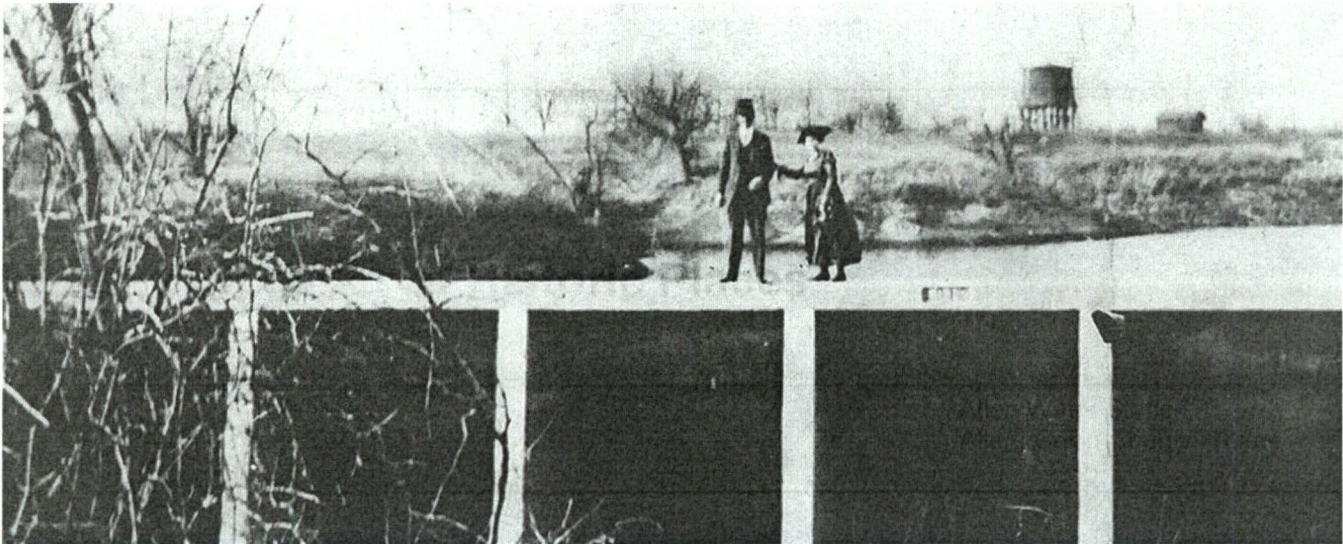
United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section FIGURE Page 27

Allen Water Station  
Allen, Collin County, Texas

1912 concrete dam constructed by Southern Pacific Railroad with Water Tank and Section House in background (photo courtesy of Allen Heritage Guild). View is from southeast to northwest. The reservoir created by the 1912 dam submerged the 1874 stone dam and created the local recreational swimming hole for local youth. The 1912 dam was breached in the 1960s and demolished in the 1990s.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section PHOTO Page 28

Allen Water Station  
Allen, Collin County, Texas

View southeast to northwest.



On left and right, photo shows erosion control gabions installed in 2002 / 2003 after 1999 study by Randal W. Moir, Ph.D., Historic Preservation Consulting Services. Angling upward from the reservoir is the sluice gate metal rod, extending approx 6' above the stone dam.

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National Park Service

## National Register of Historic Places Continuation Sheet

Section PHOTO Page 29

Allen Water Station  
Allen, Collin County, Texas

View from west side to east side of 1874 stone dam after erosion control gabions were installed by the City of Allen in 2002 / 2003 to prevent further erosion and stabilize the dam.



The dam appears to consist of two stages of masonry construction. Most of it is made from large roughly shaped sandstone blocks about 15 inches thick used to construct the bulkhead. There are six courses of these blocks showing above the plunge pool's waterline. On top of the dam is a single row of large and thicker blocks, called capping stones that were used to raise the height of the dam sometime after it was originally constructed. These blocks form a straight topped crest while the more massive section of the dam was sloped to drain toward the center. One of the capping stones was removed years ago and the water flowing over the dam in these photos is passing through this gap in the capping stones.

