

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

1. Name of Property

Historic Name: State Highway 120 Bridge at the Brazos River
Other name/site number: US 380 Bridge at Brazos River; Newcastle Bridge; SH 120 Bridge at the Salt Fork of the Brazos River
Name of related multiple property listing: Historic Road Infrastructure of Texas

2. Location

Street & number: Hardin Lane at the Brazos River
City or town: Newcastle State: Texas County: Young
Not for publication: [ ] Vicinity: [x]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [x] 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 [x] meets [ ] does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:
[ ] national [x] statewide [ ] local

Applicable National Register Criteria: [ ] A [ ] B [x] C [ ] D

Signature of certifying official / Title: Mark Wolfe, State Historic Preservation Officer
Date: 12/27/17
Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
Signature of commenting or other official
Date
State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:
[ ] entered in the National Register
[ ] determined eligible for the National Register
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other, explain: \_\_\_\_\_

Signature of the Keeper

Date of Action

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

**5. Classification**

**Ownership of Property**

	Private
X	Public – Local (Young County, Texas)
	Public - State
	Public - Federal

**Category of Property**

	building(s)
	district
	site
X	structure
	object

**Number of Resources within Property**

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
<b>1</b>	<b>0</b>	<b>total</b>

Number of contributing resources previously listed in the National Register: NA

**6. Function or Use**

**Historic Functions:** TRANSPORTATION/ Road-related (vehicular)

**Current Functions:** TRANSPORTATION/ Pedestrian-related

**7. Description**

**Architectural Classification:** Other: Parker Truss Bridge

**Principal Exterior Materials:** METAL/Steel, Concrete

**Narrative Description** (see continuation sheets 6 and 7)

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

**8. Statement of Significance**

**Applicable National Register Criteria**

	<b>A</b>	Property is associated with events that have made a significant contribution to the broad patterns of our history.
	<b>B</b>	Property is associated with the lives of persons significant in our past.
X	<b>C</b>	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.
	<b>D</b>	Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations:** NA

**Areas of Significance:** Engineering

**Period of Significance:** 1932-1933

**Significant Dates:** 1932, 1933

**Significant Person** (only if criterion b is marked): NA

**Cultural Affiliation** (only if criterion d is marked): NA

**Architect/Builder:** Texas Highway Department; Buckner Brothers (John F. Buckner), contractor

**Narrative Statement of Significance** (see continuation sheets 8 through 11)

**9. Major Bibliographic References**

**Bibliography** (see continuation sheet 12)

**Previous documentation on file (NPS):**

- 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, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

**Historic Resources Survey Number** (if assigned): NA

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### 10. Geographical Data

**Acreage of Property:** Less than 1 acre

**Coordinates** (either UTM system or latitude/longitude coordinates)

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. (East Point): Latitude: 33.174480° Longitude: -98.754808°
2. (West Point): Latitude: 33.175569° Longitude: -98.758033°

**Verbal Boundary Description:** The nominated parcel includes the entire bridge at Hardin Lane and the Brazos River, approximately 1.6 miles southwest of Newcastle, Texas. The nominated property encompasses all structural elements, including the complete superstructure and substructure, concrete abutments, piers, and all approach spans.

**Boundary Justification:** The boundary includes all components historically associated with the bridge.

### 11. Form Prepared By

Name/title: Gregory Smith, with Rene Gomez  
Organization: Texas Historical Commission  
Street & number: PO Box 12276  
City or Town: Austin State: Texas Zip Code: 78711  
Email: gregs@thc.texas.gov  
Telephone: 512-463-6013  
Date April 2017

### Additional Documentation

**Maps** (see continuation sheet 13)  
**Additional items** (see continuation sheets 14-25)  
**Photographs** (see continuation sheets 25-33)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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**Photographs**

Brazos River Bridge  
Newcastle, Young County, Texas  
Photographed by Rene Gomez, 2016

Photo 1  
North elevation, taken from current U.S. 380 Bridge, facing south

Photo 2  
Facing west from center span

Photo 3  
West end, camera facing east

Photo 4  
Facing west from center span

Photo 5  
East end, camera facing west

Photo 6  
Facing east from center span

Photo 7  
Easternmost span, facing west towards approach spans

Photo 8  
Typical approach span railing  
Camera facing south

Photo 9  
Concrete pier, taken from current U.S. 380 Bridge, facing south.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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## Description

The Texas State Highway 120 Bridge at the Brazos River is a 5-span Parker through truss bridge approximately 1.6 miles southwest of Newcastle, Texas. The bridge was constructed in 1932-33 to replace a 1908 cable suspension bridge that was destroyed by flooding in June 1930. The bridge is composed of five identical trusses with nine panels each, and a 20-foot-wide concrete deck. The nominated bridge also includes two 40-foot approach spans at its western end and three 40-foot approach spans at its eastern end, each consisting of concrete piers and deck, asphalt roadway, and reinforced concrete traffic railings. The truss substructure consists of concrete piers and steel floor beams, bracing, and bottom chord. All elements and members of the superstructure are steel. Closed to vehicular traffic since 1989, and having never been altered, the bridge retains a high degree of integrity.

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The Texas State Highway 120 Bridge at the Brazos River (hereafter "Brazos River Bridge") is near the center of Young County, fifteen miles northwest of the county seat of Graham and 1.5 miles southwest of Newcastle, Texas. At the time of construction, the bridge crossed a water feature known as the "Salt Fork of the Brazos River," which is now considered the main stream of the Brazos River.<sup>1</sup> The bridge is approximately 430 feet south of the current U.S. Highway 380 bridge, which was built to serve a new alignment that bypassed the old bridge in 1989. The bridge is on a local road known as Hardin Lane, which originally served as State Highway 120 and later as U.S. Highway 380. Young County lies in the Cross Timbers and Prairie vegetation areas of Texas, which are covered by grasses, live oak and post oak trees, juniper, and mesquite.<sup>2</sup> The riverbank landscape around the bridge is densely covered by tall brush and trees. This foliage has encroached upon the bridge and has partially grown over the deck.

