NPS Form 10-900 OMB No. 1024-0018

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

1. Name of Property

Historic Name: Sycamore Creek Bridge
Other name/site number: East Rosedale Street Bridge, National Bridge Inspection File # 022200ZR7050001
Name of related multiple property listing: Historic Road Infrastructure of Texas, 1866-1965

2. Location

Street & number: 0.05mi w. of jct. US287/MLK Jr. Fwy. and E. Rosedale St.
City or town: Fort Worth County: Tarrant State: Texas
Not for publication: ☐ Vicinity: ☐

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 at the following levels of significance:
☐ national ☐ statewide ☑ local

Applicable National Register Criteria: ☑ A ☐ B ☑ C ☐ D

Deputy State Historic Preservation Officer
Signature of certifying official / Title

1/5/2026
Date

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

5. Classification

Ownership of Property

	Private
	Public - Local
X	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
1	0	total

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions: Transportation/road-related (vehicular)

Current Functions: Transportation/road-related (vehicular)

7. Description

Architectural Classification: OTHER: reinforced concrete variable-depth girder bridge

Principal Exterior Materials: Foundation: Concrete, Walls: N/A, Roof: N/A, Abutments and Piers: Concrete, Road-wearing Surface: Asphalt

Narrative Description (see continuation sheets 7-7 through 7-8)

8. Statement of Significance

Applicable National Register Criteria

X	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.
X	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: NA

Areas of Significance: Transportation, Engineering *(local level of significance)*

Period of Significance: 1936

Significant Dates: 1936

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

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

Architect/Builder: Thelin, C. Milo, Engineer [designer]; The West Texas Construction Company [builder]

Narrative Statement of Significance (see continuation sheets 8-8 through 8-18)

9. Major Bibliographic References

Bibliography (see continuation sheets 9-19 through 9-20)

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:
- x 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

10. Geographical Data

Acreage of Property: less than one acre

Coordinates

Latitude/Longitude Coordinates

1. Latitude: 32.731166°N Longitude: -97.297349°W

Verbal Boundary Description: The boundary for this nomination includes the upper road deck from the westernmost historic 1936 handrails to easternmost 2014 addition handrails of the Sycamore Creek Bridge, as well as the separate substructure components beneath. Included in the structure are the stairwells on the north and south sides of the bridge leading from the upper road deck to the Sycamore Creek Park below, as well as the handrails for those stairwells. Sketched on MAP 3.

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

11. Form Prepared By

Name/title: Dulce Davis
Organization: HHM & Associates, Inc.
Street & number: P.O. Box 9648
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Telephone: 512/478-8014
Date: October 25, 2024

Additional Documentation

Maps (see continuation sheets MAP-21 through MAP-23)

Additional items (see continuation sheets FIGURE-24 through FIGURE-31)

Photographs (see continuation sheets PHOTO-32 through PHOTO-45)

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.

Photograph Log

Name of Property: Sycamore Creek Bridge
City or Vicinity: Fort Worth
County: Tarrant State: TX
Photographer: Dulce Davis
Date: June 1, 2024

Photo 1.
Centered contextual view of Sycamore Creek Bridge on East Rosedale Street towards the Highway 287 Underpass. Camera facing west.

Photo 2.
Centered contextual view of Sycamore Creek Bridge on East Rosedale Street towards Polytechnic Heights neighborhood. Camera facing east.

Photo 3 .
Oblique detail view of column with classical plinth, dado, and coping. Camera facing north.

Photo 4.
Contextual view of 1936 Sycamore Creek Bridge separated by stairwell from 2014 Bridge, as seen from Sycamore Park. Camera facing northeast.

Photo 5.
Oblique view of bridge substructure with street level railing, as seen from Sycamore Park. Camera facing northwest.

Photo 6.
Oblique view the battered columns with decorative capitals that serve as the bridge seats for the girders of substructure. Camera facing northeast.

Photo 7.
Detail view of concrete spalling on railing. Camera facing south.

Photo 8.
Oblique view of missing dado detailing on western column face. Camera facing northwest.

Photo 9.
View of Sycamore Park from under the Sycamore Creek Bridge. Camera facing north.

Photo 10.
Detail view of railing featuring arched windows separated by a column with classical plinth, dado, and coping. Camera facing south.

Photo 11.
Detail view of plaster repairs on railing. Camera facing north.

Photo 12.
Contextual view of substructure with Sycamore Creek. Camera facing southwest.

Photo 13.
Contextual view of Sycamore Creek from the street level of Sycamore Creek Bridge. Camera facing north.

Photo 14.
Oblique view of Vickery Boulevard Bridge. Camera facing north.

Narrative Description

The Sycamore Creek Bridge on East Rosedale Street spans the Sycamore Creek in Sycamore Park located in the Polytechnic Heights neighborhood in the southeast side of Fort Worth, Tarrant County, Texas. Constructed in 1936, the reinforced concrete variable-depth girder bridge is 181 feet long, with four spans of reinforced concrete girders known as "haunched" beams (a type of varying depth beam that is heavier near the supports of the bridge and gradually tapers near the midspan of the bridge), and 54-feet wide, carrying four lanes of traffic over a concrete deck roadway.[1] The sidewalks on both sides are bordered by decorative railings composed of precast panels of round arch windows separated into sections by concrete posts detailed with classical plinth, dado, and coping. Concrete staircases on both sides lead down to the Sycamore Creek bed and Sycamore Park. The variable depth of the concrete girders create a low arch, and the substructure of the bridge reveals piers that form battered columns with decorative capitals. The bridge retains integrity to demonstrate its significance.

Setting, Geography, and Topography

The Sycamore Creek Bridge on East Rosedale Street spans across Sycamore Creek. Sycamore Creek runs through central Fort Worth, passing under US Highway 287 where it runs through Sycamore Park (Map 2).[2] The Sycamore Creek Bridge, located on East Rosedale Street, is .01 mile east of the US Highway 287 underpass and serves as the east entry into the Polytechnic Heights neighborhood. The bridge was proposed as part of the 'Sycamore Creek Project,' also part of the larger 'Rosedale Project' to provide an east-west traffic artery into the Polytechnic Heights business district.[3]

The design of the Sycamore Creek Bridge is reflective of the concurrently designed Sycamore Park, which was developed as a separate Public Works Administration (PWA) project. Stairways on both sides of the bridge lead down into Sycamore Park next to the Sycamore Creek bed. Sycamore Park offers recreational amenities, community spaces, and a network of paved trails. A stream buffer protects the banks of Sycamore Creek. The paved trails lead through hillocks, wooded areas, and wetland.[4] On the US Highway 287 access road, a gas station and small restaurant flank the west head of the bridge. On East Rosedale Street just past the east head of the bridge is a tire shop on the south side of the street. South of the bridge is an entrance into Sycamore Park.

Associated Landscape Features

The Sycamore Creek Bridge spans Sycamore Creek, which runs fifteen miles through Tarrant County from a few miles north of Crowley to its mouth on the West Fork of the Trinity River east of Fort Worth, where it cuts through Sycamore Park. According to the original plans for the bridge's construction, the park drive underneath the bridge that runs perpendicular to the above Rosedale Street predates the 1936 Sycamore Creek Bridge (Figure 2).

Bridge Materials, Type, and Form

The Sycamore Creek Bridge is a 4-span reinforced concrete continuous span variable depth concrete girder bridge with cast-in-place haunched reinforced concrete girders. The decorative railings —composed of precast panels of round arch windows—are separated into sections by concrete posts detailed with classical plinth, dado, and coping. The central columns feature squared coping, and the end columns on either side of the street feature cross-shaped coping. It

[1] Bruce Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," prepared for the Texas Historical Commission, 2015, from TxDOT, https://ftp.txdot.gov/pub/txdot-info/env/toolkit/420-13-gui.pdf. Within the property type structure established within this Multiple Property Submission (MPS), the Rosedale Street Bridge falls within the "Concreate Slab and Tee-beam – Variable Depth" category (detailed on page 244).
[2] Anonymous, "Sycamore Creek (Tarrant County)," *Handbook of Texas Online*, accessed June 13, 2024, https://www.tshaonline.org/handbook/entries/sycamore-creek-tarrant-county.
[3] "Rosedale Plan Survey Today," *Fort Worth Record-Telegram*, July 2, 1930.
[4] "Sycamore Community Park," Fort Worth Texas, n.d. https://www.fortworthtexas.gov/departments/parks/parks-and-trails/sycamore-park.

is unknown which coping is original or if the bridge was originally constructed with two different types of coping. Metal fixtures have been installed on the four end columns on either side of the street. The date of installation and the original function are unclear, but they may have been used for lighting attachments. Concrete staircases on both sides lead down to the Sycamore Creek bed and Sycamore Park. The graceful stretch of the variable depth spans were designed with the landscaping of Sycamore Park in mind. Under the bridge along the east abutment, battered pilasters with decorative capitals serve as bridge seats for girders (Photo 6).

Sycamore Creek Bridge, General Specs

Main Span Type	Continuous, Variable Depth
Bridge Type	Concrete T-Beam
Number of Spans	4
Deck	Concrete
Roadway Width	54-feet
Total Structure Length	181-feet
Max Span Length	60-feet

Integrity

The Sycamore Creek Bridge retains integrity as outlined in Section F of *Historic Road Infrastructure in Texas*[5]. It is at its original location in Fort Worth and retains its association with Sycamore Park, an active municipal park. The construction of Highway 287 (c. 1965) adversely impacts the historic viewshed for drivers traveling west over the bridge. Looking east, however, drivers connecting to historical residential suburbs continue to experience the parklike setting associated with the bridge since its construction in 1936. Despite alterations and periodic maintenance, the bridge overall retains its original design, materials, and workmanship. Character-defining features—concrete construction, T-beams, and "haunched" girders—all remain and identify this bridge as a four-span reinforced concrete girder bridge built in the late-1930s by the Texas Highway Department. Most noticeably, a new section of the bridge's railing was added in 2014 but is both visually distinct and compatible with the original, and it is separated by the entrance and landing to the stairwell down to Sycamore Park. Other than this, the original design of the 1936 bridge is unaltered. According to a Texas Department of Transportation Bridge Inspection Report from February 9, 2022, the condition of the bridge's materials ranges from satisfactory to good condition and it is structurally sound.[6]

[5] It meets registration requirements outlined for all bridges nominated under Criterion A (Section F, pg. 212 and 261)
[6] William Schultz, Texas Department of Transportation Bridge Inspection Report, February 9, 2022.

Statement of Significance

The Sycamore Creek Bridge (or East Rosedale Street Bridge) is an excellent example of an early twentieth century bridge constructed by a local municipal government, using a reinforced concrete variable-depth girder structure. Its design is particularly notable for its decorative railing and the design of the substructure, which had the landscaping of Sycamore Park in mind. Built in 1936, the Sycamore Creek Bridge was designed by the City of Fort Worth engineer C. Milo Thelin, who was responsible for many local bridges funded by the federal Project Works Administration (PWA) during the 1930s. The 181-foot-long bridge created an east-west gateway through the Polytechnic Heights neighborhood while its design is in graceful harmony with its setting spanning Sycamore Creek in Sycamore Park. Following the evaluation methodology established within the *Historic Road Infrastructure of Texas* Multiple Property Submission, the Sycamore Creek Bridge is eligible under Criterion A at the local level of significance in the area of Transportation because of its association with early 20th century roadway development plans initiated by the City of Fort Worth, as well as its association with federal work relief programs during the Great Depression. It is also eligible under Criterion C in the area of Engineering at the local level of significance as a rare example of this bridge type.[7] The period of significance is 1936, representing the year it was built.

Context: City and Transportation Development in East Fort Worth

Early Urban Development

Early patterns of settlement within Fort Worth concentrated along the area's many rivers and creeks, establishing patterns that continued to influence development of the area along Sycamore Creek into the twentieth century. The Fort Worth area of central Texas was occupied by migratory Wichita, Comanche, Caddo, Waco, Tonkawa, and Cherokee Tribes prior to being settled by Anglo Americans in the nineteenth century. Fort Worth, originally called "Camp Worth" after Brigadier General William Worth, was founded in 1849 as an army outpost by Major Ripley Arnold after the Mexican American War to protect settlers from Native American raids. Texas Legislature created Tarrant County in 1849. In 1853, the soldiers transferred to Fort Belknap and the army post was discontinued. The settlement that had grown under its protection became a center for trade as well as a trail station for cattle drives between the Southwest and Kansas.[8] Agricultural development also flourished in the fertile soils along waterways in Tarrant County.

In the first couple of decades following the fort's founding, population growth within the town boundaries of Fort Worth was slow. Prior to the Civil War, the lure of land grants and agricultural opportunities influenced the migration of white farmers and ranchers from the American South and Midwest, as well as enslaved African American men and women. After the Civil War, Fort Worth experienced a large population increase influenced by the cattle drives and the completion of the Texas and Pacific Railroad.[9] Migration of confederate veterans and their families also added to the population.[10]

The population and industrial growth prompted citizens to request a charter for the city's incorporation by the Texas Legislature, and in March 1873, Fort Worth was officially incorporated with a mayor-council form of government.[11] Fort Worth experienced significant growth in both population and its city limits in the last few decades of the nineteenth century, expanding to 26,000 people and incorporating 2.1 additional square miles into its southern

[7] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 260.
[8] Fort Worth Junior Chamber of Commerce, "Fort Worth: A Complete Market Center" [pamphlet] (1936), from the Fort Worth Public Library, http://www.fortworthtexasarchives.org/digital/collection/p15461coll3/id/385.
[9] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[10] Fort Worth Junior Chamber of Commerce. "Fort Worth: A Complete Market Center"
[11] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.

boundaries through annexations between 1890 to 1891. At this time, the municipal government began collecting taxes and investing in city infrastructure, including the addition of a streetcar service and roadway improvements such as "streetlamps, graded streets, and sewers."[12]

Arrival of the Railroad and Industrial Expansion

In its early development, Fort Worth was an outlier on the fringes of the western frontier. As a trade center along the Southwest cattle drive, the Fort Worth area's transportation needs led to it becoming a Southwest train center. The Texas and Pacific Railway Company was granted a charter by US Congress in 1871 to construct a transcontinental line through Texas, crossing through Fort Worth. The financial depression of 1873 delayed construction, and the line was not completed until 1876.[13]

The arrival of the railroad greatly encouraged commercial growth in Fort Worth, with the number of businesses growing from 60 businesses prior to 1876 to 460 in 1880. This period also saw a construction boom that continued through the 1880s and 1890s.[14] By the twentieth century, a railroad network connected Fort Worth to cities across the United States as well as internationally to both Mexico and Canada.[15]

In the early years of the twentieth century, packing houses such as Swift, Armour, and Libby arrived, continuing to promote the Fort Worth area as a modern industrial and commercial center.[16] After World War I, oil was discovered nearby, leading to another population increase and further oil exploration.[17] At the geographic center between oilfields in Texas, Oklahoma, Kansas, Arkansas, and Louisiana, Fort Worth became the central destination for pipelines. The oil companies moved their offices into Fort Worth, setting up their industrial sites to the outskirts of town along the rail lines and their main offices into the downtown center.[18] New roadways and streetcars also developed to help bring goods to the rail lines and move people around the growing city.

Early Streetcar Suburbs in Southeast Fort Worth

In 1873, when Fort Worth was first incorporated, the east side was sparsely populated. Economic advancements such as the opening of the Stockyards in 1902 and the expansion of the oil industry in the early 1920s encouraged development of this area. Until around 1900, the land in southeast Fort Worth that would become the Polytechnic Heights neighborhood was owned by the Hall and Tandy families, who were early settlers of Fort Worth. Some of this land was donated to the Polytechnic College (now Texas Wesleyan College, extant, 1201 Wesleyan Street), which was built in 1891. The foundation of the Polytechnic College led to the first streetcar line in 1891 and an electric streetcar in 1897 that ran from downtown to East Rosedale Street.[19] At that time, East Rosedale Street terminated at the I&GN railroad tracks (west of present-day Glenwood Park) because no bridges yet existed to cross Sycamore Creek or its tributaries.[20] The Polytechnic Heights neighborhood was platted concurrently during the 1890s (Figure 3).[21] However,

[12] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[13] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[14] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[15] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[16] Fort Worth Junior Chamber of Commerce, "Fort Worth: A Complete Market Center"
[17] Fort Worth Junior Chamber of Commerce. "Fort Worth: A Complete Market Center."
[18] HHM. "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[19] HHM. "Historic Context and Survey Plan."
[20] Fort Worth Chamber of Commerce, *Greater Fort Worth City* [map], 1920, from the Portal to Texas History crediting UNT Libraries Special Collections, https://texashistory.unt.edu/ark:/67531/metapth20809. Note that this map shows the lack of a bridge at Rosedale Street and Sycamore Creek as late as 1920.
[21] Anderson & Turnbull, Inc., Tarrant County Historic Resources Survey Phase IV: Upper North Side, Diamond Hill Riverside, Como, Meadowbrook, Polytechnic, Stop Six, Handley, and Other Eastside Areas, prepared for Historic Preservation Council for Tarrant County, 1984-1985 ; David Minor, "Texas Wesleyan University" [associated with Polytechnic Heights], *Handbook of Texas Online*, accessed April 11, 2024, https://www.tshaonline.org/handbook/entries/texas-wesleyan-university.

development within the neighborhood appears to have been gradual, as evidenced by Sanborn Fire Insurance Maps, which show scattered small dwellings mixed with empty lots as late as 1911.[22] Little documentation of the neighborhood exists between 1911 and the 1950s, but it appears that by the 1930s the original portions of the neighborhood were built out and development was extending southward toward Rosedale Street. This new growing residential node would help create demand for a bridge across Sycamore Creek along Rosedale Street.

Park and Roadway Development

Throughout Texas, the development of parks and roadways went hand in hand, as it did with the development of Sycamore Park and the Sycamore Creek Bridge adjacent to the Polytechnic Heights neighborhood. By the 1900s, larger cities like Fort Worth that "experienced explosive growth in their urban populations…spent money on paved roads and inter-urban electric railways to serve their citizens."[23] The railroad system as well as inter-urban rail lines were slowly replaced by the rise of the automobile, which influenced the early development of the Texas Highway Department in 1917, as well as the US Highway System in 1926, to oversee the construction and organization of highway networks.[24] Around the same time, municipal governments also began investing in improved city street networks. In the 1910s and 1920s, the federal government provided financial aid to state and local governments for local roadway projects focused on safety and improving traffic flow. Across the nation and Texas, advocates for parks realized that the new roadway projects could be leveraged to help with new park projects also, since acquiring land for parks would be easier and more affordable in tandem with acquisition of land for roads. This nationwide beautification movement in the 1920s led the State Parks Board to advocate for state-owned parks in Texas. Municipal park boosters built upon this trend by encouraging the establishment of city park departments. The City of Fort Worth developed a Recreation Department in 1922 as a part of this movement as well, leading to an expansion of Fort Worth's park and green space through the Depression era, including Sycamore Park.[25]

Development of Sycamore Park

Sycamore Park, located at 2525 East Rosedale Street, sits along Sycamore Creek in the Polytechnic Heights neighborhood in southeast Fort Worth (Map 2). Originally named Glenwood Park, this was one of two parks purchased by the Fort Worth Board of Park Commissioners between 1909 and 1910. The improvement of the landscape to create present-day Sycamore Park was advised by George Kessler, a renowned urban planner and landscape architect across the country whose first employment was on recommendation from Frederick Law Olmstead.[26] Kessler began working with the Fort Worth Park League in 1908 to provide advice for "a general park plan and boulevard system."[27] By 1909, he recommended that the city purchase as much land as possible along the Trinity River for park development and worked with the City to adapt its charter to allow the levying of a new tax for the purchase of parkland.[28] That same year, Kessler delivered a map of proposed parks that highlighted Rosedale Street as a scenic parkway.[29] Kessler was also responsible for recommending other Fort Worth park and community designs

[22] Sanborn Fire Insurance Co., "Fort Worth, Tex." [map], 1911, vol. 2, sheet 169, from the University of Texas, https://maps.lib.utexas.edu/maps/sanborn/d-f/txu-sanborn-fort_worth-1911-169.jpg.
[23] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965."
[24] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965."
[25] HHM, "Historic Context and Survey Plan," prepared for the City of Fort Worth, 2021.
[26] Rick Brettell, "Landscape Architect George Kessler's Impact Is Still Felt across Dallas," *The Dallas Morning News*, April 9, 2017. https://www.dallasnews.com/arts-entertainment/architecture/2017/04/09/landscape-architect-george-kessler-s-impact-is-still-felt-across-dallas/.
[27] "Expert to Tell Fort Worth How to Secure Parks," *Fort Worth Star-Telegram* Nov. 27, 1908, p. 1; Mary Daggett Lake, "You Can Go on Treasure Hunt by Taking a Walk through Trinity Park," *Fort Worth Star-Telegram* [newspaper], Nov. 8, 1942, p. 30; various additional articles; all from newspapers.com.
[28] "Suggests Park on Samuels Ave.," *Fort Worth Star-Telegram* [newspaper], Apr. 3, 1909, p. 2; various additional articles, all from newspapers.com.
[29] "Get River Bank Advises Kessler," *Fort Worth Star-Telegram* [newspaper], Sep. 5, 1909, p. 14, from newspapers.com. Note that research to date has not located a park map or plan developed by Kessler, though multiple newspaper articles reference a map delivered in September 1909 and a plan delivered in October 1909. Additional articles mention disputes over who was responsible for paying Kessler, which likely relates to

that continue to shape the city today, such as Forest Park, A.W. Grand and Camp Bowie Boulevards, the Ryan Place suburb, and Burk Burnett Park.[30] Following Kessler's guidance, the City of Fort Worth purchased two park tracts in 1909, one of which was a portion of present-day Sycamore Park, described below:

> Southeast park, comprising approximately fort acres, lies on both sides of Sycamore creek and fronts on Vickery boulevard. It is reached by the Polytechnic car line and is within two blocks of the Glenwood line. The land is part level and part rolling and Sycamore creek offers a fine opportunity for an artificial lake. Southwest park is part of what was formerly known as Fairmount Heights.[31]

By November 1909, newspaper articles began referring to the site as "Glenwood Park." This new park was initially outside of the Fort Worth city limits but was annexed into the city in January 1910.[32] In May 1910, Kessler met with the City's parks board at Glenwood Park to discuss his vision for the site (Figure 6).[33] George Kessler's signature aesthetic let natural landscapes inform his designs, and, noting the natural qualities of the Sycamore Park area, he recommended that the park board adapt the Glenwood Park land to create an "athletic park."[34] A description of the land acquisition follows:

> On July 17, 1909, Ed Seibold sold 43.03 acres for $30,121. An additional 40.74 acres was purchased by G.W. and C.W. Seibold, Ed Seibold's brothers, for $32.592.[35]

In 1911, the park's name was changed to "Sycamore Park" to differentiate it from the Glenwood neighborhood located further west on the south side of Fort Worth. Newspaper advertisements from 1911 onward suggest that the improvements at the park catalyzed development of the adjacent Polytechnic Heights neighborhood. Over the decades to come, Sycamore Park became a community gathering place, used for play, sports, and scouting events.

While Sycamore Park was a separate work relief project, the development of the park and the bridge were concurrent. As noted in the original engineering drawings for the Sycamore Creek Bridge, the park drive that runs underneath the bridge perpendicular to the Rosedale Street above, pre-existed the Sycamore Creek Bridge. Staircases on either side of the Sycamore Creek Bridge connect pedestrians from the upper levels and the Sycamore Park.

Criterion A: Transportation

Local Roads in Fort Worth in the Early Twentieth Century

Using the framework established by the *Historic Road Infrastructure of Texas*, the Sycamore Creek Bridge is eligible under Criterion A in the area of Transportation for its association with County and Local Roads in the Nineteenth and Early Twentieth Centuries.[36] Automobiles started replacing streetcars in the City of Fort Worth in the early twentieth century. By 1920, maps of the city illustrated an extensive grid of streets.[37] However, many streets were zigzagging

the absence of copies of his deliverables in local archives.
[30] "Sycamore Community Park," Fort Worth Texas, n.d., https://www.fortworthtexas.gov/departments/parks/parks-and-trails/sycamore-park; "Burnett Park Almost Flawless," *Fort Worth Star-Telegram* [newspaper], Jun. 16, 1929, p. 12, from newspapers.com.
[31] "Park Boulevard Buys 110 Acres for Two New City Parks!" *Fort Worth Star-Telegram* [newspaper], Oct. 17, 1909, p. 10, from newspapers.com. For additional background on Fairmount Heights, see the Texas Historic Sites Atlas, https://atlas.thc.state.tx.us/Details?atlasnumber=2090000490.
[32] "Annex Glenwood Park," *Fort Worth Star-Telegram* [newspaper], Jan. 18, 1910, p. 12, from newspapers.com.
[33] "Kessler's Advice Athletic Field," *Fort Worth Star-Telegram* [newspaper], May 26, 1910, p. 10, from newspapers.com.
[34] "Kessler's Advice Athletic Field."
[35] "Sycamore Community Park," Fort Worth Texas, n.d., https://www.fortworthtexas.gov/departments/parks/parks-and-trails/sycamore-park.
[36] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 209.
[37] Fort Worth Chamber of Commerce, *Greater Fort Worth City* [map], 1920, from the Portal to Texas History crediting UNT Special Collections, https://texashistory.unt.edu/ark:/67531/metapth20809.

and indirect, and many areas remained isolated because of the lack of bridges across the winding Trinity River and its many tributaries. For example, Rosedale Street existed as one of the few streets crossing Sycamore Creek, but it dead-ended just two blocks to the west (Figure 7). The earlier Kessler plan for the City's parks had noted parkway development as a potential tool for enhancing the aesthetic appeal of the City and improving traffic flow at the same time. This led the city to supplement the Kessler plan with a roadway-specific plan, hiring Harland Bartholomew & Associates of St. Louis to develop *A System of Major Streets for Fort Worth, Texas* in 1927.[38] Part of this plan recommended "a comprehensive program of roadway paving and widening and the development of wide scenic boulevards along Rosedale Street" that would both suit and encourage automobile usage.[39] On Rosedale Street, the 1927 Bartholomew plan indicated:

> This is by far the most needed street improvement in the city. It is for the purpose of providing a combined crosstown major street and a pleasure drive as a by-pass for the central district. The Rosedale route connecting Oleander and Avenue "F" on the east with Malvey and Arlington Heights will form a continuous street 130 feed wide entirely across the city approximately one mile south of the congested area.[40]

The extension of Rosedale Street also was advocated by the Polytechnic Business Men's Club, which desired an east-west traffic artery along Avenue F by Sycamore Park to Avenue E (Handley Road) that could increase access to local business from the main areas of the city of Fort Worth.[41] Surveys of land for the right-of-way for the proposed realignment of Rosedale Street were conducted from 1928 to 1930, according to articles from the *Fort Worth Record-Telegram* and the *Fort Worth Star-Telegram*. Part of the proposed Rosedale Street improvement project was the Sycamore Creek Bridge, which planners hoped would facilitate east-west traffic flow into the Polytechnic Heights neighborhood.[42] However, at the outset of the Depression, construction of the bridge had not yet been realized.

Texas Roads in the Great Depression

The framework established by the *Historic Road Infrastructure of Texas* also establishes the Sycamore Creek Bridge as eligible under Criterion A in the area of Transportation for its association with federal funding programs during the Great Depression.[43] The work relief programs created during the Great Depression era of the 1930s involved vast nationwide road construction and beautification efforts.[44] Federal funding for highway and road system construction in the 1910s and 1920s was mainly focused on safety and traffic flow, but the New Deal work-relief programs of the 1930s funded a broader approach to improvements including beautification.[45] This movement ultimately would lead to the construction of the Sycamore Creek Bridge with PWA funding in 1936. Fort Worth had great need for federal work relief programs throughout the 1930s. Historian Harold Rich found that Tarrant County was "the poorest urban county in Texas, having 25 percent of its families on relief compared to 22 percent in Bexar County, 19 percent in Dallas

[38] HHM, "Historic Context and Survey Plan." Prepared for the City of Fort Worth, 2021.
[39] HHM, "Historic Context and Survey Plan."
[40] Harland Bartholomew & Associates and the Fort Worth City Planning Commission, "A System of Major Streets for Fort Worth, Texas," prepared for the Fort Worth City Planning Commission, 1927. From the Bartholomew Plan Collection, Fort Worth Public Library Digital Archives, http://www.fortworthtexasarchives.org/digital/collection/p16084coll17/id/214/rec/1.
[41] "Speed Urged on Rosedale Survey," *Fort Worth Star-Telegram*, March 20, 1930, https://www.newspapers.com/image/635119937/?match=1&terms=rosedale%20survey ; "Part of Rosedale Survey Completed," *Fort Worth Record-Telegram*, February 23, 1928, https://www.newspapers.com/image/634555521/?match=1&terms=rosedale%20survey.
[42] "All Set for Bridge Opening Ceremonies," *Fort Worth Star-Telegram*, accessed August 18, 1936, https://www.newspapers.com/image/635963407/?match=1&terms=sycamore%20creek%20bridge%20rosedale.
[43] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 210.
[44] Mallory B. Randle, "Work Projects Administration," *Handbook of Texas Online*, accessed April 11, 2024, https://www.tshaonline.org/handbook/entries/work-projects-administration.
[45] HHM. The Meridian Highway in Texas, prepared for the Texas Historical Commission, May 2016, from the THC; HHM. The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Named Highways, Prepared for the Texas Historical Commission, June 2014, from the THC, https://www.thc.texas.gov/public/upload/preserve/survey/highway/Bankhead-history.pdf.

County, and 17 percent in Harris County."[46] The Public Works Administration (PWA) was an agency created as part of the New Deal in 1933 during the Great Depression. While not a work-relief program like the later Works Progress Administration (WPA), the PWA sought to provide economic relief through the creation of jobs on public construction and infrastructure projects:

> PWA was a lending agency which made long term low interest loans and outright grants to other governmental entities throughout the United States for construction projects which would lessen unemployment levels. PWA, then, was a financing mechanism rather than an employment program.[47]

Known PWA projects in Fort Worth included the construction of schools, public housing, the Carnegie Public Library (non-extant, Ninth and Throckmorton Streets), and former City Hall (extant, 1000 Throckmorton Street). WPA projects in Fort Worth included road and bridge construction, as well as the development of eighty new parks to its park system.[48] Between 1932 and 1942, at least 2,300 bridges were constructed in Texas, including the Sycamore Creek Bridge. Construction of Texas bridges continued as late as 1950 using Depression-era funding allocations. Texas cities saw over 600 of these projects, with the Dallas-Fort Worth area receiving the largest concentration. This concentration is in part because Fort Worth and Tarrant County were very successful in their efforts to pass bonds and collaborate for road construction projects. Another contributing factor is that the prevalence of railroads in the area required grade-separation structures to ensure efficient rail freight movement while improving safety conditions within the dense railroad network.[49]

In 1933, the master plan for Fort Worth's park system was completed by Hare & Hare, a landscape architecture and planning firm from Kansas City, Missouri. With the onset of the Great Depression and the federal government's response with aid programs, the City of Fort Worth saw an opportunity to fund implementation of the recommendations within the Hare & Hare parks plan. The federally funded improvements to Sycamore Park and the Sycamore Creek Bridge relate directly to recommendations within the Hare & Hare plan, which envisioned the need to augment the facilities at Sycamore Park and transform Rosedale Street into a "cross-city arterial connecting the valley of the Clear Fork on the west with Sycamore Creek on the east."[50]

Following the guidance within the Hare & Hare plan and with assistance from the WPA, improvements to Sycamore Park included an amphitheater to the southeast of the park, a lit soft ball field in the center of the park, a drinking fountain, a WPA shelter, new concrete sidewalks, and other "general park improvements."[51] These improvements reinforced the park's role as a locus for community gathering throughout the twentieth century.

Funding for the construction of the Sycamore Creek Bridge came from the federal Public Works Administration (PWA), which functioned as a pass-through agency, channeling federal funding to states to complete infrastructure projects proposed by local City and County governments.[52] By 1931, federal aid funding began flowing to states, and the Texas State Highway Department started awarding bids, including a successful bid for the Sycamore Creek Bridge.[53] Construction of the bridge, however, was dependent on right-of-way acquisition for the realignment of

[46] Harold Rich, *Fort Worth Between the World Wars*, College Station: Texas A&M Press, 2020, 121.
[47] L. Patrick Hughes, "New Deal Work Programs in Central Texas," Austin Files, Austin - Description - 1900-1935 (AF-A3255), from the Austin History Center.
[48] HHM, "Historic Context and Survey Plan," prepared for the City of Fort Worth, 2021.
[49] Maryellen Russo to Emily Payne and Dulce Davis [Interview], Sept. 17, 2024.
[50] "Sycamore Community Park," Fort Worth Texas, n.d. https://www.fortworthtexas.gov/departments/parks/parks-and-trails/sycamore-park.
[51] "Sycamore Park – Fort Worth TX," Living New Deal, n.d. https://livingnewdeal.org/sites/sycamore-park-fort-worth-tx/.
[52] US Public Works Administration, *America Builds: The Record of the PWA* (Washington, DC: US Govt. Printing Office, 1939), from the InternetArchive, https://archive.org/details/americabuilds00unitrich/page/n17/mode/2up.
[53] "Highway 34 Contracts Awarded," *Fort Worth Stare Telegraph*, June 24, 1931, 1.1 edition, sec. 144. https://www.newspapers.com/image/636067224/?terms=sycamore%20creek%20bridge.

Rosedale Street. In 1935, the Fort Worth park board granted a right-of-way through the southern end of Sycamore Park for an extension of East Rosedale Street. With right-of-way granted, construction proceeded quickly.

The opening ceremony of the Sycamore Creek Bridge was held in 1936.[54] The Opening Ceremony of the Sycamore Creek Bridge was organized during the Texas Centennial of 1936 and attended by officials from all levels of county, city, state, and federal governments. A list of speakers, led by Harry Himes, chairman of the State Highway Commission, included Julian Montgomery, state PWA director, and George L. Dickey, district director from the WPA, another important New Deal Era funding program.[55]

Criterion C: Engineering

Advances in Concrete Bridges in Texas

The Sycamore Creek Bridge is a significant example of an uncommon bridge type within Fort Worth. A survey of historic bridges in Texas in 2009 found that only around 350 variable-depth girder bridges remained in the state, with most concentrated around Waco, and those found in Fort Worth were used primarily for grade separation structures like overpasses rather than for crossing waterways.[56] In the early decades of the twentieth century, reinforced concrete became a popular material for bridges due to its compressive and tensile strength, as well as its affordability through use of local materials and unskilled labor. Concrete was considered an ideal material aesthetically since it was not only affordable but also could mimic stone and blend easily with the environment of the associated waterway.[57] Concrete bridges could also be constructed quickly, which met the demand for roadway bridges in the 1920s to 1930s.[58] Initially, concrete bridges took the form of closed spandrel bridges, which were similar to the older stone arch bridges.[59]

Concrete girder bridges were first introduced in 1893 in France before appearing in the United States between 1905 and 1910, with a superstructure composed of T-shaped beams that supported longer-spanning roadway decks.[60] The concrete variable depth girder bridge composed of "haunched" girders (a type of varying depth beam that is heavier near the supports of the bridge and gradually tapers near the midspan of the bridge, creating the appearance of an arch), like the Sycamore Creek Bridge, allowed for the construction of bridges using less concrete and less steel than the typical T-beam shapes (describing structural beams with a vertical web cross-sectioned with a horizontal flange creating a T-shape), the efficiency of which was ideal during the Depression era.[61] Early state highway departments started standardizing plans for concrete girder bridges in the 1910s. Aesthetics were a factor in bridge design during the twentieth century, often displaying elements of the Beaux Arts style or other classically influenced styles.[62] By the

[54] "All Set for Bridge Opening Ceremonies," *Fort Worth Star-Telegram*. Accessed August 18, 1936. https://www.newspapers.com/image/635963407/?match=1&terms=sycamore%20creek%20bridge%20rosedale.
[55] "All Set for Bridge Opening Ceremonies," *Fort Worth Star-Telegram*.
[56] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 244. Note TxDOT currently is conducting an updated statewide survey and evaluation of non-truss bridges. Additional data supporting the rarity of the Sycamore Creek Bridge will be included within that document, which will be shared within the TxDOT Historic Resources Toolkit upon completion (https://www.txdot.gov/business/resources/environmental/compliance-toolkits/historic-resources.html#guidance).
[57] "All Set for Bridge Opening Ceremonies," Fort Worth Star-Telegram. .
[58] Parsons Brinckerhoff. "A Context For Common Historic Bridge Types." https://onlinepubs.trb.org/onlinepubs/archive/NotesDocs/25-25(15)_FR.pdf.
[59] Knight. "A Guide to the Research and Documentation of Local Texas Bridges." https://www.thc.texas.gov/public/upload/preserve/survey/highway/Guide%20to%20Research%20and%20Documentation%20of%20Local%20TX%20Bridges.pdf.
[60] Brinckerhoff, "A Context For Common Historic Bridge Types."
[61] Maryellen Russo to Emily Payne and Dulce Davis [Interview], Sept. 17, 2024.
[62] Brinckerhoff, "A Context For Common Historic Bridge Types." .

1920s and 1930s, aesthetic preferences led state bridge designers to prefer concrete girder bridges because they allowed for "lighter, non-structural railings."[63]

During the Depression era, municipal bridge designers played an important role in adapting standardized state bridge plans for specific local contexts. Municipal designers typically followed structural and aesthetic trends set by state designers of the day, as exemplified by the Sycamore Creek Bridge:

> Bridges built under city improvement programs in Texas followed national trends in design, emphasizing the aesthetic form and incorporating classical details… [and] took the form of a shallow arch with concrete balustrade railing featuring urn-type balusters. If a concrete arch proved impractical, the bridge engineer used a continued concrete girder or rigid-frame design, with girders formed with a curve the give the impression of an arch. Typically additional attention was given to small details such as a raised arch ring, incised panels, pier pilasters, and decorative light standards.[64]

Following this trend, C. Milo Thelin specially designed the Sycamore Creek Bridge as a variable depth concrete girder bridge with haunched girders to be both materially efficient and aesthetically pleasing. The variable depth of the concrete girders creates a low arch (Photo 5). The piers of the substructure form battered columns with decorative capitals (Photo 3). The classical plinth, dado, and coping details on the concrete posts that divide the arched windows of the railing reflect the classical elements of the Beaux Arts style. Together, these stylistic elements lend the bridge significance as a local example of how nationwide and statewide trends in bridge designs were applied locally in Fort Worth.

C. Milo Thelin and Local Bridge Design in Fort Worth

C. Milo Thelin was a design engineer for the city of Fort Worth and served as president of the Texas Public Works Association. He was also a member of the Fort Worth Technical Club, the American Society of Civil Engineers, the American Society of Professional Engineers, the Texas Society of Professional Engineers, as well as the Texas Construction Council.[65] Thelin began working with the City of Fort Worth in 1928 and was responsible for projects like the Lake Worth Bridge, Henderson Street Bridge, the Eagle Mountain and Bridgeport dams, and many other street, street drainage, and engineer projects throughout the city.[66]

West Texas Construction Company and Concrete Construction Statewide

The Sycamore Creek Bridge was constructed by the West Texas Construction Company, a prominent Texas construction contractor known for expertise with concrete. The involvement of the West Texas Construction Company helped to ensure that the knowledge of statewide concrete workmanship practices informed the construction of Sycamore Creek Bridge even though it was designed by a local engineer. The West Texas Construction Company won many bids for road and construction projects from the Texas Highway Commission and Texas city councils in the 1920s and 1930s, particularly in the Fort Worth area. In 1927, Fort Worth City Council awarded a total of $275,298 in paving contracts, primarily to the West Texas Construction Company.[67] The firm continued to work on a number of paving projects, and by 1930 the West Texas Construction Company was praised for setting a record for laying asphalt

[63] Brinckerhoff, "A Context For Common Historic Bridge Types."
[64] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 115.
[65] "Obituary for C. Milo Thelin," *Fort Worth Star-Telegram*, January 29, 1995. https://www.newspapers.com/image/645157895/?match=1&terms=c.%20milo%20thelin.
[66] Susan Allen Kline, Henderson Street Bridge National Register Nomination Form, 2011; Obituary for C. Milo Thelin." *Fort Worth Star-Telegram.*
[67] "Council Lets Paving Work," *Fort Worth Record-Telegram*, July 20, 1927, https://www.newspapers.com/image/634551145/?match=1&terms=west%20texas%20construction%20company.

on the repaving projects for Azle Avenue in 1930.[68] In 1932, the Texas Highway Commission awarded a total of $2,679,619 for road and bridge construction projects with federal funding under the emergency highway apportionment.[69] West Texas Construction Company's breadth of experience helped to ensure that the construction workmanship used for the bridge exemplified statewide trends, much like the design.

Comparison to Similar Bridges in Fort Worth

Research to date suggests that extant examples of variable depth concrete girder bridges are relatively rare nationwide, especially examples constructed as early as the 1930s.[70] As of a 2021 study, there are forty-eight known variable depth concrete bridges within the state of Texas, including the Sycamore Creek Bridge. The exact number remaining extant in Fort Worth is not clear at this time, but sources indicate that most other extant variable depth concrete bridges in Fort Worth are used as for railroad grade-separation structures rather than waterway crossings.[71] Of these forty-eight known variable depth concrete bridges statewide, four have been listed on the National Register.[72] Although several other Depression-era concrete bridges designed by C. Milo Thelin remain extant in Fort Worth, the Sycamore Creek Bridge is unique for its design qualities, park setting, and its significance to the Polytechnic Heights neighborhood of Fort Worth.

The 1934 Vickery Boulevard Bridge, spanning Sycamore Creek to the north of the Sycamore Creek Bridge and Sycamore Park, is similarly a four-lane concrete girder bridge designed by C. Milo Thelin with decorative handrails composed of precast panels of round arch windows, separated by concrete posts with detailing. However, it is unclear whether this bridge has a superstructure that was designed as carefully as that of the Sycamore Creek Bridge for the Sycamore Park landscape, due to the less prominent location of the Vickery Boulevard Bridge. Though the Vickery Boulevard Bridge was the result of a federal relief program similar to the Sycamore Creek Bridge, it does not seem to have had the same public interest as the Sycamore Creek Bridge project. While the Vickery Boulevard Bridge was needed to suit traffic flow, it did not have the same impact on the neighborhood as the development of the Sycamore Creek Bridge had as an east-west traffic artery into Polytechnic Heights.

Another bridge designed by Thelin, the 1930 Henderson Street Bridge (individually listed in the National Register), is considered significant under Criterion A under Transportation as a primary entrance into downtown. It is also significant under Criterion C for its design qualities as an example of an open spandrel concrete arch bridge, with decorative hand railings separated by concrete posts displaying classical plinth, dado, and coping similar to Thelin's design of the Sycamore Creek Bridge.[73] The existing listing establishes the significance of Thelin's designs and of 1930s concrete bridges, but its distinct design qualities allow the Sycamore Creek Bridge to remain unique as an example of a variable depth concrete girder bridge.

[68] "Northwest 25th Work Completed," *Fort Worth Record-Telegram*, July 29, 1930, https://www.newspapers.com/image/636050077/?match=1&terms=west%20texas%20construction%20company.
[69] "$2,279,619 Let In Contracts For Texas Road Work," *The Austin American*, October 25, 1932, https://www.newspapers.com/image/385702199/?terms=west%20texas%20construction%20company.
[70] A search of HAER collection from the National Archives revealed only the two examples of variable depth bridges in the HAER collection, the Sabine River Bridge in Shelby County, TX (steel) and the Georgia DOT Bridge in Bartow County, GA (concrete), both constructed in 1968.
[71] Jensen, "National Register Multiple Property Documentation Form: Historic Road Infrastructure of Texas, 1866-1965," 244. As noted above, the ongoing TxDOT statewide survey and evaluation of non-truss bridges will be shared within the TxDOT Historic Resources Toolkit upon completion (https://www.txdot.gov/business/resources/environmental/compliance-toolkits/historic-resources.html#guidance).
[72] Maryellen Russo to Emily Payne and Dulce Davis [Interview], Sept. 17, 2024.
[73] Kline, Susan Allen. Henderson Street Bridge National Register of Historic Places Nomination Form. https://atlas.thc.state.tx.us/NR/pdfs/11000128/11000128.pdf.

Conclusion

The Sycamore Creek Bridge is an local excellent example of a concrete girder variable depth span bridge. The Sycamore Creek Bridge retains the historic integrity of its character-defining features, including decorative railings and a graceful substructure, both specially designed by C. Milo Thelin to be in harmony with its Sycamore Park setting. The Sycamore Creek Bridge is eligible for listing in the National Register of Historic Places under the MPS *Historic Road Infrastructure of Texas* under Criterion A at the local level for Transportation for its association with local roadway projects in the early twentieth century and with federal funding programs during the Great Depression, as well as under Criterion C at the local level of significance in the area of Engineering. Its construction and design are related to the subcontext "County and Local Roads in the Nineteenth and Early Twentieth Centuries" and "Texas Roads of the Great Depression."

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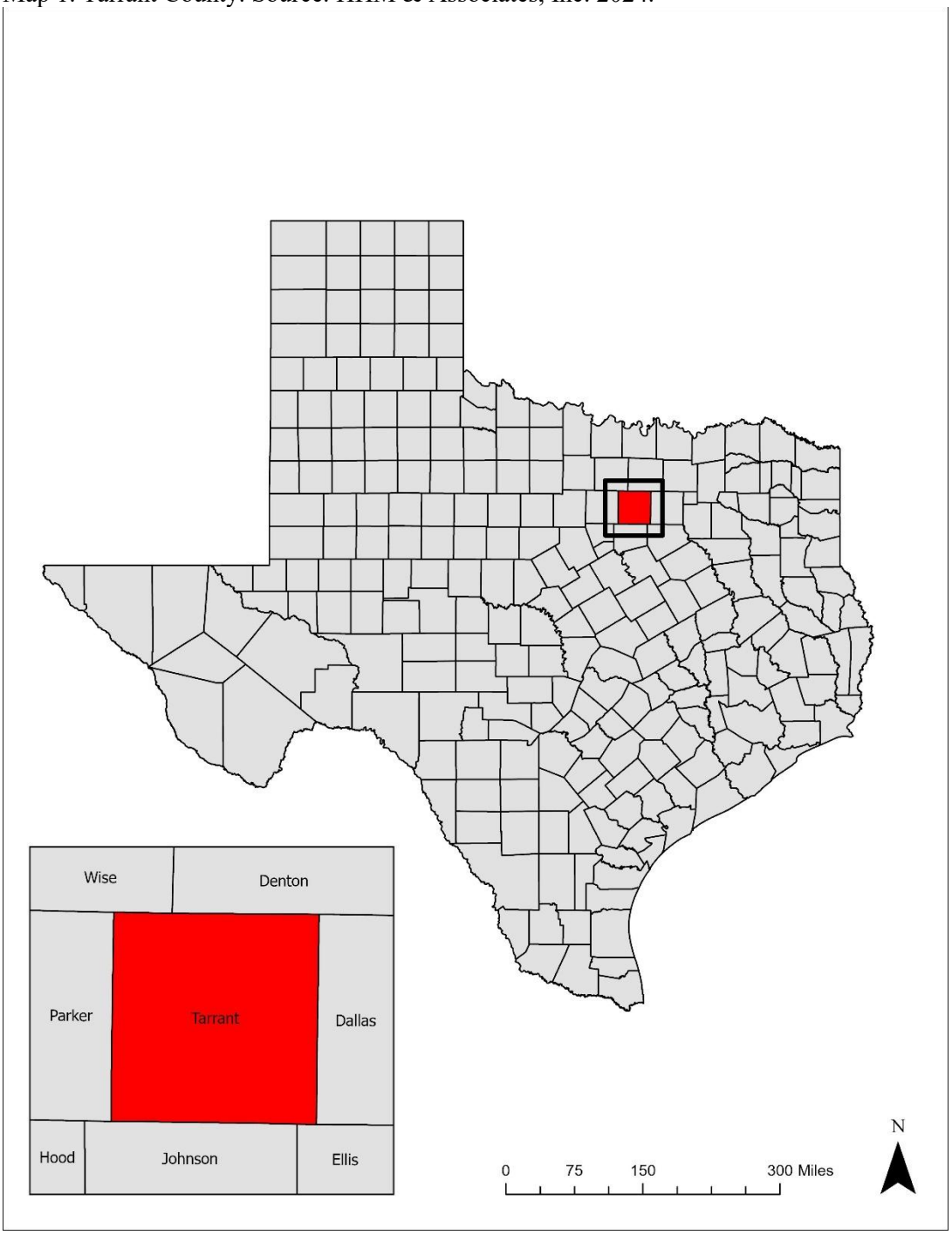
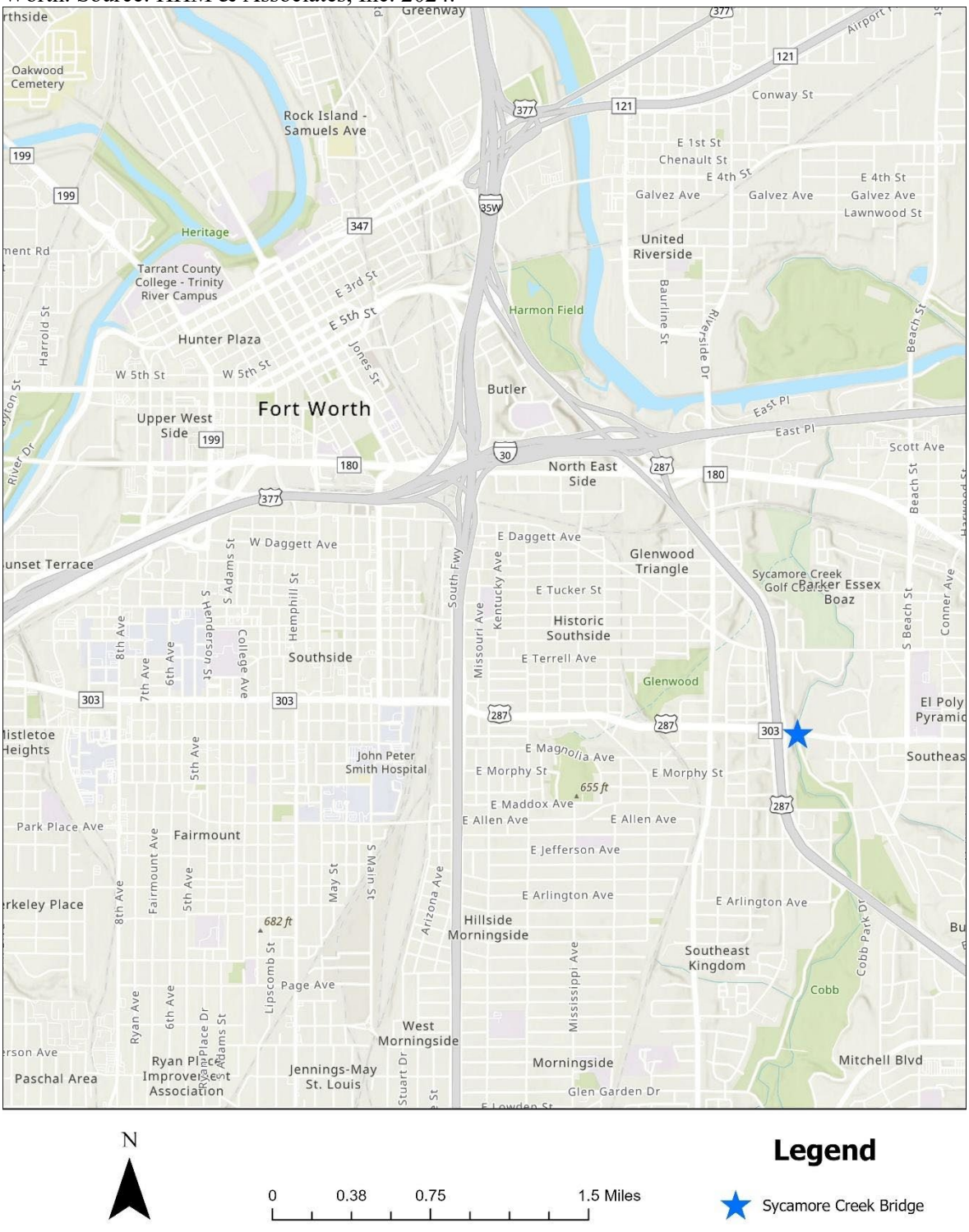
Additional Documentation

Maps

Map 1. Tarrant County. Source: HHM & Associates, Inc. 2024.



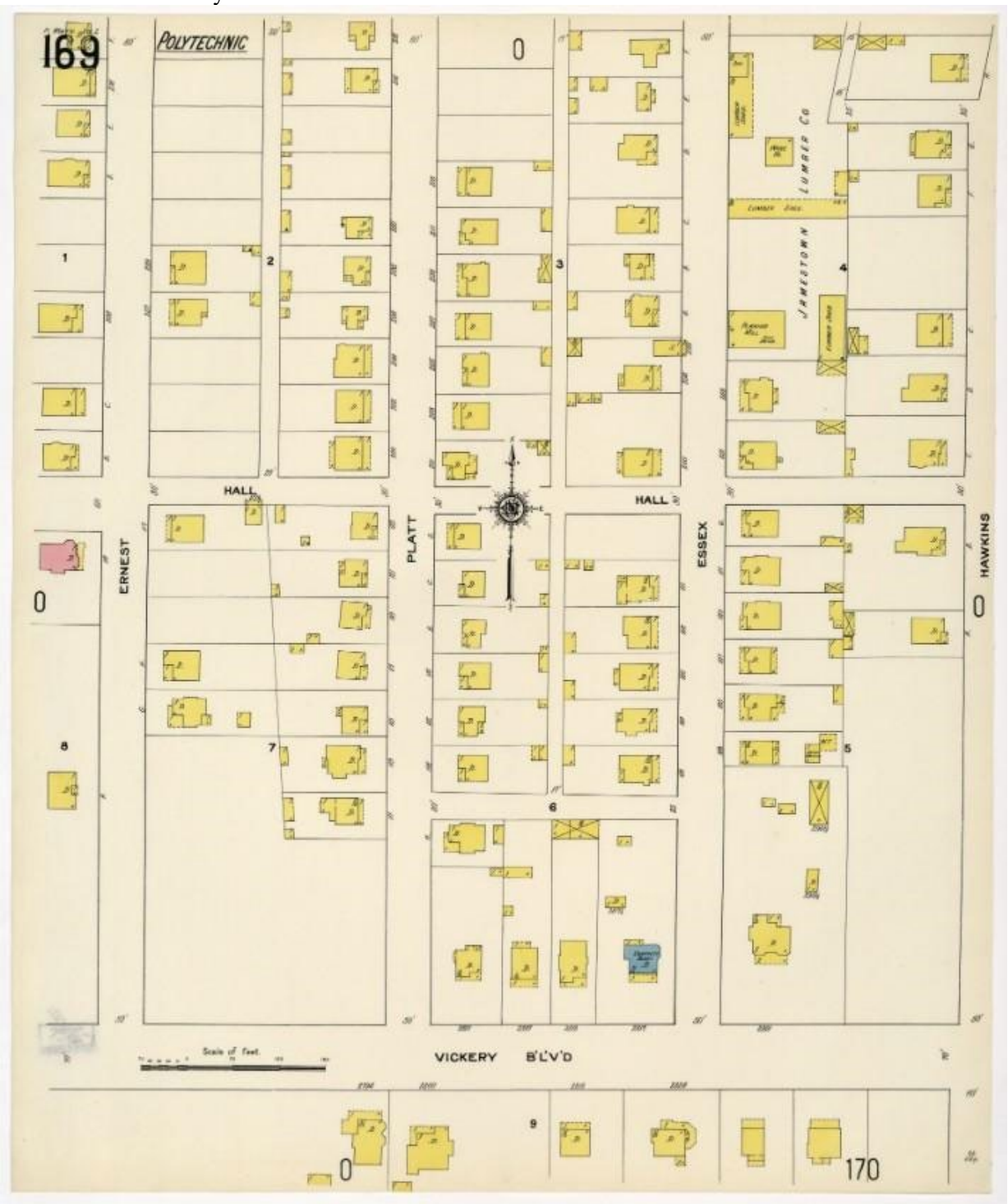
Map 2. Current USGS topographic map showing location of Sycamore Creek Bridge in relation to downtown Fort Worth. Source: HHM & Associates, Inc. 2024.



Map 3. Fort Worth, Sycamore Creek Bridge 32.731166° -97.297349°. Source: Google Earth (accessed August 10, 2025)

Figures

Figure 1. Sanborn Fire Insurance Map showing development within the Polytechnic Heights neighborhood in 1911. Source: The University of Texas.



Original located at the Dolph Briscoe Center for American History, University of Texas at Austin

Figure 2. Original 1936 plans for the construction of the Sycamore Creek bridge. The design was by C. M. Thelin. Source: Texas Department of Transportation.

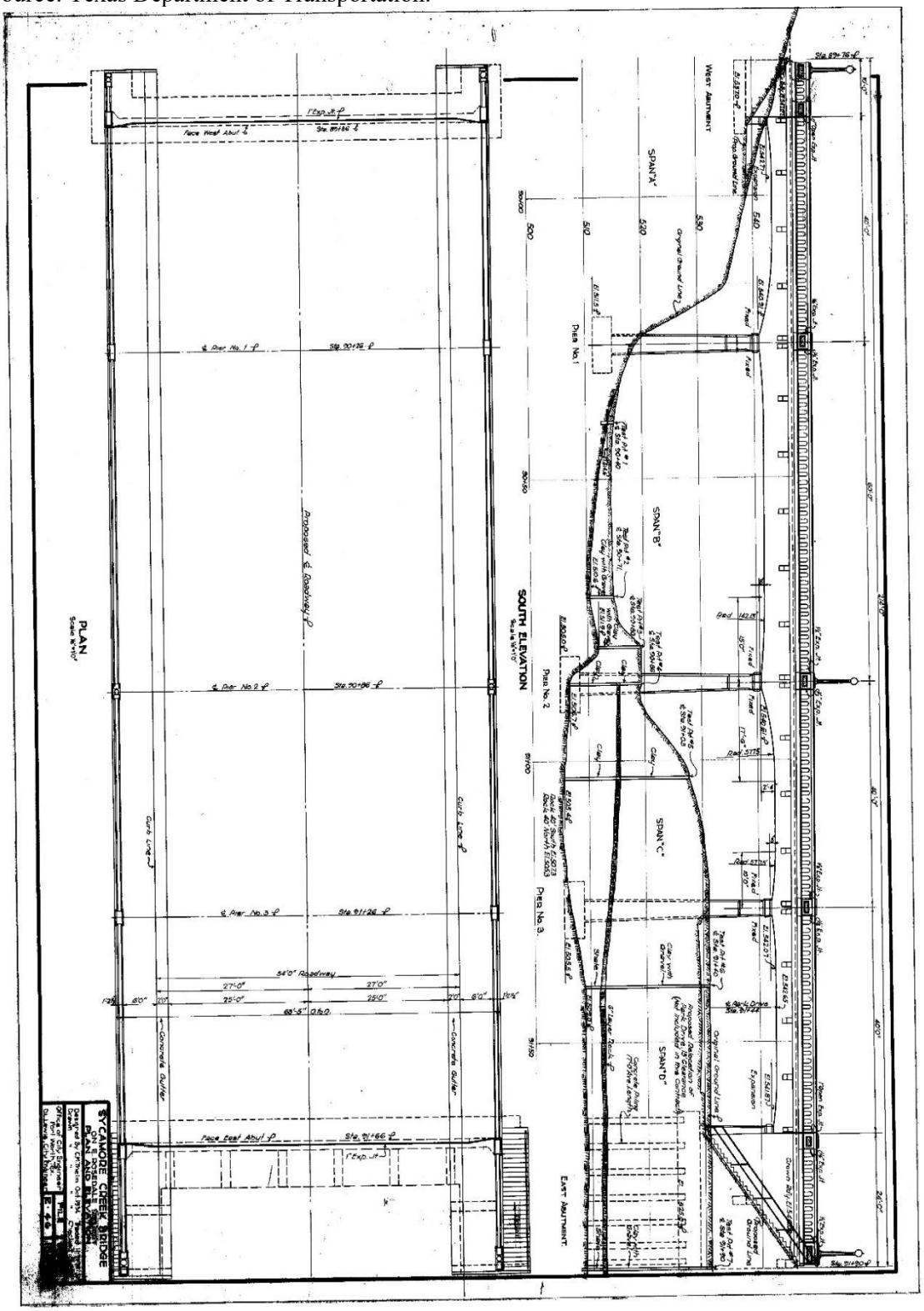


Figure 3. Plat Map of Polytechnic Heights Addition showing development of the Polytechnic College, streetcar line, and surrounding neighborhood. Source: "East Side Story (Part 2): Incorporation and Annexation," from Hometown by Handlebar, published Nov. 5, 2018, crediting "The Lost Antique Maps of Texas: Fort Worth & Tarrant County, Volume 2" CD, https://hometownbyhandlebar.com/?p=2368.

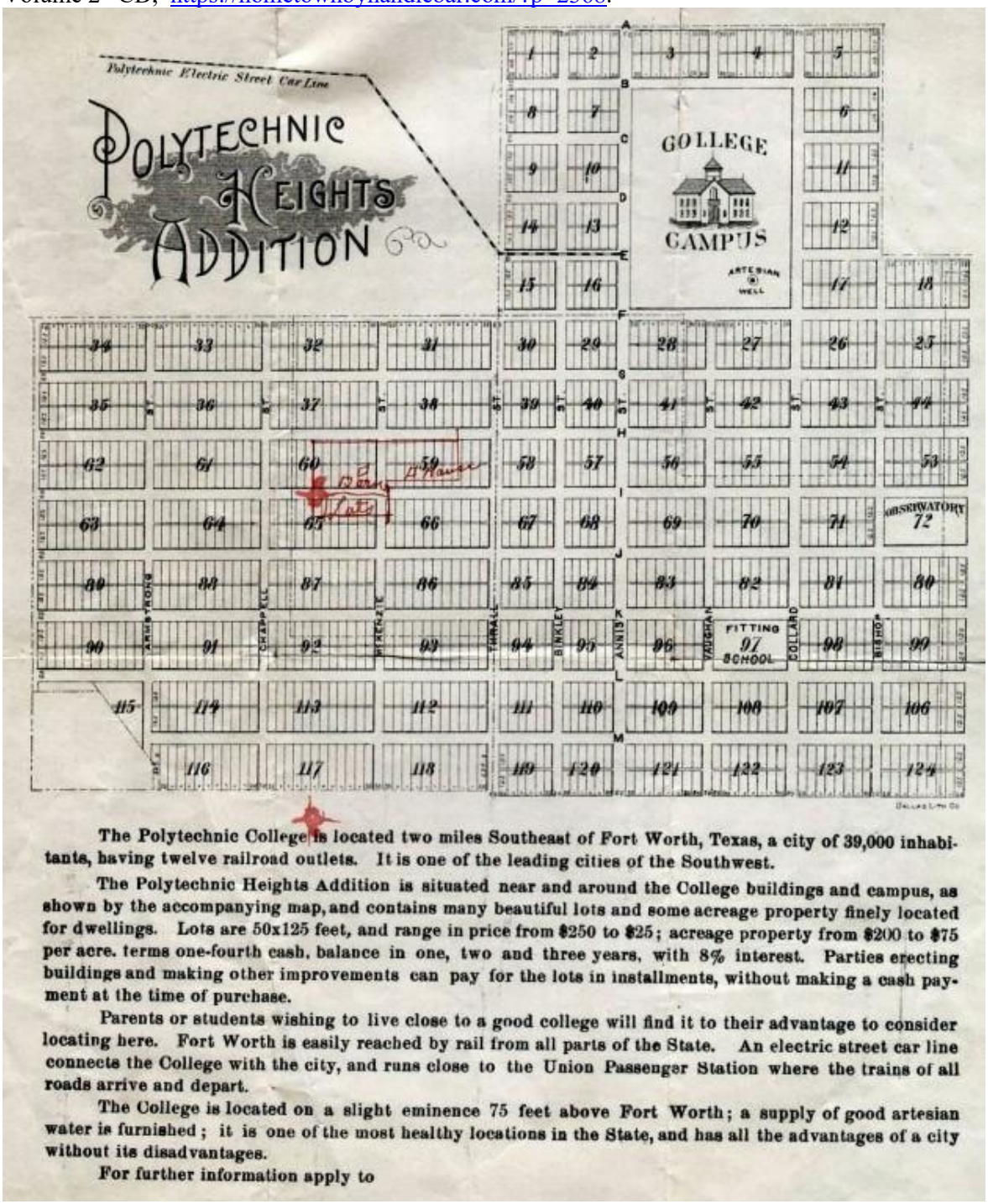


Figure 4. "Proposed Route of Rosedale Boulevard Project" from the Bartholomew & Associates 1927 A System of Major Streets for Fort Worth, Texas. Source: Fort Worth Public Library Digital Archives, crediting the Fort Worth History Center.

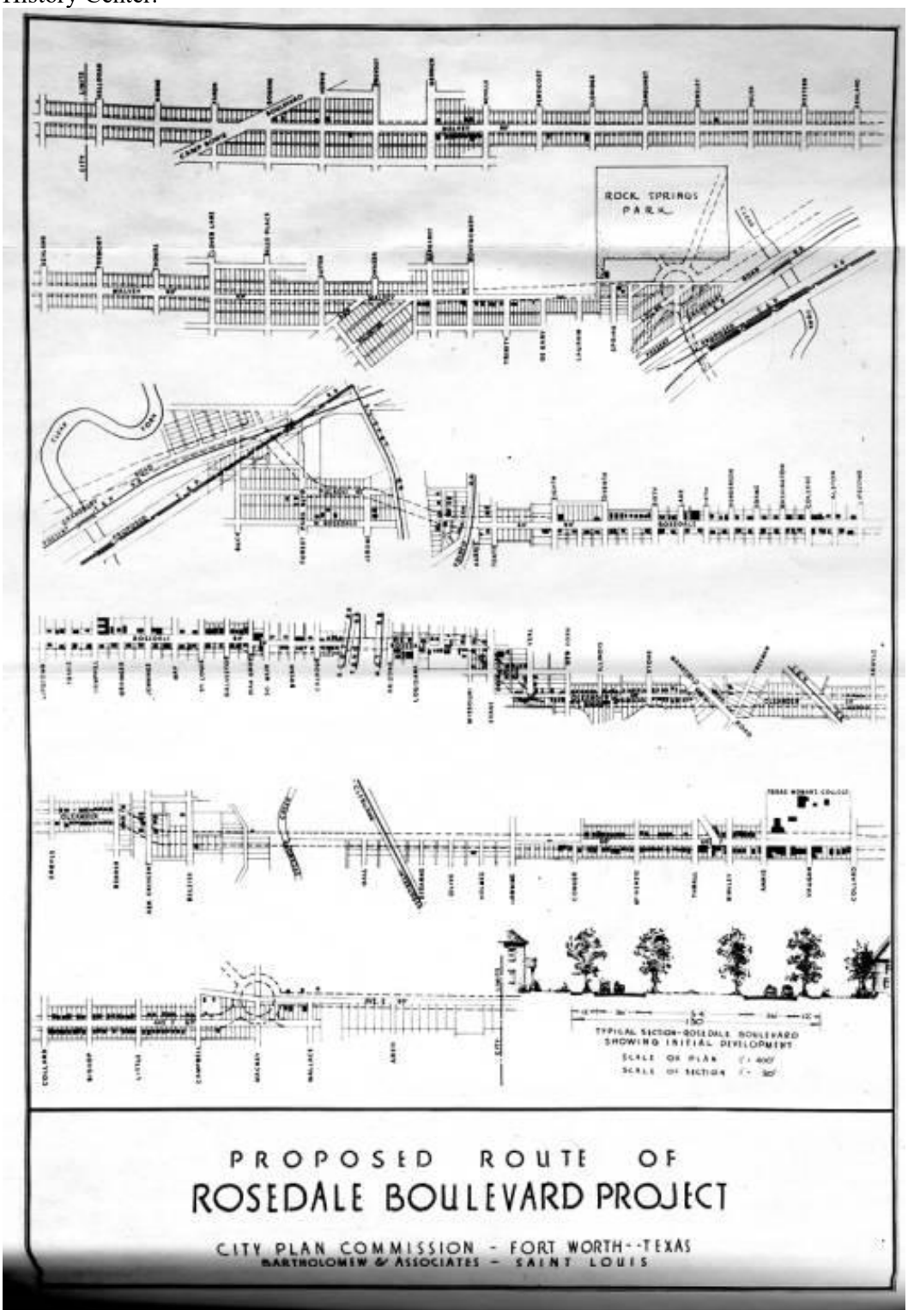


Figure 5. Hare & Hare Master Plan from 1933. Source: The City of Fort Worth.

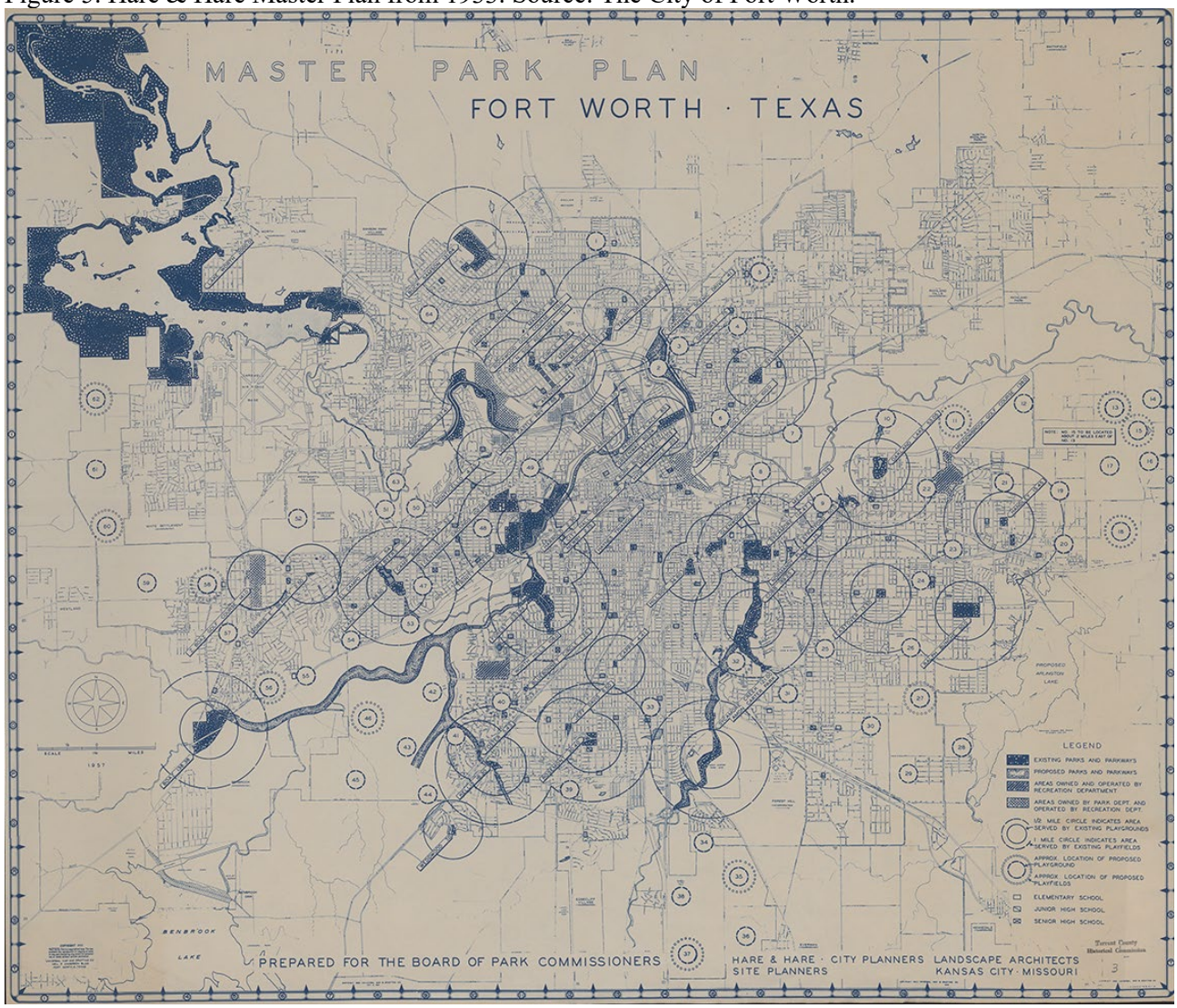


Figure 6. Article "Kessler's Advice Athletic Field" from the *Fort Worth Star-Telegram* dated May 26, 1910. Source: Newspapers.com.

KESSLER'S ADVICE ATHLETIC FIELD

Famous Landscape Engineer Suggests Change in Use of Glenwood Park.

ZOOS TOO EXPENSIVE

Kansas City Expert Views Improvement Work and Is Given Barbecue.

To transform Glenwood Park, one of the prettiest sites he ever saw, into an athletic park, is the recommendation of George E. Kessler of Kansas City, the widely known landscape engineer who visited Fort Worth Wednesday afternoon as the guest of the park board.

Mr. Kessler is known for his ability to quickly size up the possibilities of a park and recommend the most feasible plans for their realization. He suggested that several baseball diamonds be laid out in Glenwood for the use of amateur players, a running track and playgrounds, all under the supervision of a trained man who should organize games and see that children secure the most enjoyment and physical improvement from such play.

Given a Barbecue.

Mr. Kessler was driven in an automobile to several of the parks controlled by the city and late in the afternoon a barbecue was given in his honor at Forest Park. Those present at the barbecue were: George E. Kessler, J. H. Maddox, Glen Walker, R. L. Rogers, A. W. Grant, C. D. Reimers, Park Superintendent Vinnedge, Dr. W. R. Thompson, John B. Hawley, W. G. Newby, William Bryce, J. W. Spencer, J. T. Pemberton, Louis J. Wortham, Duff Purvis and County Surveyor Henry Dickson.

Mr. Kessler came to Fort Worth upon the invitation of the park board and returned Wednesday night to Dallas, where he is negotiating with park authorities of that city for extensive park improvements. He will leave Dallas Thursday for his home in Kansas City.

Mr. Kessler talked to the local park authorities about the working out of the present park system plans and made many suggestions which no doubt will be adopted officially at the next meeting of the park board.

"Don't plant flowers in any Fort Worth parks controlled by the city," he said, "except at entrances and not then unless the entrances are pretentious enough to be called such. Non-blooming shrubbery is permissible around park buildings, but flowers anywhere else in the park are inharmonious, unnatural and not at all in accordance with the true idea of what a park should be. It should be made to look as much like nature as possible. Make the parks look like the woods and introduce artificial improvements only where nature has been deficient.

Can't See Zoos.

"Zoos, filled with roaring lions, fierce tigers and other wild animals, also are unnatural, to say nothing of their disproportional expense. I am glad to see, however, that you have burros in Trinity Park. Any harmless amusement for the children is desirable."

Mr. Kessler brought up the park scheme suggested by him a year ago for the territory between the courthouse and the river. He believes a boulevard from 150 to 600 feet wide with a parkway frame would make an excellent show for the city and would offer more substantial good for the expenditure than any other park scheme the city has considered.

He proposed a cliff driveway along the river bluff from Samuels avenue to the courthouse. The park board already has worked on this project, but met with an insurmountable obstruction in a wealthy citizen who refuses to consider giving the right-of-way through his property.

The landscape engineer paid high compliments to the small parks scattered over the city and especially to Hyde and Peter Smith Triangles, which are in the custody of W. H. Wentworth.

Figure 7. Map from 1928 showing Sycamore Park with the segment of Rosedale Street that will accommodate the future Sycamore Creek Bridge highlighted in pink. Source: Llewellyn & McConnell, *Map of city of Fort Worth: where the west begin*s, 1928, from the Portal to Texas History, crediting the University of Texas at Arlington.

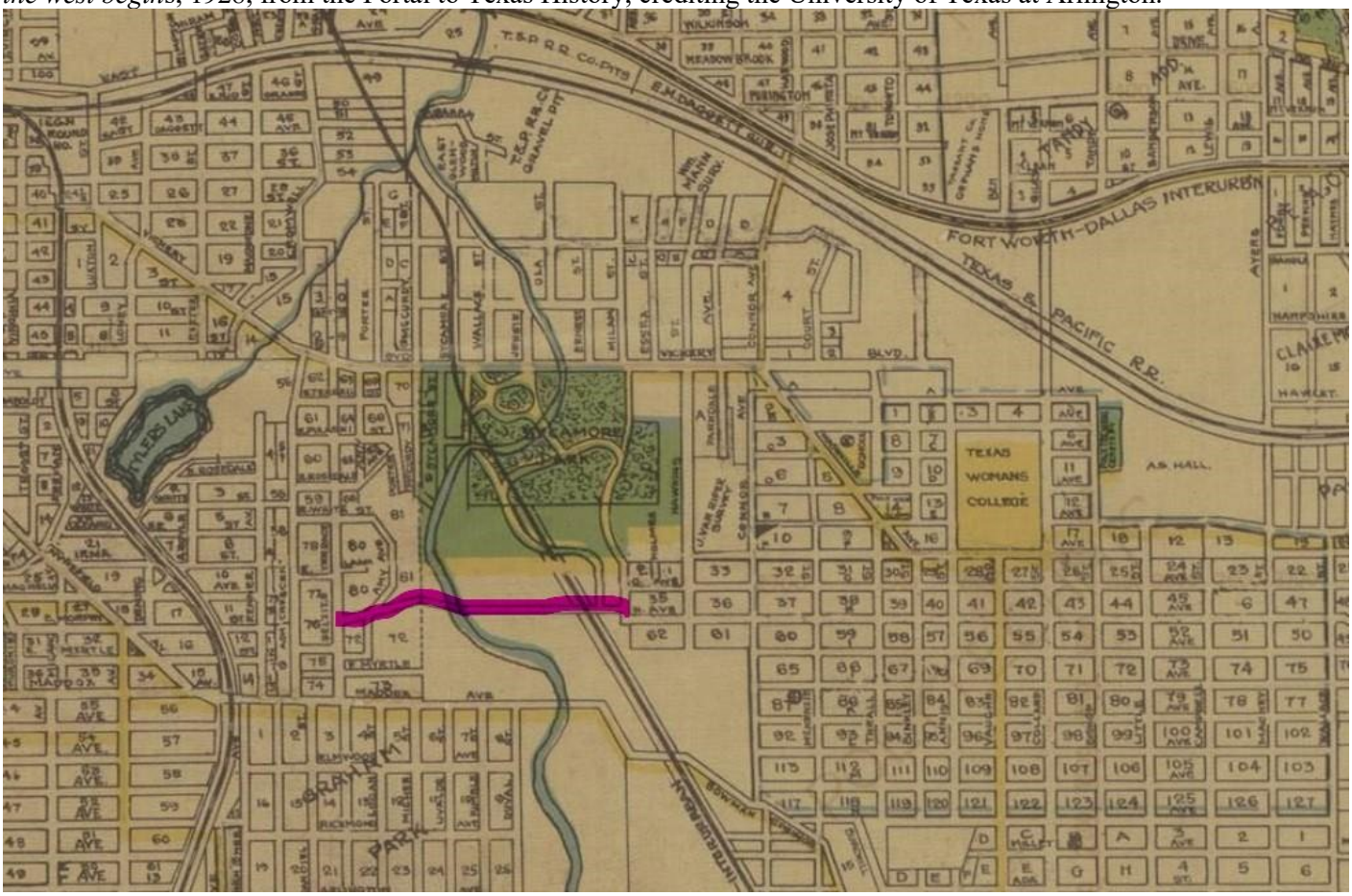


Figure 8. Detail of spalling at abutment joint. Source: William Schultz, Texas Department of Transportation Bridge Inspection Report completed February 9, 2022.

Photographs

Name of Property: Sycamore Creek Bridge
City or Vicinity: Fort Worth
County: Tarrant State: TX
Photographer: Dulce Davis
Date: June 1, 2024

Photo 1. Centered contextual view of Sycamore Creek Bridge on East Rosedale Street towards the Highway 287 Underpass. Camera facing west.

Photo 2. Centered contextual view of Sycamore Creek Bridge on East Rosedale Street towards Polytechnic Heights neighborhood. Camera facing east.

Photo 3. Oblique detail view of column with classical plinth, dado, and coping. Camera facing north.

Photo 4. Contextual view of 1936 Sycamore Creek Bridge separated by stairwell from 2014 Bridge, as seen from Sycamore Park. Camera facing northeast.

Photo 5. Oblique view of bridge substructure with street level railing, as seen from Sycamore Park. Camera facing northwest.

Photo 6. Oblique view the battered columns with decorative capitals that serve as the bridge seats for the girders of substructure. Camera facing northeast.

Photo 7. Detail view of concrete spalling on railing. Camera facing south.

Photo 8. Oblique view of missing dado detailing on western column face. Camera facing northwest.

Photo 9.View of Sycamore Park from under the Sycamore Creek Bridge. Camera facing north.

Photo 10. Detail view of railing featuring arched windows separated by a column with classical plinth, dado, and coping. Camera facing south.

Photo 11. Detail view of plaster repairs on railing. Camera facing north.

Photo 12. Contextual view of substructure with Sycamore Creek. Camera facing southwest.

Photo 13. Contextual view of Sycamore Creek from the street level of Sycamore Creek Bridge. Camera facing north.

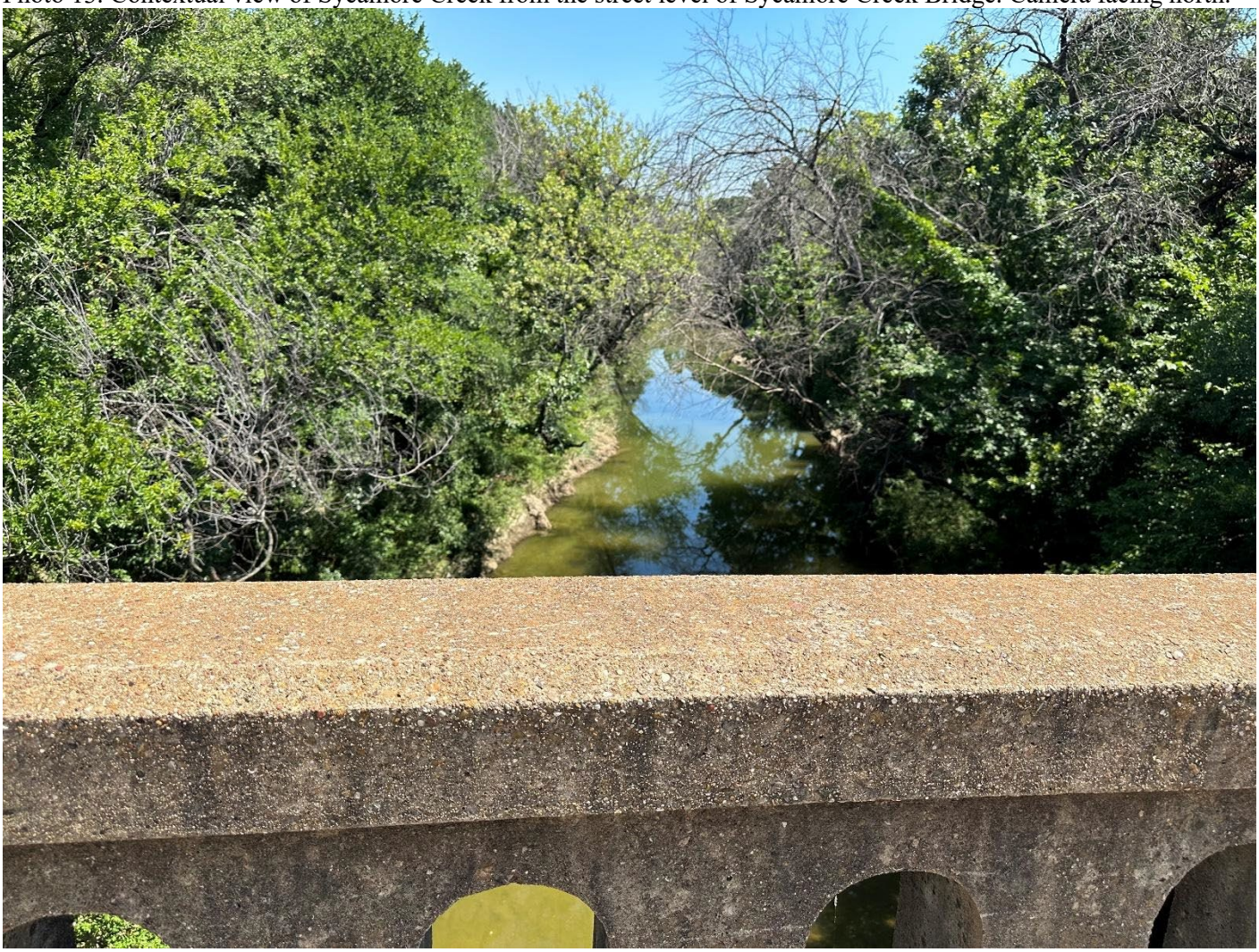


Photo 14. Oblique view of Vickery Boulevard Bridge. Camera facing north.