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National Park Service

# National Register of Historic Places Continuation Sheet

Section PHOTO Page 30

Allen Water Station  
Allen, Collin County, Texas

Remains of the Allen water station's pump facility's concrete slabs, brick footings and a small pit are evident in the foreground about 120 feet west of the 1874 stone dam. Several water tower piers are also visible in the upper left with the current tracks across the top of the photo. Machine pressed bricks used to construct part of the pump facility suggest that the facility may have been extensively upgraded when the much larger 1912 dam was constructed downstream.



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National Park Service

## National Register of Historic Places Continuation Sheet

Section PHOTO Page 31

Allen Water Station  
Allen, Collin County, Texas

1910 rail bridge over Cottonwood Creek. This is an early 20<sup>th</sup> century replacement of the original H&TC rail bridge. View north to south. Note the older stone masonry abutment that today serves as a retaining wall. The top of the wall and adjacent ground surface were covered by concrete to prevent erosion. Set back from the edge of the wall are large wood timbers and wooden blocks used to seat the south end of the iron bridge carrying the tracks. Three courses of specially stacked timbers distribute the weight of passing trains. The older sandstone retaining wall shows some major fractures that can be traced through five courses where the east side of the bridge would have distributed its load when the bridge sat on top of the wall. Today the bridge is set back from the top of the wall about 4 to six feet and its weight is redistributed over the concrete surface well back from the stone abutment.



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National Park Service

# National Register of Historic Places Continuation Sheet

Section PHOTO Page 32

Allen Water Station  
Allen, Collin County, Texas

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## Photo Log

Photo 1

Stone dam, oblique  
Camera facing northwest

Photo 2

Stone dam, looking over top stone courses  
Camera facing west

Photo 2

Stone water tank piers  
Camera facing southwest

Photo 4

1910 railroad bridge, from center of tracks  
Camera facing north

Photo 5

1910 railroad bridge, from center of tracks  
Camera facing south

Photo 6

Railroad bridge abutments  
Camera facing north

Photo 7

Wooden bridge abutment and trestle  
Camera facing west



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Allen Water Station

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Collin

DATE RECEIVED: 10/23/09      DATE OF PENDING LIST: 11/10/09  
DATE OF 16TH DAY: 11/25/09      DATE OF 45TH DAY: 12/06/09  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000980

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    12-3-09 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Allen Water Station  
Allen, Collin Co. Texas  
Photo 1