The bridge features five identical steel truss spans, each with a web configuration of diagonal members that are in tension and vertical posts that are in compression. The intersection of diagonals and counter bracing occurs in the central panel of each span. A defining feature of the Parker truss span is the polygonal top chord. Gradual inclined members and a progression of shortened vertical and diagonal members are elements of the Parker's truss and top chord. This design allows span lengths equal to its predecessor (the Pratt truss) while using less steel. The Parker's polygonal top chord achieved longer span lengths while allowing greater savings in materials and weight. Bridge prices were traditionally dictated by the weight of materials used in the superstructure. Thus, the Parker became popular with Texas Highway Department engineers for its material efficiency which helped to offset construction costs.<sup>3</sup>

The bridge's top chords feature seven slopes, in addition to two inclined end posts. The top chord of the truss is connected by four portal struts, seven sway braces, and six pairs of lateral bracing. Each truss span is connected via riveted plates at each joint on the top and bottom chords. The deck is concrete and surfaced with asphalt, and the substructure consists of a steel bottom chord, five steel stringers running the length of the structure, steel floor beams, and steel bottom lateral bracing. The steel bottom chord is connected to concrete piers with fixed and rocker bearings. There are six concrete dumbbell type piers submerged in the river bed. The bridge has two 40-foot approach spans at its western end and three 40-foot approach spans at its eastern end consisting of concrete piers and deck, asphalt roadway, and reinforced concrete traffic railings.<sup>4</sup>

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<sup>1</sup> Texas Parks and Wildlife Department, "An Analysis of Texas Waterways: A Report on the Physical Characteristics of Rivers, Streams, and Bayous in Texas," accessed July 12, 2016. The bridge is approximately 73 miles east of the river's origin point at the confluence of the Salt Fork and Double Mountain Fork in northeast Stonewall County.

<sup>2</sup> *Handbook of Texas Online*, John Leffler, "Young County," accessed April 04, 2017, <http://www.tshaonline.org/handbook/online/articles/hcy02>. (<http://www.tshaonline.org/handbook/online/articles/hcc17>), accessed November 29, 2012. Published by the Texas State Historical Association.

<sup>3</sup> "Historic Road Infrastructure of Texas" Multiple Property Submission Form (2013), 125.

<sup>4</sup> Texas Department of Transportation (TxDOT) files, "Plans for Proposed Salt Fork of the Brazos Bridge (Austin, TX, TxDOT headquarters, photocopies).

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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All steel components are painted silver. Rust is visible on every span, primarily at connection joints and the guard railing. There are sections of the deck system with exposed concrete and other erosion damage. Aside from general maintenance of the deck surface and painting, there have been no major structural changes to the bridge since its construction. The bridge was taken off system in 1989 when it was bypassed by a new bridge to the north, and no longer carries vehicular traffic.

**SH 120 Bridge, General Specs**

<b>Main Span Type</b>	Simple Span
<b>Bridge Type</b>	Parker through truss
<b>Number of Spans</b>	5
<b>Deck</b>	Concrete, cast-in-place
<b>Roadway Width</b>	20 feet
<b>Total Structure Length</b>	863.33 feet (not including approach spans).
<b>Max Span Length</b>	171
<b>Main Roadway</b>	Through
<b>Main Member</b>	Parker truss, polygonal top
<b>Deck Width</b>	22.5 feet

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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### Statement of Significance

The SH 120 Bridge at the Brazos River near Newcastle, Young County, Texas was built by the Texas Highway Department in 1932-33 to replace a c.1908 suspension bridge that collapsed in 1930. The five-span Parker truss bridge served State Highway 120 after its expansion east from Throckmorton County through Young County and continuing to points east. The bridge is significant for its association with bridge design during the period that the Texas Highway Department (THD) standardized the process in Texas. The Parker through-truss was the dominant bridge design for long spans in Texas from 1920 until the late 1940s. The nominated bridge was constructed at the peak of use of the Parker truss in Texas, stands as a good example of the type, and is significant in the area of Engineering under Criterion C at the state level of significance. The period of significance is 1932-33, coinciding with the bridge's construction.

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Newcastle, Texas, is at the intersection of State Highway 251, U.S. Highway 380, and Farm Road 926 in central Young County. The area was sparsely settled until local coal deposits attracted mining companies in the early 20<sup>th</sup> century. The Merrill and Clark Strip Mining Co. opened in 1906, and in 1907 the Wichita Falls and Southern Railway began service to the area on its line from Olney, approximately 14 miles north. The Belknap Coal Co. established a mine in 1908, and that same year the post office was moved from old Fort Belknap to the town of Newcastle, named after the English coal town Newcastle upon Tyne. Also in 1908, the *Newcastle Register* newspaper began publication, and within three years the town had a school, a bank, and several churches. The population was 800 in 1909, when the fifty-six miners on the Belknap payroll went on strike and formed a local of the United Mine Workers. During a nearly 2-year-long strike in 1914 and 1915, scab miners were brought in from Alabama. By 1942 coal production had ended. The population of Newcastle was 1,000 in 1950, with a local economy based on farming, vineyards, and oil extraction. The population dipped to 624 in 1970, and dropped to 566 in 2016.<sup>5</sup>

### Brazos River Crossing 1908-1930

Prior to the creation of the Texas State Highway Department (THD), bridge construction and design was generally left to private sector contractors, and the cost and design of a bridge often depended more on the ability of bridge company salesman to persuade cities and counties to purchase them, rather than infrastructure needs. In 1908, the Young County Commissioners Court hired Mitchell and Pigg of Weatherford, Texas, to build a steel suspension bridge across the Brazos River near Newcastle. In the early 20<sup>th</sup> century, contractors H. F. Mitchell and J. W. Pigg built a series of suspension bridges in Texas, but none are extant, and little is known about the firm. In the 1920s, the Austin Bridge Company of Dallas hired several Mitchell & Pigg employees who later staffed the company's suspension bridge division.<sup>6</sup>

An unsourced article published in 2016 in the Wichita Falls *Times-Record-News* described the suspension bridge's deficiencies:

The bridge was notorious. A prominent, hand-painted wooden sign at each end warned of a \$500 fine to anyone driving a vehicle weighing more than 1,800 pounds onto the bridge, or driving more

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<sup>5</sup> *Handbook of Texas Online*, William R. Hunt, "Newcastle, TX," accessed August 09, 2017, <http://www.tshaonline.org/handbook/online/articles/hln17>.

<sup>6</sup> "Bridgebuilding Pioneers of Texas: Mitchell & Pigg," Bridgehunting Texas website, <https://www.facebook.com/media/set/?set=a.777086329030962.1073741865.133999296673005&type=3>. Accessed August 9, 2017



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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than 85 cattle across at a time. The single-lane roadway only accommodated travel in one direction per crossing, but drivers were also warned not to enter the side spans until the driver ahead had completely left the wooden roadway and was back on the dirt.<sup>7</sup>

Other articles claim that at one time the 1,100-foot-long bridge claimed the distinction of being the longest bridge west of the Mississippi.<sup>8</sup> The suspension bridge failed spectacularly in October 1930, when half of the structure fell into the river, leaving the other half hanging.<sup>9</sup> The loss of the bridge coincided with plans to improve the road that it served as part of an extension of State Highway 120 in Young County. In March 1931, THD Engineer Gibb Gilchrist notified Young County Judge W.F. Parsley of the department's intention to build SH 120 from the Throckmorton County line to Newcastle, including a new bridge at the Brazos River, "with the understanding that Young County will pay half the cost of constructing the highway and one-third of the cost of the bridge."<sup>10</sup> At that time, the county had already expended \$60,000 on the road, "a 100-foot right of way having been secured."<sup>11</sup> The new bridge would form a critical link along SH 120 as it connected to Throckmorton, approximately 25 miles to the west, and also provide a shortcut via a county road to Eliasville, approximately 17 miles to the south. State Highway 120 was originally designated in 1928 as a connector route between Aspermont and Throckmorton.

Following standardized plans approved in 1926, the THD prepared plans for the new bridge, with revised plans finished in late December 1931. The new bridge was part of State Project 998-A, which included a half-mile section of highway that straightened the alignment of the crossing. On February 29, 1932, the THD and the Commissioners Court of Young County approved a bid submitted by John. F. Buckner on behalf of Buckner Brothers to build the bridge.<sup>12</sup> The new bridge opened on April 5, 1933, with a planned public ceremony sponsored by the Newcastle Service Club. An article promoting the event promised that the "day's program will be concluded with a dance on the bridge in the evening."<sup>13</sup>

In 1933, the bridge was included in an 8.6-mile U.S. Public Works project to improve the road from Newcastle west to the Throckmorton County line, creating an all-weather state highway that met modern standards. The route was completed in 1933 as a graded earth road, and later covered with asphalt in 1935. The bridge was painted in 1939. By 1950, the road was designated as part of State Highway 24, which in 1971 became part of U.S. Route 380, and an east-west highway with an eastern terminus in Greenville, Texas, and a western terminus at San Antonio, New Mexico.

### **Parker Truss Bridges in Texas<sup>14</sup>**

Texas Highway Department engineers embraced the Parker through truss bridge design between the 1920s and the 1940s, after which it fell out of favor as bridge and material technologies advanced during the postwar period. The Brazos River Bridge was built during the high point of Parker truss construction by THD Bridge engineers who

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<sup>7</sup> Knight, Bridget. "Back in the Day: Crossing the Brazos perilous for early 20th century drivers." *Times Record News*, Oct. 26, 2016.

<http://www.timesrecordnews.com/story/life/back-in-the-day/2016/10/26/back-in-the-day-crossing-the-brazos-perilous-for-early-20th-century-drivers/92761290/>

<sup>8</sup> "Bridge Falls at Newcastle." *Vernon (Texas) Daily Record*, October 29, 1930. Unverified at time of this nomination.

<sup>9</sup> "Brazos River Bridge Falls; Damage Heavy." *Corsicana Semi-Weekly Light*, October 28, 1930.

<sup>10</sup> "Plan Improvement of Young County Highway," *Dallas Morning News*, March 23, 1931.

<sup>11</sup> *Ibid.*

<sup>12</sup> Young County, Texas, Commissioners Court minutes (Feb. 29, 1932). p. 485.

<sup>13</sup> "New Bridge Over Brazos to Open," *Abilene News-Reporter*, March 25, 1933.

<sup>14</sup> Adapted from "State Highway 203 (Old TX 52) Bridge at Salt Fork of the Red River" (Collingsworth County, Texas), National Register nomination, 2013.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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favored the design for its effective use of materials, cost and time efficiency, longer span lengths, and its ability to be easily modified. The bridge is now a rare surviving example of a once common bridge type in Texas.

Prior to the development of the Parker truss, the Pratt through truss was the most popular bridge design of the late-nineteenth and early-twentieth century. Heavy vertical and thin diagonal members acting against each other in compression and tension as a way of distributing traveling loads comprised the engineering system of the Pratt type.<sup>15</sup> The direct and simple design features of the Pratt allowed for expedient construction, adding to the type's popularity, but it lacked the ability to achieve large span lengths. Using the Pratt as a template, engineers began to develop subsets of the design that maintained the Pratt's efficiency but were capable of longer lengths.

Developed in 1870 as one of these subsets, the Parker through truss achieved longer span lengths and used materials efficiently. Its standardized designs helped streamline labor and lower fabrication expenses, rendering it increasingly popular in the Texas market. The Parker truss was adopted by the Texas Highway Department (THD) during the 1920s and throughout the 1940s, in part for its cost efficiency and versatility. The added economic turmoil of the Great Depression increased the appeal of the cost-effective Parker design as the THD worked to improve the state's transportation system.

The configuration of the Parker truss maintains the deep web members of the Pratt but abandoned the horizontal top chord. Instead, a multi-sided polygonal top chord is employed, increasing structural rigidity and allowing for span lengths between 100 and 300 feet. For this reason, the THD developed standard design plans for the Parker truss, ranging in different span lengths, which could be modified as needed.

The Parker truss design allowed engineers to modify the length of each bridge with relative ease while maintaining structural durability under heavy concentrated moving loads. THD engineers saw a need for such durability, largely because of the increase in automobile traffic across Texas. With high occupancy traffic in mind, the THD developed standardized design plans for the Parker truss that would be strong enough to withstand the most rigorous conditions in the state while remaining cost efficient. In addition, the THD wanted a bridge that would withstand the type of flooding that had destroyed the suspension bridge predecessor to the SH 120 Bridge. In order to quickly erect a bridge at the lowest possible cost, the THD relied on standardized plans that would serve the route for decades to come.

## Conclusion

Based on an analysis of extant metal truss bridges in Texas identified through comprehensive survey efforts, all examples of metal truss bridges constructed before 1946 are significant at the state level as embodying distinctive characteristics of a type. The design of the Brazos River Bridge represents the advances in standardization of bridge design and engineering, and the bridge is a good example of a once-common bridge design employed by the Texas Highway Department between the 1920s and 1940s. The bridge retains a high degree of integrity with no major alterations, and is nominated for listing on the National Register of Historic Places under Criterion C in the area of Engineering at the state level. The bridge retains its integrity of design and materials, feeling, and location. Its setting also has not been compromised by development and remains very close to its original state at time of construction.

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<sup>15</sup> "Historic Road Infrastructure of Texas" Multiple Property Submission Form (2013), 125.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Bronze Plaques on the east and west inclined end posts of the bridge read:

1932-33  
BRAZOS RIVER BRIDGE  
State Highway Commission  
W.R. Ely, Chairman  
Cone Johnson, Member  
D.K. Martin, Member  
Gibb Gilchrist, Highway Engineer  
G.G. Wickline, Bridge Engineer  
D.M. Puckett, Division Engineer  
V.O. Ellis, Resident Engineer  
YOUNG COUNTY  
W.F. Parsley, County Judge  
A.C. Anderson, C.W. Akers  
Sam Bird, Tom T. Rice  
County Commissioners  
Buckner Bros. Contractors.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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**Bibliography**

“Brazos River Bridge Falls; Damage Heavy.” *Corsicana Semi-Weekly Light*, October 28, 1930.

“Bridge Falls at Newcastle.” *Vernon (Texas) Daily Record*, October 29, 1930.

“Bridgebuilding Pioneers of Texas: Mitchell & Pigg.” Bridgehunting Texas website,  
<https://www.facebook.com/media/set/?set=a.777086329030962.1073741865.133999296673005&type=3>.  
Accessed August 9, 2017.

*Handbook of Texas Online*, John Leffler, "Young County," accessed April 04, 2017,  
<http://www.tshaonline.org/handbook/online/articles/hcy02>.  
(<http://www.tshaonline.org/handbook/online/articles/hcc17>), accessed November 29, 2012. Published by  
the Texas State Historical Association.

*Handbook of Texas Online*, William R. Hunt, "Newcastle, TX," accessed August 09, 2017,  
<http://www.tshaonline.org/handbook/online/articles/hln17>.

Jensen, Bruce, et al. *Historic Road Infrastructure of Texas, 1866-1965*. National Register of Historic Place  
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Knight, Bridget. “Back in the Day: Crossing the Brazos perilous for early 20th century drivers.” *Times Record  
News*, Oct. 26, 2016. <http://www.timesrecordnews.com/story/life/back-in-the-day/2016/10/26/back-in-the-day-crossing-the-brazos-perilous-for-early-20th-century-drivers/92761290/>.

Texas Department of Transportation. *Plans for Proposed Salt Fork of the Brazos Bridge*. Control-Section-Job No.  
0361-02-001, located at TxDOT headquarters in Austin, Texas.

“New Bridge Over Brazos to Open,” *Abilene News-Reporter*, March 25, 1933.

“Plan Improvement of Young County Highway,” *Dallas Morning News*, March 23, 1931.

Texas Parks and Wildlife Department, “An Analysis of Texas Waterways: A Report on the Physical Characteristics  
of Rivers, Streams, and Bayous in Texas,” accessed July 12, 2016.

Young County, Texas, Commissioners Court minutes.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas



Young County, Texas

Boundary Map (Source: Google Earth)

1. (East Point): Latitude: 33.174480° Longitude: -98.754808°
2. (West Point): Latitude: 33.175569° Longitude: -98.758033°





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Circa 1908 Suspension Bridge

Source: *Times Record News* (Wichita Falls), Oct. 26, 2016.

<http://www.timesrecordnews.com/story/life/back-in-the-day/2016/10/26/back-in-the-day-crossing-the-brazos-perilous-for-early-20th-century-drivers/92761290/>



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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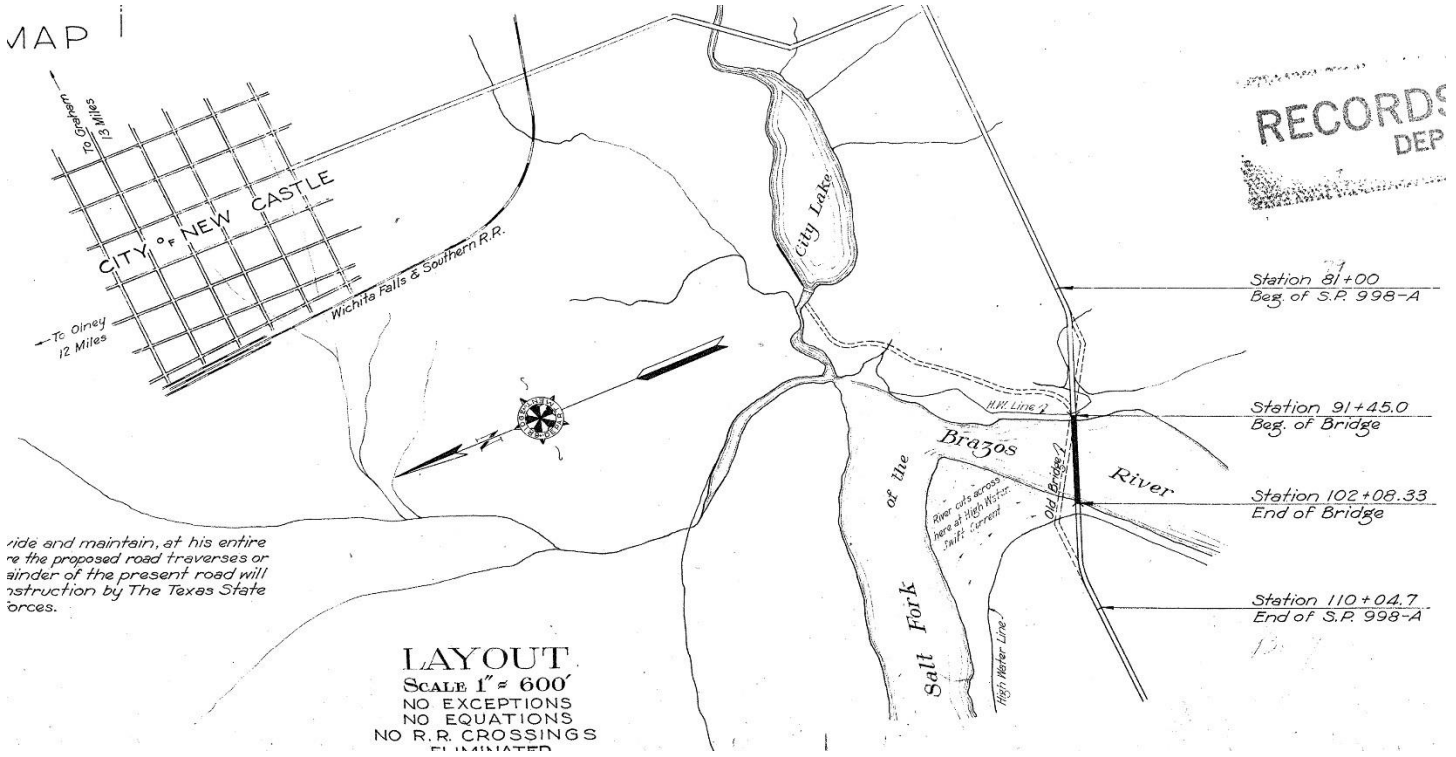
“The Wreck of the Brazos Bridge, Newcastle, Texas” (1930)

Source: Texas Escapes Website <http://www.texasescapes.com/TexasTowns/Newcastle-Texas.htm>



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

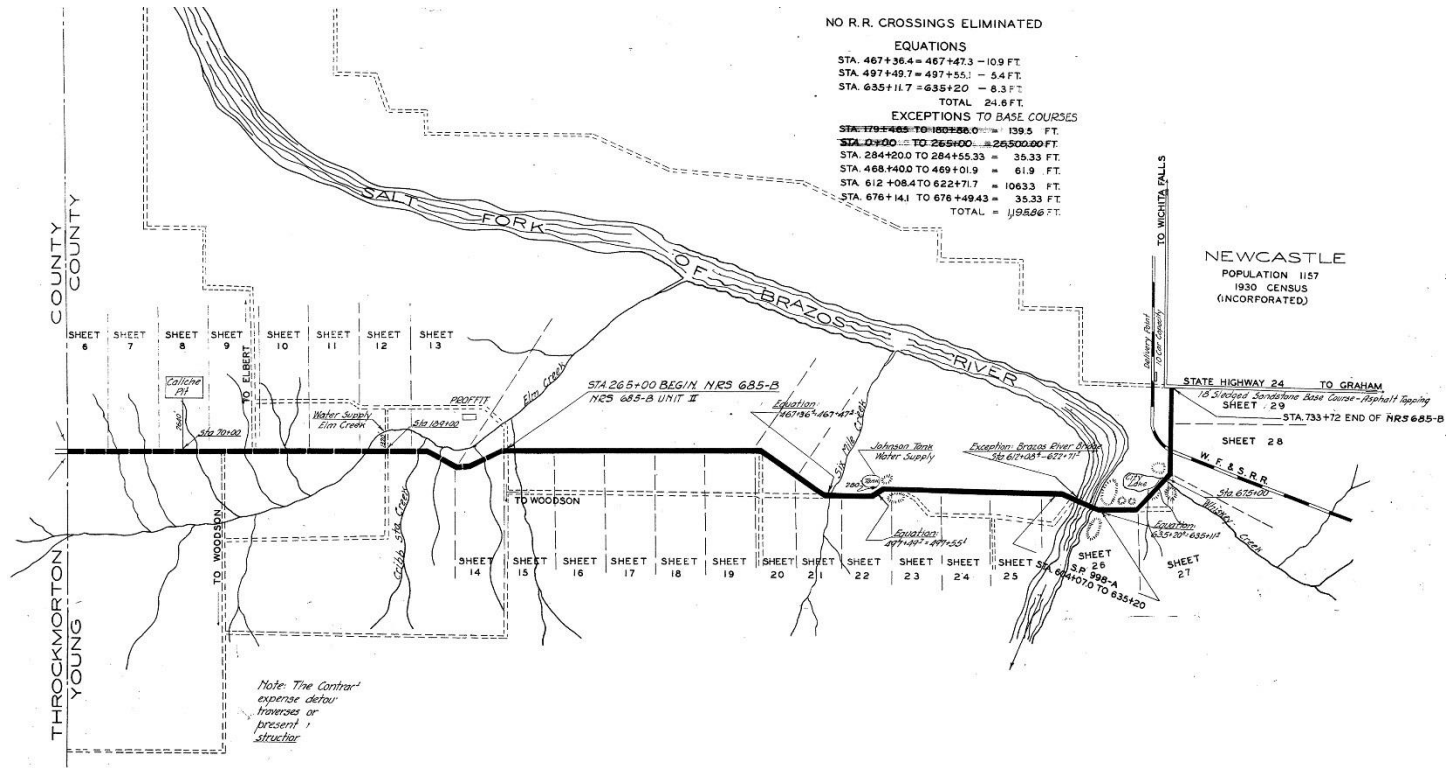
Map of bridge project area (1931)  
"Plans for Proposed Salt Fork of the Brazos River Bridge" - State Project 998-A  
Sheet 1 of 24 (detail)  
Source: TXDOT





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

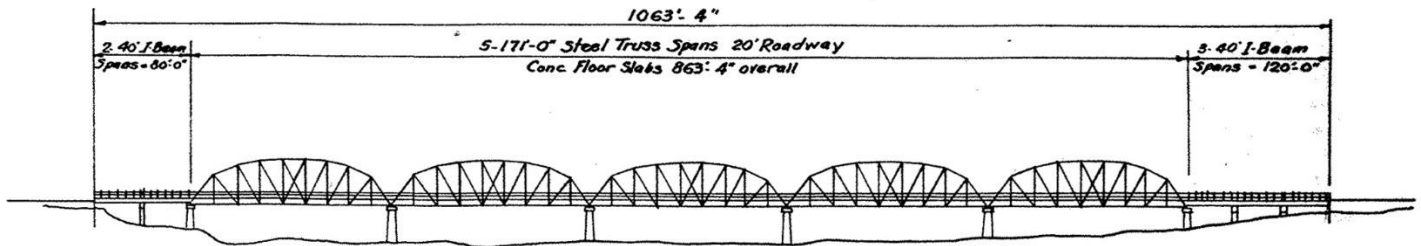
Map of highway improvement project area (1933)  
 U.S Public Works Project NRS 685-B  
 Sheet 1 of 29 (detail)  
 Source: TXDOT



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Brazos River Bridge Profile (1939)  
Highway 120 Young County Maintenance Project M-3-G-6 (painting)  
Sheet 2 of 2 (detail)  
Source: TXDOT



**BRAZOS RIVER BRIDGE**

*20'-0" Roadway Concrete Floor Slabs.  
Approximately 541 Tons of Structural Steel  
to be painted and paid for by Lump Sum.*

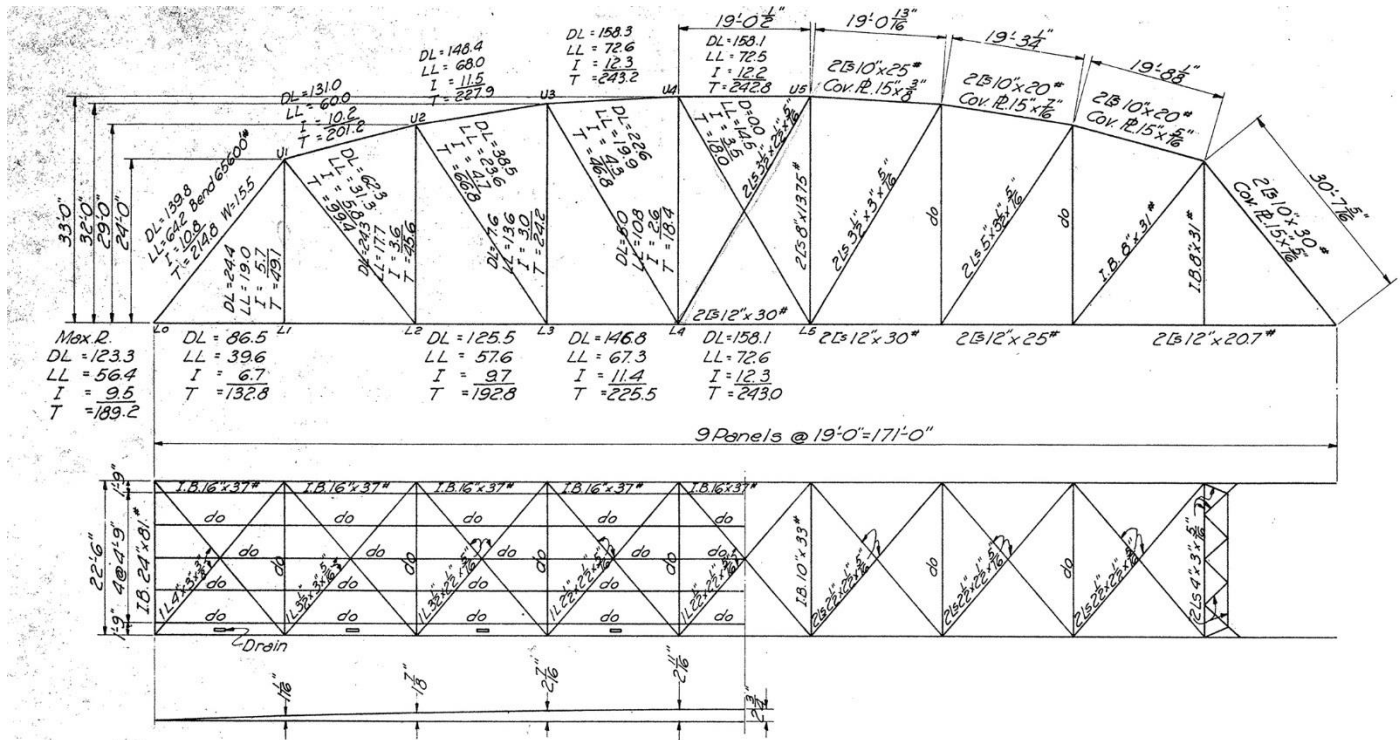
State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

Brazos River Bridge Truss Configuration (1931)

“Plans for Proposed Salt Fork of the Brazos River Bridge” - State Project 998-A

Sheet 14 of 24 (detail)

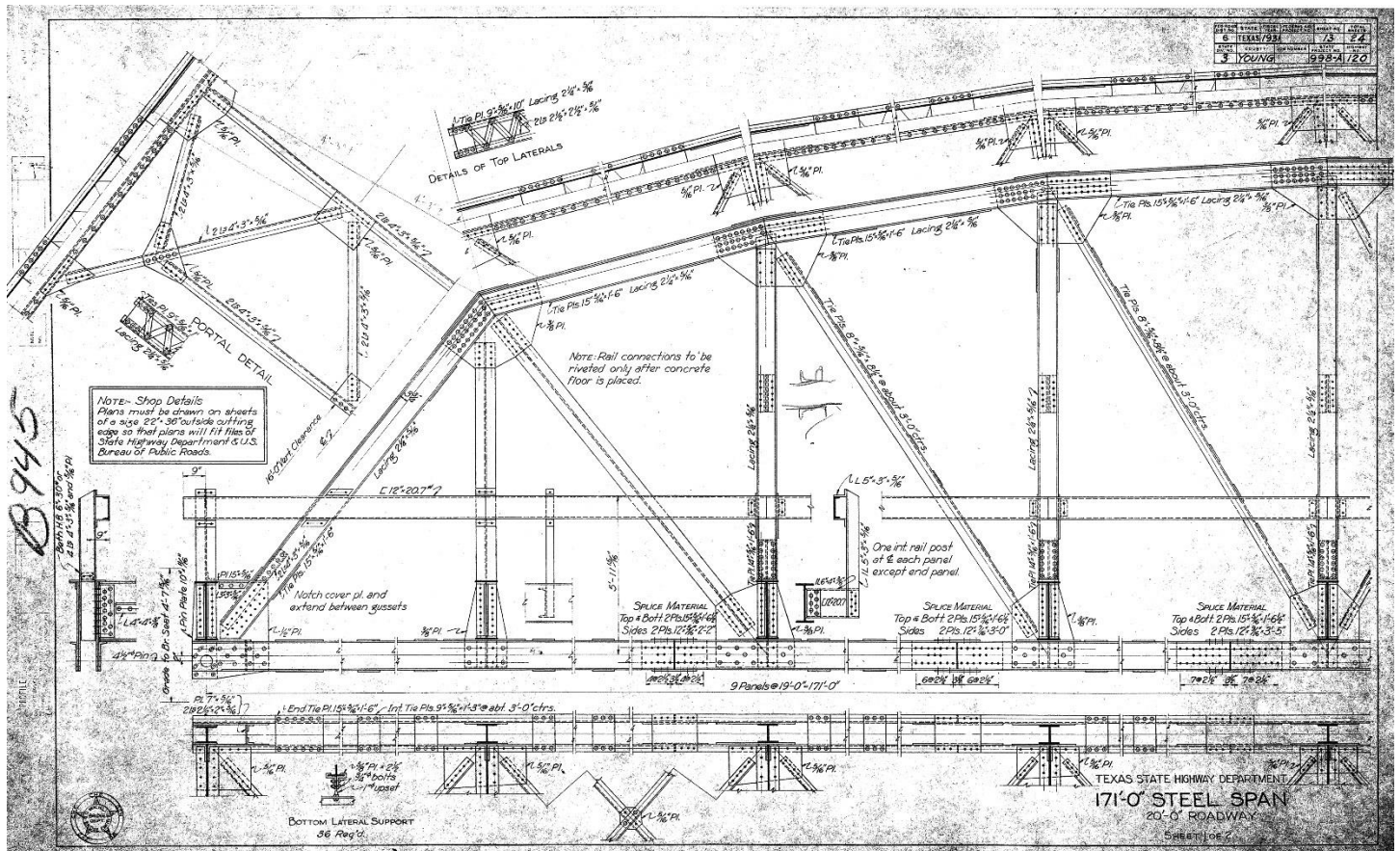
Source: TXDOT



Figures, Page 19

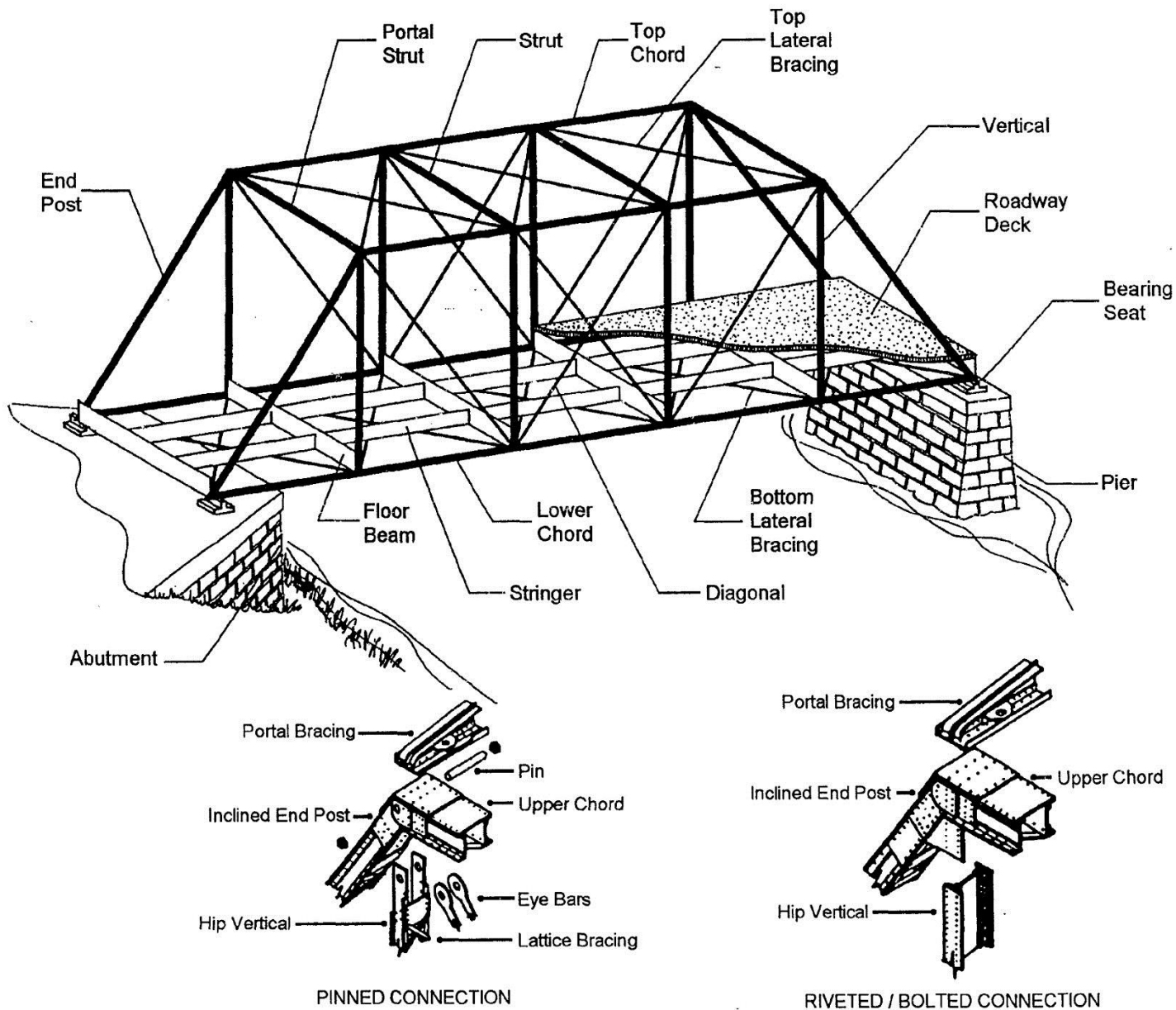
State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

Brazos River Bridge Truss Profile and Specifications (1931)  
"Plans for Proposed Salt Fork of the Brazos River Bridge" - State Project 998-A  
Sheet 13 of 24  
Source: TXDOT



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

Truss Bridge Identification Chart  
 Reprinted from "Historic Bridges of Texas" MPDF (1996)



Source: Commonwealth of PA, *Historic Highway Bridges*; Historic American Engineering Record.

State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Brazos River Bridge (1983)

Source: TXDOT



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Brazos River Bridge (1983)

Source: TXDOT





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Brazos River Bridge (1983)

Source: TXDOT





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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**Photographs**

Brazos River Bridge  
Newcastle, Young County, Texas  
Photographed by Rene Gomez, 2016

Photo 1  
North elevation, taken from current U.S. 380 Bridge, facing south



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 2  
Facing west from center span





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 3  
West end, camera facing east





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 4  
Facing west from center span





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 5  
East end, camera facing west





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 6  
Facing east from center span



State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 7  
Easternmost span, facing west towards approach spans





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 8  
Typical approach span railing  
Camera facing south





State Highway 120 Bridge at the Brazos River, Newcastle vicinity, Young County, Texas

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Photo 9  
Concrete pier, taken from current U.S. 380 Bridge, facing south.



- end -