Allen Water Station  
Allen, Collin Co, TEXAS  
photo 2



4  
Allen Water Station  
Allen, Collin Co. TX  
photo 3





Allen Water Station  
Allen, Collin Co., TX  
Photo 4



R

Free  
your  
mind

TP

SUNNY

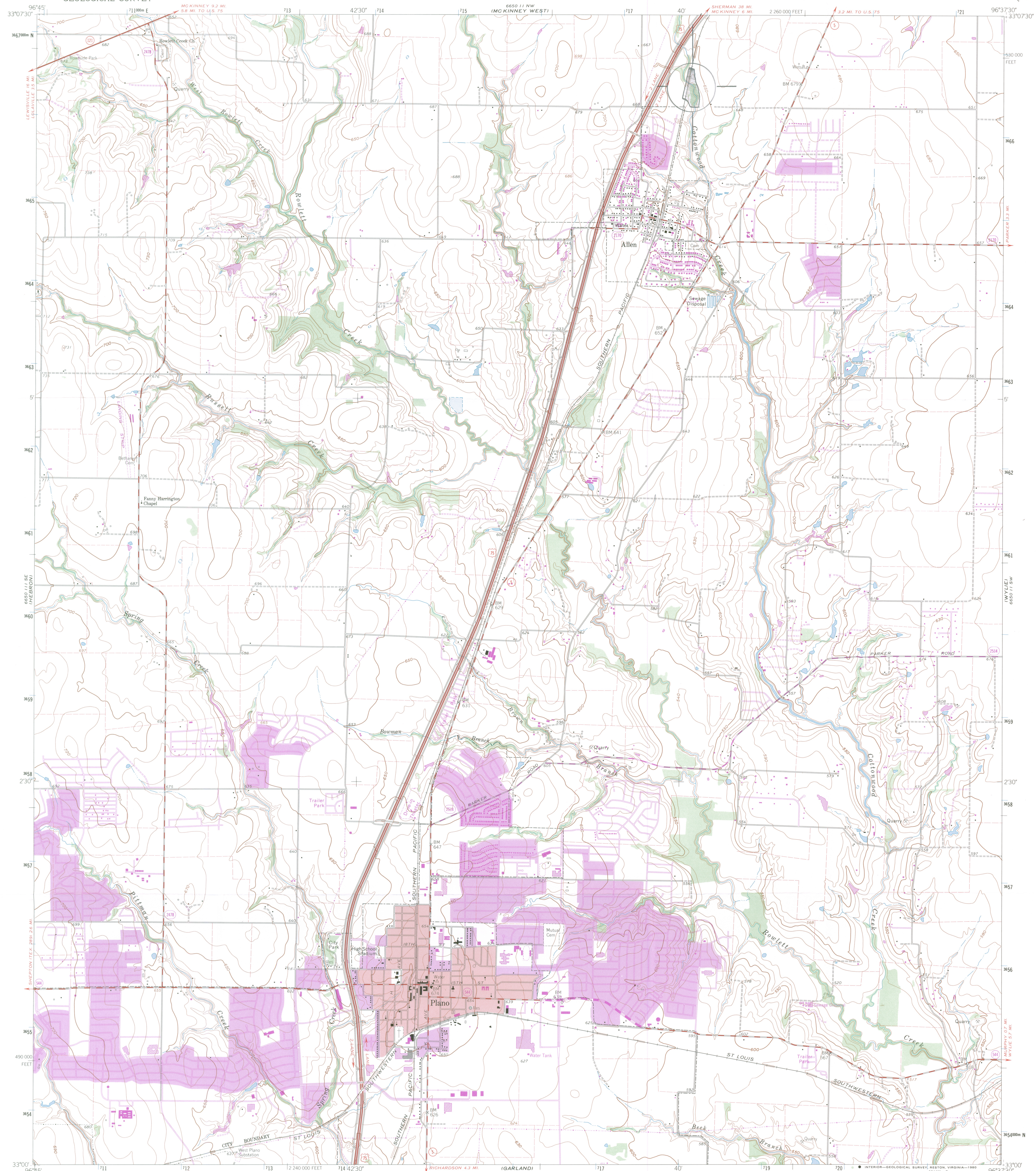
Allen Water Station  
Allen, Collin Co., TX  
photo 5



Allen Water Station  
Allen, Collin Co., TX  
photo 6



Allen Water Station  
Allen, Collin Co. TX  
photo 7



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
Aerial photographs taken 1957. Field check 1960  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Texas coordinate system,  
north central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 14, shown in blue  
Red tint indicates area in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence and field lines  
where generally visible on aerial photographs  
This information is unchecked  
To place on the predicted North American Datum 1983  
move the projection lines 10 meters south and  
26 meters east as shown by dashed corner ticks

Revisions shown in purple compiled from photographs  
taken 1968 and 1973. This information not field checked  
Purple tint indicates extension of urban areas  
UTM GRID AND 1973 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET  
1" = 23 MILES  
1" = 142 MILES

SCALE 1:24,000  
CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
U.S. Route ——— State Route ———  
PLANO, TEX.  
N3300-W9637.5/7.5  
1960  
PHOTOREVISED 1968 AND 1973  
DMA 6650 II SW—SERIES V882



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*



TO: Linda McClelland  
National Register of Historic Places

FROM: Gregory W. Smith, National Register Coordinator  
Texas Historical Commission

RE: Allen Water Station, Allen, Collin County, Texas

DATE: October 14, 2009

- The following materials are submitted regarding the Allen Water Station:

<input checked="" type="checkbox"/>	Original National Register of Historic Places forms: <input type="checkbox"/> Resubmitted nomination Multiple Property nomination form
<input checked="" type="checkbox"/>	Photographs
<input checked="" type="checkbox"/>	USGS maps
	Correspondence
	Other:

COMMENTS:

SHPO requests substantive review

The enclosed owner objections (do ) (do not ) constitute a majority of property owners

Other:

