Texas Historical Commission (ECB) 12/05/97

18" x 28" Official Texas Historical Marker with post
Harris County (Job #20497)
Location: 1600 Georgia, Deer Park, in the Battleground at Deer Park Golf Course

PRATT TRUSS BRIDGE*

A PIN CONNECTED TRUSS BRIDGE CHARAC-

TERISTIC OF THE POPULAR STYLE THAT

ONCE DOTTED RURAL TEXAS, THIS BRIDGE

IS THE LAST ONE IN TEXAS BUILT BY THE

CLINTON BRIDGE AND IRON COMPANY OF

IOWA. ORIGINALLY OPENED IN 1891 ON THE

LEON RIVER IN CORYELL COUNTY IN WHAT

LATER BECAME MOTHER NEFF STATE

PARK, THE BRIDGE WAS MOVED 6 MILES IN

THE LATE 1940s OR EARLY 1950s TO

COUNTY ROAD 322. BY 1993 THE BRIDGE

COULD NO LONGER SUPPORT MODERN

ROAD TRAFFIC. TEXAS DEPARTMENT OF

TRANSPORTATION OFFICIALS, IN A HISTORIC

PRESERVATION AGREEMENT WITH THE

TEXAS HISTORICAL COMMISSION, PAINS-

TAKINGLY TRANSPORTED IT MORE THAN

150 MILES TO THIS SITE.**

(1998)***

* ¾ inch lettering
** ½ inch lettering
*** ¼ inch lettering

#20487

HISTORIC AMERICAN ENGINEERING RECORD

CORYELL COUNTY HISTORIC BRIDGE

HAER No. TX-55

Location: Spanning Leon Creek on County Road 322 south of Pecan Grove; Coryell County, Texas
UTM: 14/636070/3472530
USGS: Ogelsby, Texas quadrangle (7.5 minute series, 1994)

DRAFT

Date of Construction: 1891

Designer: Clinton Bridge and Iron Company, Clinton, Iowa

Contractor: Clinton Bridge and Iron Company, Clinton, Iowa

Present Owner: City of Deer Park, Harris County, Texas

Present Use: Golf Cart and pedestrian bridge

Significance: This twice-moved bridge is a 90'-0" wrought-iron pin-connected Pratt through truss that was most recently transplanted from a county road in Coryell County to a golf course in Deer Park, a Houston suburb. While this type of bridge was common for short spans over Texas rivers by the 1890s, this particular structure is the only remaining bridge in Texas built by the Clinton Bridge and Iron Company of Clinton, Iowa. Up until its relocation, it was the oldest documented bridge in Coryell County.

Historian: J. Philip Gruen, August 1996

Project Information: This document was prepared as part of the Texas Historic Bridges Recording

Project performed during the summer of 1996 by the Historic American Engineering Record (HAER). The project was co-sponsored by the Texas Department of Transportation.

Gazing out over a vast expanse beyond Buffalo Bayou in East Texas, Simon Henry West envisioned a city. To meet this end, he bought up tracts of land, graded an avenue to the bayou, laid out a townsite, and built a hotel, wharf, and a post office for a town that would become the city of Deer Park. The year was 1892.

At around the same time, a pin-connected iron truss bridge was put into service more than 150 miles away over the Leon River in Coryell County. One hundred and four years later, in 1996, these two seemingly unrelated events of the late nineteenth century were linked together when the bridge -- in its new location over a golf course lake in Deer Park, approximately twenty miles away from downtown Houston -- re-opened to the public. It is the only surviving example of a bridge built in Texas by the Clinton Bridge and Iron Company of Clinton, Iowa, and up until 1995, it was the oldest span to cross the rivers of Coryell County. It is also among the fourteen earliest of the eighty-two surviving pin-

connected Pratt truss bridges in Texas.[1] Slated for demolition as recently as 1995, the bridge has now been relocated, rehabilitated, and repainted, and is prepared to face the next century as a centennial monument for the city of Deer Park.

The bridge, however, is far removed in purpose, time, and space. Once a farm to market crossing carrying horse and buggy traffic in a rural part of Central Texas with a 5,000-pound limit, the bridge is now a structurally reinforced, 42,000-pound limit structure serving golf carts, maintenance vehicles, and pedestrians on a public golf course amidst Greater Houston's industrial empire. Nevertheless, the preservation of this bridge keeps a part of rural Texas history alive and, of the six bridges targeted for replacement in Coryell County from 1985 to 1995, it is the only one to have survived.

HISTORIC CONTEXT

The relocation to Deer Park represents the beginning of only the

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[1]Texas Department of Transportation records indicate that fifty-one other pin-connected Pratt truss bridges in Texas have undetermined construction dates.

latest chapter in the bridge's history. The Coryell County Historic Bridge was extracted from its location on County Road 322 over the Leon River in May of 1995 after about thirty years of service at that site. For its first sixty or so years, the bridge spanned the Leon River approximately six miles to the southeast in what later became part of Mother Neff Memorial State Park.

Coryell County records indicate that the bridge opened in March of 1891, during a period of extensive economic growth in Coryell County.[2] The county was established in 1854 when the United States set up Fort Gates on the southern edge of what became the city of Gatesville in an effort to protect early Anglo-American settlers from the Comanche and Kiowa tribes. The county grew slowly after the establishment of the fort, for the Civil War left the area in dire economic straits. It was only after the war that the county began to expand at all, but only at a moderate pace. Without a major county railroad terminal, goods -- such as cattle, cotton, corn, and oats -- had to be hauled out

[2]Coryell County, Commissioners' Court Minutes, Coryell County Courthouse (Gatesville, Texas), March 1891, D: 418.

of the county first by ox-cars, then later by wagon trains to the shipping points in Bremond, Waco, and other larger cities.

In 1882, however, the St. Louis and Southwestern Railroad (popularly known as the "Cotton Belt") extended a narrow-gauge track from Waco to Gatesville, with full stops included at stations in Oglesby, Lime City, Leon Junction, and Mound, and whistle stops at Cavitt and Fort Gates. Despite the narrow gauge track, the train's arrival marked a major turning point for the local economy. One historian described the arrival of the railroad as a "blood transfusion" for Gatesville and its surrounding region.[3]

A short time following construction of the Gatesville spur, the Gulf, Colorado, and Santa Fe railroad extended its line through the southwestern portion of the county, and the founding of Copperas Grove followed shortly thereafter. The coming of the railroad, the invention and widespread use of barbed wire to establish land holdings and to prevent stock from theivery, and

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[3]Mildred W. Mears, Coryell County Scrapbook (Waco: Texian Press, 1963, 7.

the introduction of well drills to shorten the time necessary to retrieve water all contributed to overall county growth.[4] With the railroads in place, the county population, approximately 11,000 in 1880, nearly doubled by 1890.[5]

Every town in Coryell County benefitted from the arrival of the railroad, but adequate roads and bridges still did not exist to facilitate the transport of goods to the new stations and stops. Recognizing this need, the county commissioners spent considerable time in the 1880s and early 1890s issuing bonds to improve county infrastructure. In fact, a history of the county, published in 1894, indicated that the county's "chief work" at this time was road and bridge construction, and by providing funding to assist in this regard, the county incurred its only debt. The same source points out that the county commissioners

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[4]For a first-hand description of how these factors aided in economic growth, see letter from B. L. Montgomery to J. P. Kendrick, in Frank E. Simmons, History of Coryell County (Gatesville: Coryell County News, 1936; repr., Waco: Texian Press, 1965), 79-82.

[5]The 1890 population was 21,308. Figures from Zelma May Scott, History of Coryell County, Texas (Austin: Texas State Historical Association, 1965), 146.

focused upon the building of "permanent iron bridges." A number of bond issues for an average of $4,000.00 to $6,000.00 passed at around this time to construct "eight iron self-supporting bridges" to span the Leon, Cowhouse, and Coryell Rivers in order to provide the county with "excellent and permanent communication with all its parts.[6]

On June 11, 1890, the Coryell County Court voted to erect a bridge at or near Halbert's Crossing on the Leon River. The court selected the Clinton Bridge and Iron Company of Clinton, Iowa to manufacture and build the $3,500.00 bridge, to be paid with bonds earning an interest rate of 6 percent per year.[7] The county specified that the Clinton Bridge and Iron Company build

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[6]Lewis Publication Company, A Memorial and Biographical History of McLellan Falls, Bell, and Coryell Counties, Texas (Chicago: The Lewis Publishing Company, 1893; repr., St. Louis: Ingmire Publications, 1984.

[7]Coryell County, Commissioners' Court Minutes, June 1890, D: 355. On May 12, 1890, the minutes show that $4,000.00 was paid for a bridge at "Hobdy Crossing" in eight different installments of $500.00 each. The county obligated itself to "create a sinking fund... and to levy all taxes necessary for the payment of said bonds." Coryell County, Commissioners' Court Minutes, May 1891, D: 418. Because the Clinton Bridge and Iron Company also built this bridge, it is probable that "Hobdy Crossing" is a misprint.

"one wrought iron high truss bridge" 90'-0" long, 12'-0" wide, and with eastern and western approaches of 200'-0" and 90'-0", respectively.[8] On August 18, 1891, the Coryell County commissioners ordered the company to drive pilings into a "solid foundation" and to raise cylinders 5'-0" on each side of the bridge to meet contract specifications and to allow for high water.[9]

By the 1890s, construction of wrought-iron pin-connected Pratt through trusses had become relatively commonplace both in Texas and the United States. The King Wrought Iron Bridge Manufactury and Iron Works of Iola, Kansas, built the first metal truss bridge in Texas over the Trinity River in Dallas in 1892, and

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[8]On September 4, 1992, an environmental assessment report regarding the bridge at its County Road 322 site noted an 11'-0" roadway, two timber span approaches, and one I-beam span approach, for a total bridge length of 135'-7". A similar report mentioned a wooden deck and a substructure of timber pilings. Because original specifications for the bridge have not been found, it is unclear whether the bridge included these features and dimensions at its original location.

[9]Coryell County, Commissioners' Court Minutes, August 1891. It is unclear from the minutes whether the bridge was already open for service at this time or whether it would open shortly thereafter. No additional information about bridge construction has been found in the surviving county newspapers.

Denton County was the recipient of the first pin-connected Pratt truss.[10] With the growth of mass-producible steel and the establishment of major bridge-building companies, metal truss bridges became a more economical option than the bulkier and more expensive masonry structures.

Due largely to the growth of the railroad industry, many new bridges were needed in Texas and throughout the nation. The mass-produced, pin-connected Pratt spans were particularly useful because the companies could fill orders quickly, ship the parts out in small pieces, and have the structure assembled on site.[11] Many large, out-of-state bridge companies had perfected this industry by the last decades of the nineteenth century, and without any bridge fabricating companies in Texas at that time, the county commissioners had little choice but to look beyond

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[10]Barbara Stocklin, "Statement of Historic Contexts: Historic Bridges of Texas, 1866-1945," National Register of Historic Places Multiple Property Documentation Form, (April 1995), E: 3-4.

[11]Ibid., E: 14.

Texas for a company to fill a steel truss bridge order.[12]

By the time the Coryell County commissioners accepted the construction bid, the Clinton Bridge and Iron Company was already a major bridge manufacturer. Only four years after its founding as the Clinton Bridge Company in 1875, the company by 1879 had erected 267 structures nationwide. It merged with the Union Iron Works around 1882, becoming the Clinton Bridge and Iron Works, and by 1891 it employed 300 to 350 people.[13] Given the size of the company and its specialty in Pratt truss bridges, it is likely that the company was prepared to ship parts anytime, and anywhere.

MOTHER NEFF STATE PARK

The 90'-0" pin-connected Pratt through truss the company designed for Coryell County initially spanned a section of the Leon River -- the largest stream of the county -- on what later became State

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[12]There were no bridge companies in Texas making pre-fabricated parts at this time.

[13]Robert W. Jackson, "Bridgeport Bridge," HAER No. IA-61, Iowa Historic Bridges Recording Project, (Summer 1995): 5-7.

Highway 236. It was situated in one of Central Texas's most picturesque locations, where "beautiful level ground" meets "magnificent old native trees."[14] The crossing is about equidistant from the town of Whitson and that of The Grove, both predominantly agricultural communities.

When the area was first settled, it served as a community gathering place -- a site for picnics, camp meetings, and political rallies. Prior to that, the area contained a road created by scouts advancing ahead of United States troops sent to establish Fort Gates in 1849. In later years, that road is believed to have been traversed by Robert E. Lee and General Ben McCulloch as they led troops across the frontier to set up forts for the purposes of protecting settlers from the Comanches and other tribes. A section of the famous Chisolm Trail, by which cattle herders transported their stock to northern markets, cut a swath of land just to the east of the site.[15]

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[14]Frank E. Simmons, History of Mother Neff Memorial State Park (Gatesville: Freeman Printing Plant, 1949), 17.

[15]Simmons, History of Mother Neff, 12, 13; Simmons, History of Coryell County, 96.

One of the earliest settlers in the area was Isabella Neff, who, along with her husband, operated a farm on scenic land near Eagle Springs. She stipulated in her will that six acres of the land be donated to the public after her death, and in 1921, Texas Governor Pat Morris Neff, the youngest of Isabella's eight children, turned that piece of land into Texas's first state park. In 1934, Pat Neff donated an additional 250 acres of land to increase the park's size, and obtained authorization for the use of a Civilian Conservation Corps (CCC) to develop the area. During its four-year employment, the CCC landscaped the park, carved hiking trails, and built a number of structures out of local stone and heavy timbers including a clubhouse, a tabernacle, a caretaker's house, a picnic shelter, and a water tower. The CCC built the tabernacle with its back nearly abutting the bridge.

A redevelopment of the park in the early 1950s created a formal entryway with a strong visual axis. This involved the realignment of State Highway 236, which meant the bridge was no longer a vital crossing in the area. Today, two rock abutments -- probably those "cylinders" mentioned in the 1891 county minutes

-- sit just beyond the tabernacle for what would have supported the bridge's eastern approach. Once the road was realigned, the bridge was moved northwest to span the Leon River at County Road 322, just south of Pecan Grove.[16]

COUNTY ROAD 322

For over thirty years the bridge remained on County Road 322, serving the vicinity's rural communities. Wear and tear and occasional flooding over the years, however, took their toll.[17] An inspection report carried out by the Texas Department of Transportation in April of 1992 found unstable deck planks, bridge railing damage, rusted steel, and decayed timber

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[16]The precise date when the bridge was lifted from Mother Neff State Park remains unclear. A nomination form considering Mother Neff State Park for national register status mentions that the bridge was moved in the "early 1950s." United States Department of the Interior, National Park Service, "Mother Neff State Park and F.A.S. 21-B(1) Historic District," National Register of Historic Places Registration Form, 24 August 1992, 8: 15. However, Charlotte Weiss, an official working with the Mother Neff State Park Association, reports that area "old-timers" recall that the bridge was moved in the 1940s. Charlotte Weiss, interview by author, 5 August 1996.

[17]Bob Miller, "County Bridge Eligible for NRHP List," Gatesville Messenger, 21 May 1992, A: 10.

pilings.[18] Because of its 12'-0" width and five-ton weight capacity, the bridge also did not meet current county safety specifications requiring a minimum 16'-0" length and a weight capacity suitable enough to support heavy farm equipment, grain trucks, tractors, livestock trailers, and school buses. Transportation officals gave the bridge a "serious condition" rating and began inspecting it every three months. Finally, they closed it permanently in December of 1993.

Noting the bridge's historic import, transportation officials attempted to find a buyer for the bridge rather than dismantling it. To meet this end, the Waco district office of the Texas Department of Transportation issued a press release announcing that a "historic" bridge was available for relocation and preservation. The release was printed in late February, 1994, in the Austin American-Statesman, Gatesville Messenger, Killeen Daily Herald, Temple Daily Telegram, and the Waco Tribune-Herald, most of which chose to organize the information in classified advertisement format.

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[18]Texas Department of Transportation, Bridge Inspection Report: Coryell County Route 322 Bridge, 27 April 1992.

Around this time, transportation officials dismantled other Coryell County bridges of similar vintage for safety reasons and replaced the majority of them with 24'-0" wide concrete girder bridges with unlimited weight restrictions -- built under the same specifications as the Texas highway bridges.[19] In a ten-year period from 1985 to 1995, eight decaying turn-of-the-century bridges were replaced in Coryell County, four of them in 1995 alone. The county did choose to allocate funds for the preservation of the West Leon Street Bridge in Gatesville, however, because its original construction included a wider roadway and the bridge no longer served as the principal thoroughfare into the city.[20]

There were, however, some responses for the bridge replacement

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[19]Susan Sanders, "Troubled Waters: Another Bridge Vanishes From Coryell County," Gatesville Messenger, 1 June 1995. County commissioners in 1995 stepped up the Coryell County bridge replacements to take advantage of federal funding for rural bridge replacement which, since 1985, had provided 80 percent of the funding for removal and construction of new bridges. Sanders reported that county commissioners envisioned a shutting down of those funds, and acted quickly to secure them.

[20]See quotes from Hy Davidson, precinct three commissioner for Coryell County, in ibid.

advertisement. Landowner Emily Moreland offered to buy it and move it to her ranch, and the board of directors at Mother Neff State Park requested that the bridge be returned to the park.[21]

DEER PARK

Tom Knickerbocker of the Centurion Consulting Group -- a planning, engineering, and construction management firm based in Houston -- had a different idea: he suggested moving the bridge to a new golf course he was designing for the city of Deer Park. Noting that the bridge was finished around the time Deer Park was founded, Knickerbocker was able to sell the idea to Deer Park city officials.

The city of Deer Park, whose northern edge borders a section of the Houston Ship Channel along Buffalo Bayou, might have remained largely undeveloped had not oil been discovered at nearby Goose Creek in 1916. This began the establishment of the area's industries; when the Shell Oil Company chose Deer Park as a site

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[21]See Emily Moreland, letter to "whom it may concern," 16 March 1994, Historic Bridge Inventory Files, Texas Department of Transportation, Environmental Affairs Division, Austin, Texas.

for an oil refinery in 1928, the city was set for explosive economic growth. Today, many of the nation's refining and petrochemical plants are located in Deer Park and the adjoining cities of Pasadena and LaPorte.

Deer Park's northeastern border abuts a different sort of history: the San Jacinto battlefield. It was in that area on April 21, 1836, that Sam Houston's troops launched a surprise attack on Santa Anna's relaxing Mexican cavalry, killing 630, wounding 208, and capturing 730 in only eighteen minutes of fighting, while suffering only two deaths and a small number of wounded soldiers of their own.[22] This was the decisive event in Texas's quest to gain independence from Mexico, and it launched the Texas Republic.

While the 510'-0" San Jacinto Monument had stood just beyond Deer Park's municipal boundaries since 1939, the city had done little to connect itself with the historic site. In November of 1993, however, the city put an $8.25 million bond issue before its

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[22]Figures from David G. McComb, Texas: A Modern History (Austin: University of Texas Press, 1989), 44.

voters to authorize construction of "The Battleground at Deer Park Golf Course" on city-owned vacant land. The construction of the golf course was four-fold: to honor the Battle of San Jacinto, to celebrate the city's one-hundredth birthday, to boost its economy through tourism, and to enhance its overall quality of life. Voters approved the measure in a referendum at a nearly three-to-one ratio, with over 2,000 votes cast in favor of the course and approximately 700 opposed.

The proposed bridge relocation was not part of the legislation, however, so city officials applied for funding through the Statewide Transportation Enhancement Program created by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The grant was approved in the amount of $108,084.58 to fund the bridge relocation. The bulk of the funding, $80,000.00, was allocated for the extraction, relocation, rehabilitation, and reassembly of the bridge, including new approaches and landscaping. The Centurion Group collected the remaining $20,000.00 for consulting fees.[23]

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[23]Figures from Dayton L. Spain, Jr., Project Nomination Form: Statewide Transportation Enhancement Program, (1993), 5.

There were additional costs, however: $35,000.00 for the new concrete bridge abutments, $26,000.00 to provide new decking and to place the bridge on the abutments, and an additional $4,000.00 for the Service Painting Company to sandblast and repaint the bridge. Most of the money came from that which was left over from the bond fund, although the Shell Oil Company provided some funding to hire people to provide welding and to add a bridge handrail.[24] It is interesting to consider that it cost just as much to paint the bridge in 1996 as it did to build it over 100 years before.

In late May of 1995, a 130-ton crane lifted the bridge from its location on County Road 322, rolled it on its side, and placed it on a flatbed truck. Supported by steel and cable bracing, the bridge movers relocated the bridge across three counties and 350 miles in a day and a half, taking certain detours to remain on roads that would permit its movement. Aside from structural reinforcement, a new deck, paint job, and the removal of cross bracing near the portal struts on either side, the bridge has

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[24]Figures from ibid., 5, and provided by Ron Crabtree, interview by author, 11 June 1996.

been left largely in the condition it was found. There are still, for example, visible bends in the lower chords and in the I-beam deck supports. A $300,000.00, 240'-0" prestressed concrete bridge with two 12'-0" travel lanes built by S. F. W. Construction Inc. of Harker Heights now spans the Leon River along County Road 322.[25]

The bridge and the golf course opened to the public together on April 21, 1996 -- exactly 160 years after the battle of San Jacinto. Because of its location near the battlefield, the course features a historic theme, with each hole named in honor of a particular individual or event involved with the struggle for Texas independence. The main clubhouse and retaining walls throughout the course resemble mission-style architecture and are constructed out of native Texan and Mexican stone. Overall, the course and some of its details are intended to provide a glimpse and an understanding of the region's past.

The bridge is plainly visible through the glass panels of the

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[25]Douglas Doe, "Coryell County Historic Bridge To Be Removed," Waco Tribune-Herald, 22 May 1995, C: 3.

main clubhouse, the restaurant, and the pro shop. It spans a lake between the green of the ninth hole and the tee of the tenth, and is just west of the eighteenth and final hole. The lake is a repository for purified wastewater effluent to be used for course irrigation, but it also provides a water trap for the ninth and eighteenth holes.

The structural reinforcements added to the bridge have increased its weight capacity more than eight times, to 42,000 pounds. It is now a multi-purpose bridge: serving pedestrians, golf carts, and, on occasion, maintenance vehicles. Its location near the clubhouse and adjacent to the final hole makes it the course's most prominent architectural feature.[26] Because of its location between two holes, should course participants play a full game, they are compelled to cross the bridge at least twice.

Whether the bridge, in its new location, inspires participants

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[26]The bridge was envisioned as the "focal point" for the course. See Spain, Project Nomination Form, or Crabtree, letter to Barbara Stocklin, Historic Bridge Inventory Files, Texas Department of Transportation, Environmental Affairs Division, Austin, Texas, 4 October 1993, 2.

and visitors alike to recall the founding of Deer Park, the battle of San Jacinto, the establishment of the Texas Republic, County Road 322, or Mother Neff State Park is perhaps questionable, but it is also probably irrelevant. More importantly, the relocation of the structure saved the last surviving Texas bridge built by the Clinton Bridge Company of Iowa, and prevented it from joining a growing list of exterminated bridges in Coryell County.

APPENDIX

SUGGESTIONS FOR FURTHER RESEARCH

Some questions concerning the Coryell County Historic Bridge arose during the research and writing of this report. Some of these questions, due to limitations in the scope of the Texas Historic Bridges Recording Project, have remained unanswered. It is suggested that scholars interested in this bridge consider pursuing the following:

1. Why did the price of the bridge, at one time marked for $3,500.00, increase to $4,000.00 a month later?

2. When was the bridge moved to its County Road 322 location?

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PRATT TRUSS BRIDGE
Harris County
Job #20497

Pratt Truss Bridge at its second location on CR322 in Coryell Co. (c.1950-1995)

Pratt Truss Bridge in its current location in Deer Park.

099-71-3026

EXHIBIT "A"

COMMENCING at a concrete monument found at the northwest corner of said 302.32 acre tract;

THEN N 89°14'18" E, along, the North line of said W.C.R.R. Co. Survey, at 805.12 feet past a 5/8" IR found in the East line of Jana Road (100' width), being the NWC of a 51.6712 acre tract conveyed by the Port of Houston Authority of Harris County, Texas, to Greenshadow Development, Inc., March 21, 1991, recorded by File #N069502, County Clerk's Office of Harris County (CCHC), in all 1950.90 feet to a 5/8" IR set for the NEC of said 51.6712 acre tract and the POINT OF BEGINNING;

THEN N 89°14'18" E (calculated N 89°05'30" E), continuing along said line of W.C.R.R. Co. Survey, 1266.40 feet to a 5/8" IR set for reentrant corner of said 302.32 acre tract;

THEN S 00°37'57" E (calculated S 00°14'18" E), at 473.25 (called 465.00) feet pass a concrete monument found for a corner of said 302.32 acre tract, also being the Point of Beginning of a 2.9518 acre tract conveyed by The Port of Houston Authority to The City of Deer Park, November 8, 1973, recorded by File #E023991, CCHC, in all 515.75 feet to a 5/8" IR set for the SWC of said 2.9518 acre tract;

THEN N 89°05'30" E, 1480.55 (calculated 1480.68) feet along the South line of said 2.9518 acre tract to a 5/8" IR set for the Point of Beginning of a 2.7582 acre tract conveyed by The Port of Houston Authority to The City of Deer Park, January 27, 1977, recorded by File #F058319, CCHC;

THEN with said 2.7582 acre tract, being the westerly right-of-way line of Georgia Street (80 foot width) as follows:

— S 01°06'04" E, 566.65 feet (called S 01°06'49" E, 566.29 feet) to a Point of Curvature;

— Counterclockwise along a curve defined by Delta (I)=11°34'57", Radius (R)=1833.26 and Arc (L)=370.60 (called I=11°32'21", R=1840.00 L=370.57) a chord bearing S 06°52'04" E, 369.96 feet to the Point of Tangency;

— S 12°41'00" E (called S 12°39'10" E), 100.00 feet to a Point of Curvature;

— Clockwise along a curve defined by I=11°30'34", R=1751.52 and L=351.84 (calculated I=11°26'49" R+1760.00 L=351.63) a chord bearing S 06°53'28" E, 351.25 feet to a 5/8" IR set in the North line of a 7.0869 acre tract conveyed by Port of Houston Authority of Harris County to the City of Deer Park, June 3, 1977, recorded by File #F166388, CCHC;

THEN S 89°04'25" W (calculated S 89°05'305" W), 2851.47 feet along said North line of 7.0869 acre tract to a 5/8" IR found for the SEC of said 51.6712 acre Greenshadow Development tract;

THEN N 00°37'01" W, 1901.75 (called 1900.27) feet along the East line of said 51.6712 acre tract, also being the West line of the City of Deer Park City Limit described by Ordinance No. 1-197, December 31, 1960, recorded by File #B278175, CCHC, said TRACT OF LAND containing 103.2613 acres (4,498.061 square feet) of land. There is contained within said TRACT OF LAND a 30.00 acre tract conveyed by Deer Park Independent School District to Port of Houston Authority of Harris Co., September 29, 1988, recorded by File #L904648, CCHC.

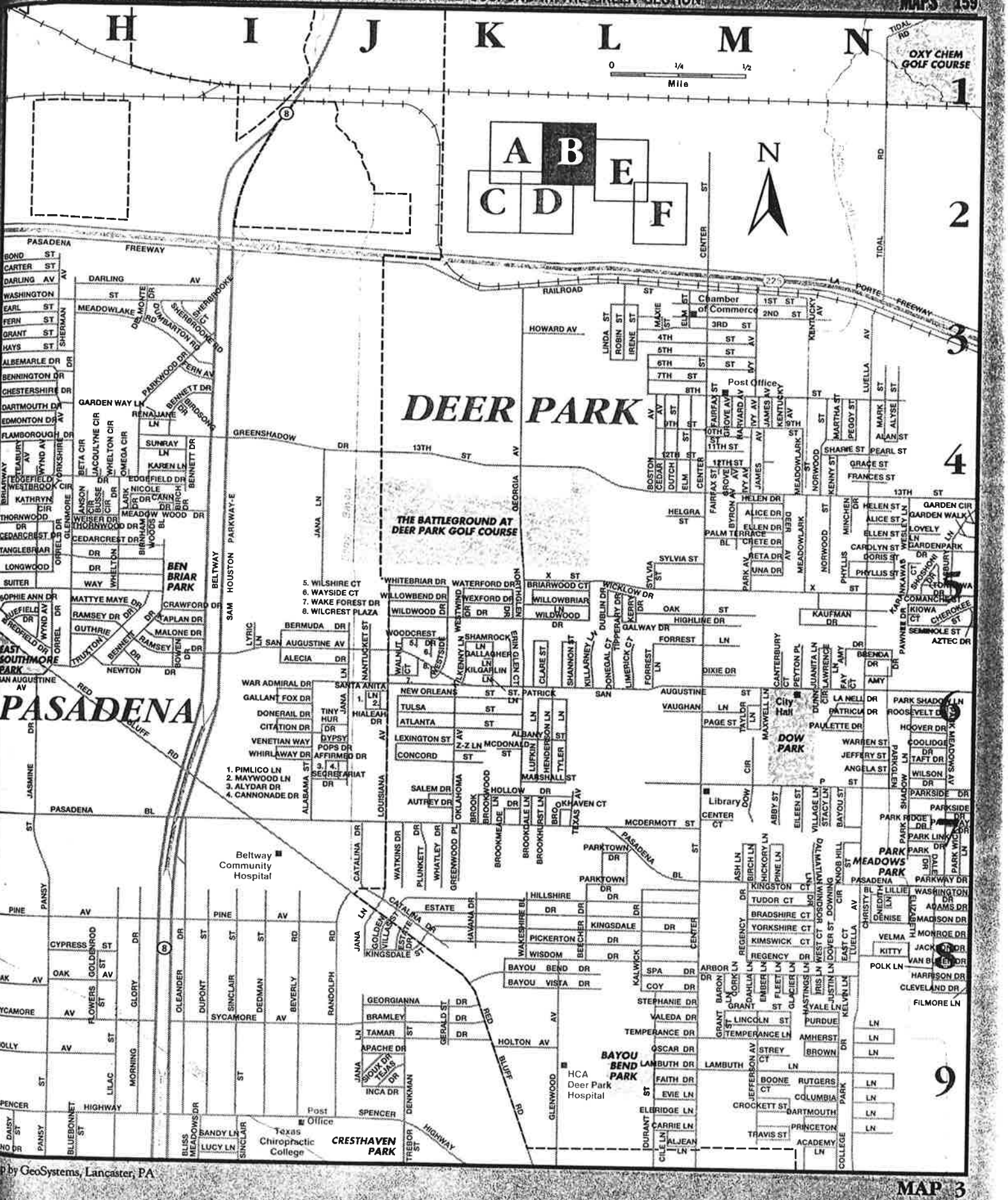
ANY PROVISION HEREIN WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE DESCRIBED REAL PROPERTY BECAUSE OF COLOR OR RACE IS INVALID AND UNENFORCEABLE UNDER FEDERAL LAW.

THE STATE OF TEXAS }
COUNTY OF HARRIS }

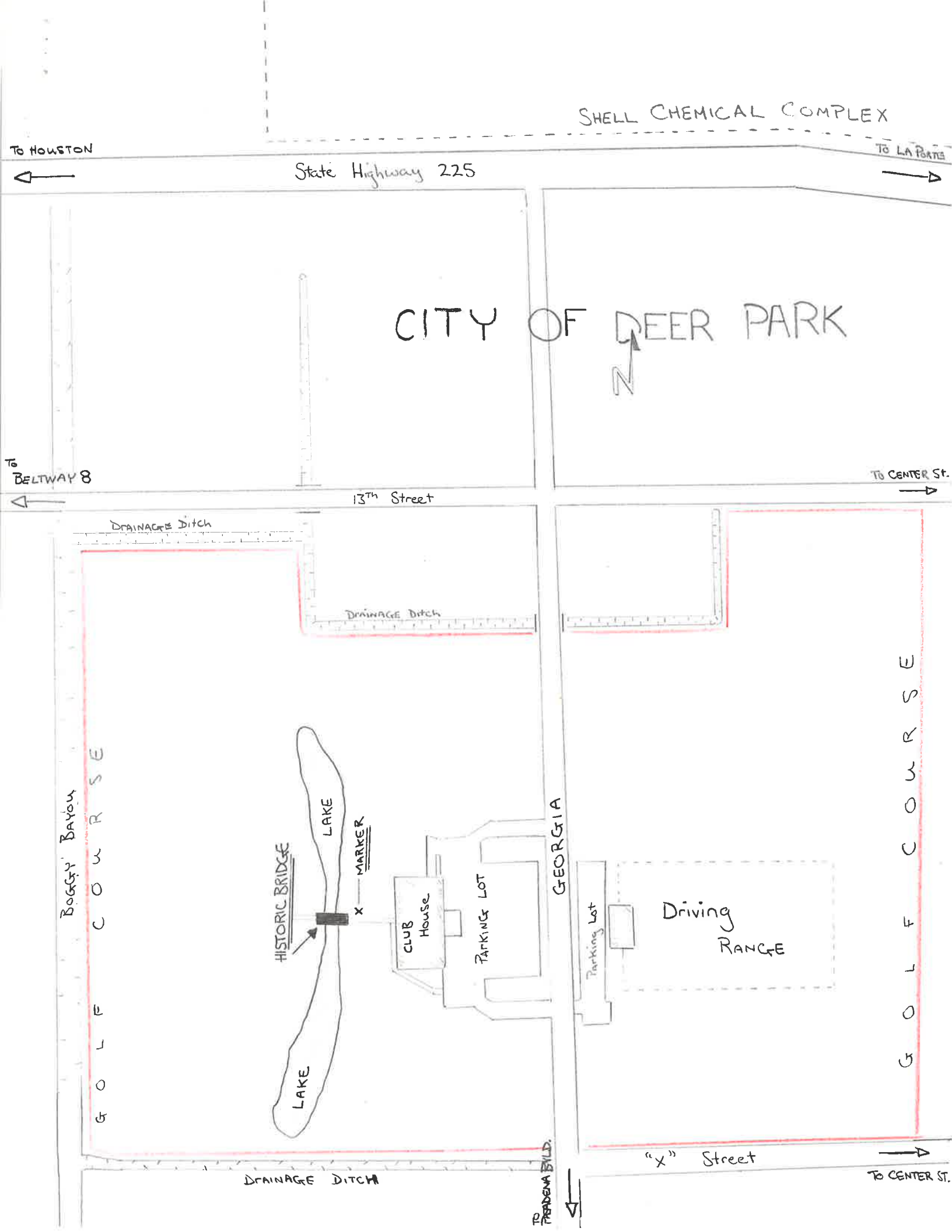
I hereby certify that this instrument was FILED in File Number Sequence on the date and at the time stamped hereon by me; and was duly RECORDED, in the Official Public Records of Real Property of Harris County, Texas on

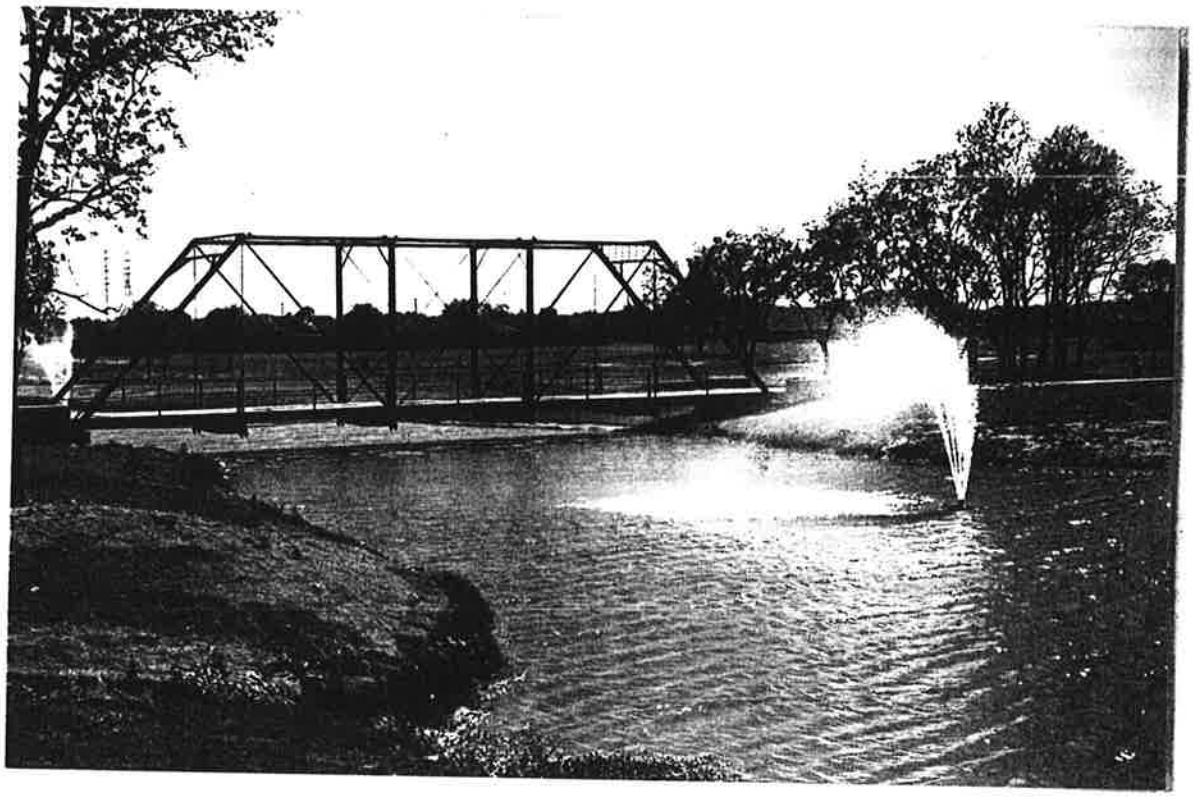
JUN 1 3 1994

COUNTY CLERK
HARRIS COUNTY, TEXAS



Map by GeoSystems, Lancaster, PA


SHELL CHEMICAL COMPLEX
TO HOUSTON
TO LA PORTE
State Highway 225
CITY OF DEER PARK
N
TO BELTWAY 8
TO CENTER ST.
13TH Street
DRAINAGE DITCH
DRAINAGE DITCH
BOGGY BAYOU
GOLF COURSE
LAKE
MARKER
HISTORIC BRIDGE
CLUB HOUSE
PARKING LOT
GEORGIA
PARKING LOT
DRIVING RANGE
GOLF COURSE
LAKE
DRAINAGE DITCH
PASADENA BLVD.
"X" Street
TO CENTER ST.



CR 315

City of
DEER PARK
710 E. San Augustine • P.O. Box 700 • Deer Park, Texas 77536 • (713) 479-2394 • Fax (713) 478-7217

CITY COUNCIL
JIMMY BURKE, MAYOR

COUNCIL MEMBERS
WAYNE RIDDLE
BRIAN BARRY
DENTON McDUGLE
SAM PIPKIN
DIANNA TAYLOR
DEAN LAWTHER

October 18, 1996

Bobby Pennington
City of Deer Park
P.O. Box 700
Deer Park, TX 77536

Al Davis
Harris CHC
929 Waxmyrtle
Houston, TX 77079

Dear Mr. Davis:

The City of Deer Park is requesting a subject marker to accompany a unique suspension bridge that had once spanned the Leon River. We understand that relocated structures may qualify for subject markers if their history and architectural integrity warrant, and if there is proof that the relocation was required. As you will find, the relocated bridge meets these qualifications. The century old bridge was to be destroyed by the Texas Department of Transportation in 1994, but TxDOT soon recognized the historic importance of the bridge. TxDOT attempted to find a buyer that could relocate the bridge rather than ultimately destroy it. The City of Deer Park could utilize the historic bridge in a respectable manner and it now spans one of our municipal golf course lakes. The bridge symbolizes Deer Park's centennial founding and is a functional instrument in a golf course built to commemorate the Battle of San Jacinto.

The necessary information requested by the Texas Historical Commission is accompanied with this letter. We would appreciate it if you would please take the time to look over this documented material. It is important that we do as much as possible to preserve a piece of our past and prevent structures, such as this historic bridge, from vanishing.

Sincerely,

/

Bobby Pennington

TEXAS HISTORICAL COMMISSION

George W. Bush • *Governor*
John L. Nau, III • *Chairman*
Curtis Tunnell • *Executive Director*

The State Agency for Historic Preservation

April 23, 1997

Al Davis, Chair
Harris CHC
929 Waxmyrtle
Houston, TX 77079

RE: PRATT TRUSS BRIDGE
18" X 28" marker w/post
Job # 20497; Received: 4/22/97

Dear Mr. Davis:

We have received the above-referenced marker application. The application will be reviewed and evaluated by the Texas Historical Commission staff in the order in which it was received. Currently, there is about a 30-45 day wait between the time subject marker applications are received and evaluated. Should additional information be needed for the review, we will contact you and any parties listed below at that time. After any deficiencies have been corrected, we will send copies of the application to the members of the State Marker Review Board, who will make the final determination of the topic's acceptability for marking.

We will notify all parties as soon as the Board makes its decision. If the topic is approved for marking, payment will be requested at that time. If not approved, the application will be returned along with a letter of explanation.

Because of the variables involved in the marker process, and because we must coordinate our orders with the schedule of the contracting foundry, we suggest that the date of the marker dedication not be set until the completed marker is received.

We appreciate the effort made to record this topic. Should there be any questions about the status of this marker application, please contact me at 512/463-5853.

Sincerely,

Ronald C Kaase

Ronald C Kaase
Local History Programs

pc: Ronald V Crabtree

P. O. Box 12276 • Austin, TX 78711-2276 • 512/463-6100 • Fax 512/475-4872 • TDD 1-800-735-2989

20497

RECEIVED
APR 22 1997
TEXAS HISTORICAL COMMISSION

Application Form
Official Texas Historical Marker

(Please complete both sides of form.)

This marker is for (title or subject): Pratt Truss Bridge
(Title subject to change by THC staff and/or State Marker Review Board.)

County: Harris

Marker location (street address and city, or specific directions from nearest town on state highway map):
1600 Georgia, Deer Park, Texas

Distance and direction of marker topic from marker site (if applicable): Approx. 5' to 10 feet

◆◆◆

SHIPPING INSTRUCTIONS

In order to facilitate delivery of the marker, neither post office box numbers nor rural route numbers can be accepted. If the marker is to be placed on the highway right-of-way, it will be shipped directly to the district highway engineer.

Name: The City of Deer Park - City Hall

Street address: 710 East San Augustine, Deer Park, Texas 77536

Phone: (713) 478-7245

TYPE AND SIZE OF MARKER DESIRED (Please check one only.)

Subject Markers

This type of marker is solely educational in nature and conveys no legal restrictions to the property. Subject markers are appropriate for topics such as cemeteries, church congregations, businesses, persons, events, and institutions. These markers should not be attached to buildings. If the marker is to be attached to a surface other than the foundry-provided post, please provide the requested information in the space below.

❑ 16" x 12" grave marker (comes with mounting bar)	$250
❑ 27" x 42" marker with post	$850
❑ 27" x 42" marker without post (see below)	$800
☒ 18" x 28" marker with post	$550
❑ 18" x 28" marker without post (see below)	$500

If not on post, to what (block of granite, gatepost, etc.) will the marker be attached? _____

Type of material? (wood, stone, etc.) _____

Recorded Texas Historic Landmark Markers

Markers conveying the Recorded Texas Historic Landmark (RTHL) designation are reserved solely for historic structures deemed worthy of preservation for their architectural integrity and historical associations. The RTHL designation does carry a measure of legal protection for the structure (see Marker Policies 13 through 18) and for that reason we must have a legal description (lot and block numbers) for the property to be designated. The most commonly used marker for conveying this designation is the medallion and plate (also referred to as a building marker); however, the 18" x 28" or 27" x 42" size marker may be ordered for those who wish a greater amount of historical information to appear in the marker text. Careful attention should be paid so as not to damage historic building material if the marker is to be mounted directly onto the structure. The THC staff can provide alternate ideas for mounting upon request.

❑ Medallion and 16" x 12" plate with post	$400
❑ Medallion and 16" x 12" plate without post (see below)	$350
❑ 27" x 42" marker with post	$850
❑ 27" x 42" marker without post (see below)	$800
❑ 18" x 28" marker with post	$550
❑ 18" x 28" marker without post (see below)	$500

If not on post, to what (building, gate, etc.) will the marker be attached? _____

Type of material? (wood, stone, etc.) _____

Legal description of property (lot and block number; metes and bounds):

See attached information.

Before forwarding your material to the Texas Historical Commission, please check to make sure you've included the following items. Incomplete applications cannot be considered and may be returned to the applicant.

- ✓ completed application form signed by the county historical commission chair or marker committee chair
- ✓ narrative history with reference notes and bibliography
- ✓ photograph of the proposed marker location (do not use instant/Polaroid photos)
- ✓ map indicating marker location and other sites related to the marker topic
- ✓ historic photo of property and current photographs of all elevations (RTHL markers only)
- ✓ legal description of property (RTHL markers only)
- ✓ floor plans (RTHL markers only)
- ✓ site plan (RTHL markers only)

Mail completed applications to:

Local History Programs, Texas Historical Commission, P.O. Box 12276, Austin, Texas 78711-2276 512/463-5853

Additional items, including directional signs and replacement parts for 1936 markers, are available. Please contact the Local History Programs office for a separate order form.

Rev. 1996

City of
DEER PARK

710 E. San Augustine · P.O. Box 700 · Deer Park, Texas 77536 · (713) 478-7245 · Fax: (713) 478-7217

Ronald V. Crabtree
CITY MANAGER

RECEIVED
OCT 24 1997
TEXAS HISTORICAL COMMISSION

October 21, 1997

Ms. Cynthia J. Beeman, Administrator
Official Texas Historical Marker Program
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276

Dear Ms. Beeman:

Enclosed is our check in the amount of $550 for the historical marker recently approved for Pratt Truss Bridge located in Deer Park. We look forward to receiving a copy of the proposed text for the marker when it has been completed.

Sincerely,

Ronald V. Crabtree

Ronald V. Crabtree
City Manager

TEXAS
HISTORICAL
COMMISSION

George W. Bush • *Governor*
John L. Nau, III • *Chairman*
Curtis Tunnell • *Executive Director*

The State Agency for Historic Preservation

September 23, 1997

Ronald W. Crabtree
The City of Deer Park
P O Box 700
Deer Park, TX 77536

RE: PRATT TRUSS BRIDGE
18" x 28" marker w/ post
Job # 20497, Harris County

Dear Mr. Crabtree:

I am pleased to notify you that the State Marker Review Board has reviewed and approved the above-referenced topic for an Official Texas Historical Marker.

Payment for the marker, in the amount of $550.00, is now due. Please complete and return the enclosed payment form at your earliest convenience. Once payment for the marker is received, the application will be placed in line to have the marker inscription written. The inscription will not be written until after funds have been received. When the text is prepared, a copy will be sent to you and any parties listed below for review and approval.

The Texas Historical Commission congratulates you on your efforts to record and preserve Texas history.

Sincerely,

Cynthia J. Beeman

Cynthia J. Beeman, Administrator
Official Texas Historical Marker Program

pc: Al Davis, Harris CHC

P. O. Box 12276 • Austin, TX 78711-2276 • 512/463-6100 • Fax 512/475-4872 • TDD 1-800-735-2989

TEXAS HISTORICAL COMMISSION
OFFICIAL TEXAS HISTORICAL MARKER
EVALUATION FORM

Title:	Pratt Truss Bridge
Address:	1600 Georgia, in the Battleground at Deer Park Golf Course
City:	Deer Park
County:	Harris
Size:	S, with post
Code:	BR
RTHL:	no
Year:	1997
Job #:	20497

Historical Evaluation: Normally, I would be leery of approving a marker for a topic that has no real connection to the county in which it would be placed; however, this relocated bridge has several significant elements to its history and its preservation which are worth documenting. By placing a marker for this 1891 bridge that once spanned the Leon River in Coryell County, readers can learn of its construction and use in two sites in central Texas, that it is the only remaining bridge in Texas built by the Clinton Bridge and Iron Company, and that it was preserved because of mitigation efforts between the THC and TxDOT and restored because of ISTEA funds. Preservation of this bridge keeps a part of rural Texas history alive on a suburban golf course in the Houston suburb of Deer Park!

Staff recommendation: **approval of subject marker**

Staff evaluation by: Frances Rickard fr 8-8-97

State Marker Review Board recommendation: Approved

Signature: Rene I Irwin 9/3/97

Comments: _____

Local History Programs
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711
512/463-5854

TEXAS HISTORICAL COMMISSION
OFFICIAL TEXAS HISTORICAL MARKER
EVALUATION FORM

Title: Pratt Truss Bridge
Address: 1600 Georgia, in the Battleground at Deer Park Golf Course
City: Deer Park
County: Harris
Size: S, with post
Code: BR
RTHL: no
Year: 1997
Job #: 20497

Historical Evaluation: Normally, I would be leery of approving a marker for a topic that has no real connection to the county in which it would be placed; however, this relocated bridge has several significant elements to its history and its preservation which are worth documenting. By placing a marker for this 1891 bridge that once spanned the Leon River in Coryell County, readers can learn of its construction and use in two sites in central Texas, that it is the only remaining bridge in Texas built by the Clinton Bridge and Iron Company, and that it was preserved because of mitigation efforts between the THC and TxDOT and restored because of ISTEA funds. Preservation of this bridge keeps a part of rural Texas history alive on a suburban golf course in the Houston suburb of Deer Park!

Staff recommendation: **approval of subject marker**

Staff evaluation by: Frances Rickard fr 8-8-97

State Marker Review Board recommendation: approval

Signature: Carol RM Diaz

Comments: _____

Local History Programs
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711
512/463-5854

TEXAS HISTORICAL COMMISSION
OFFICIAL TEXAS HISTORICAL MARKER
EVALUATION FORM

Title:	Pratt Truss Bridge
Address:	1600 Georgia, in the Battleground at Deer Park Golf Course
City:	Deer Park
County:	Harris
Size:	S, with post
Code:	BR
RTHL:	no
Year:	1997
Job #:	20497

Historical Evaluation: Normally, I would be leery of approving a marker for a topic that has no real connection to the county in which it would be placed; however, this relocated bridge has several significant elements to its history and its preservation which are worth documenting. By placing a marker for this 1891 bridge that once spanned the Leon River in Coryell County, readers can learn of its construction and use in two sites in central Texas, that it is the only remaining bridge in Texas built by the Clinton Bridge and Iron Company, and that it was preserved because of mitigation efforts between the THC and TxDOT and restored because of ISTEA funds. Preservation of this bridge keeps a part of rural Texas history alive on a suburban golf course in the Houston suburb of Deer Park!

Staff recommendation: **approval of subject marker**

Staff evaluation by: Frances Rickard fr 8-8-97

State Marker Review Board recommendation: _____

Signature: _____

Comments: _____

_____

_____

Local History Programs
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711
512/463-5854

TEXAS HISTORICAL COMMISSION

George W. Bush • *Governor*
John L. Nau, III • *Chairman*
Curtis Tunnell • *Executive Director*

The State Agency for Historic Preservation

December 9, 1997

Al Davis, Chair
Harris CHC
929 Waxmyrtle
Houston, TX 77079

RE: PRATT TRUSS BRIDGE
18" x 28" marker w/ post
Job # 20497

Dear Mr. Davis:

Enclosed is the proposed inscription for the above-referenced marker. (Please note that this is a working copy, including filing and foundry instructions. The right-hand margin, which is uneven in this copy, will be justified on the finished marker.)

Please review and verify the information contained in the inscription. In particular, be sure to check all names and dates, and make certain we have noted the correct marker location. Please contact other sponsors of this application to discuss the wording of this marker. If you approve the inscription, sign where indicated and return it to me. You also may want to make a copy of the inscription for your files.

If you have corrections to make or changes to suggest, please do so on the enclosed copy of the inscription and return it to me with the marked corrections. To ensure that I catch all your suggested changes, I ask that you not type a new version of the inscription. The revised wording will need to meet style and spacing requirements; suggestions for new information not documented in your narrative history must be sent with appropriate reference notes.

The marker will not be ordered for casting until the county historical commission and other persons or groups listed below have approved the inscription. For that reason, we will expect to receive signed copies of the inscription from each person; in order to avoid possible delays, you may want to consult with each other and discuss approvals or possible revisions and coordinate the return of all of the copies.

Sincerely,

Emily Cole Bell

Emily Cole Bell, Historian
Official Texas Historical Marker Program

pc: Ronald Crabtree

P. O. Box 12276 • Austin, TX 78711-2276 • 512/463-6100 • Fax 512/475-4872 • TDD 1-800-735-2989

Texas Historical Commission (ECB) 12/05/97

18" x 28" Official Texas Historical Marker with post
Harris County (Job #20497)
Location: 1600 Georgia, Deer Park, in the Battleground at Deer Park Golf Course

PRATT TRUSS BRIDGE*

A PIN CONNECTED TRUSS BRIDGE CHARAC-

TERISTIC OF THE POPULAR STYLE THAT

ONCE DOTTED RURAL TEXAS, THIS BRIDGE

IS THE LAST ONE IN TEXAS BUILT BY THE

CLINTON BRIDGE AND IRON COMPANY OF

IOWA. ORIGINALLY OPENED IN 1891 ON THE

LEON RIVER IN CORYELL COUNTY IN WHAT

LATER BECAME MOTHER NEFF STATE

PARK, THE BRIDGE WAS MOVED 6 MILES IN

THE LATE 1940s OR EARLY 1950s TO

COUNTY ROAD 322. BY 1993 THE BRIDGE

COULD NO LONGER SUPPORT MODERN

ROAD TRAFFIC. TEXAS DEPARTMENT OF

TRANSPORTATION OFFICIALS, IN A HISTORIC

PRESERVATION AGREEMENT WITH THE

TEXAS HISTORICAL COMMISSION, PAINS-

TAKINGLY TRANSPORTED IT MORE THAN

150 MILES TO THIS SITE.**

(1998)***

* ¾ inch lettering
** ½ inch lettering
*** ¼ inch lettering

PLEASE CHECK ONE AND SIGN:

☐ I approve this text as written.

☐ Please consider the revisions as noted on this copy.

(signature)

RECEIVED
MAR 12 1993
TEXAS HISTORICAL COMMISSION

Texas Historical Commission (ECB) 12/05/97

18" x 28" Official Texas Historical Marker with post
Harris County (Job #20497)
Location: 1600 Georgia, Deer Park, in the Battleground at Deer Park Golf Course

PRATT TRUSS BRIDGE*

A PIN CONNECTED TRUSS BRIDGE CHARAC-
TERISTIC OF THE POPULAR STYLE THAT
ONCE DOTTED RURAL TEXAS, THIS BRIDGE
IS THE LAST ONE IN TEXAS BUILT BY THE
CLINTON BRIDGE AND IRON COMPANY OF
IOWA. ORIGINALLY OPENED IN 1891 ON THE
LEON RIVER IN CORYELL COUNTY IN WHAT
LATER BECAME MOTHER NEFF STATE
PARK, THE BRIDGE WAS MOVED 6 MILES IN
THE LATE 1940s OR EARLY 1950s TO
COUNTY ROAD 322. BY 1993 THE BRIDGE
COULD NO LONGER SUPPORT MODERN
ROAD TRAFFIC. TEXAS DEPARTMENT OF
TRANSPORTATION OFFICIALS, IN A HISTORIC
PRESERVATION AGREEMENT WITH THE
TEXAS HISTORICAL COMMISSION, PAINS-
TAKINGLY TRANSPORTED IT MORE THAN
150 MILES TO THIS SITE.**

(1998)***

* ¾ inch lettering
** ½ inch lettering
*** ¼ inch lettering

PLEASE CHECK ONE AND SIGN:

☑ I approve this text as written.

☐ Please consider the revisions as noted on this copy.

(signature) 3/10/98

City of
DEER PARK

Ronald V. Crabtree
CITY MANAGER

710 E. San Augustine · P.O. Box 700 · Deer Park, Texas 77536 · (713) 478-7245 · Fax: (713) 478-7217

February 23, 1998

RECEIVED
FEB 25 1998
TEXAS HISTORICAL COMMISSION

Ms. Emily Cole Bell
Historian
Official Texas Historical Marker Program
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276

Dear Ms. Bell:

Enclosed is an approval of the inscription for the marker for the PRATT TRUSS BRIDGE (Job # 20497) to be placed in Deer Park. Please let me know if there are any other requirements for this marker to be ordered for casting.

Sincerely,

Ronald V. Crabtree
Ronald V. Crabtree
City Manager

Texas Historical Commission (ECB) 12/05/97

18" x 28" Official Texas Historical Marker with post
Harris County (Job #20497)
Location: 1600 Georgia, Deer Park, in the Battleground at Deer Park Golf Course

PRATT TRUSS BRIDGE*

A PIN CONNECTED TRUSS BRIDGE CHARAC-

TERISTIC OF THE POPULAR STYLE THAT

ONCE DOTTED RURAL TEXAS, THIS BRIDGE

IS THE LAST ONE IN TEXAS BUILT BY THE

CLINTON BRIDGE AND IRON COMPANY OF

IOWA. ORIGINALLY OPENED IN 1891 ON THE

LEON RIVER IN CORYELL COUNTY IN WHAT

LATER BECAME MOTHER NEFF STATE

PARK, THE BRIDGE WAS MOVED 6 MILES IN

THE LATE 1940s OR EARLY 1950s TO

COUNTY ROAD 322. BY 1993 THE BRIDGE

COULD NO LONGER SUPPORT MODERN

ROAD TRAFFIC. TEXAS DEPARTMENT OF

TRANSPORTATION OFFICIALS, IN A HISTORIC

PRESERVATION AGREEMENT WITH THE

TEXAS HISTORICAL COMMISSION, PAINS-

TAKINGLY TRANSPORTED IT MORE THAN

150 MILES TO THIS SITE.**

(1998)***

* ¾ inch lettering
** ½ inch lettering
*** ¼ inch lettering

PLEASE CHECK ONE AND SIGN:

☑ I approve this text as written.

☐ Please consider the revisions as noted on this copy.

Ronald V. Kathree
(signature)

the southwell co.
p. o. box 299 san antonio, tx 78291
ph. (210) 223-1831 fax (210) 223-8517

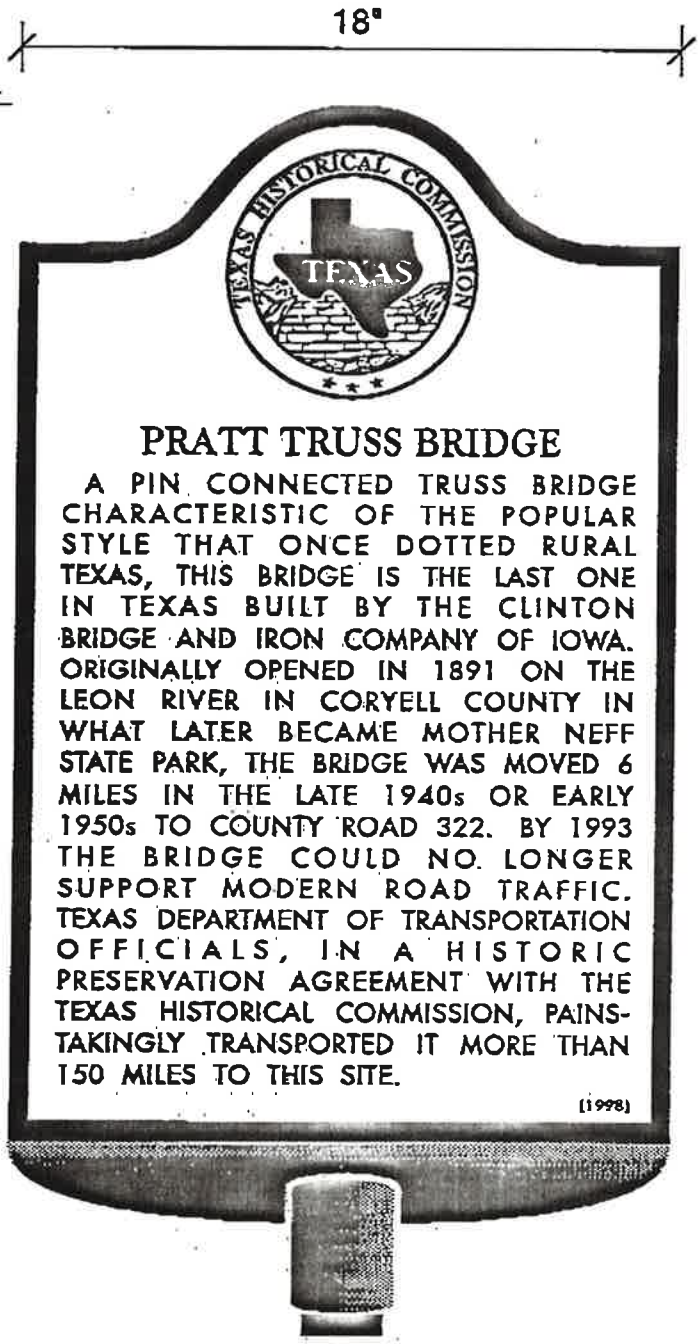
☑ approved (no corrections)
☐ approved as noted
☐ revise and resubmit

signed by: CJB - EGB date: 3-23-98

PLEASE SIGN AND RETURN ONE (1) COPY. FAILURE TO SIGN THIS PROOF WILL RESULT IN RESUBMITTAL FOR YOUR SIGNATURE.
Thank You

CUSTOMER:
TEXAS HISTORICAL COMMISSION
P.O. BOX 12276
CAPITOL STATION
AUSTIN, TX 78711

SHIP TO:



QUOTE # N/A
JOB # 20497
P.O. # N/A
RE: PRATT TRUSS BRIDGE
COUNTY HARRIS

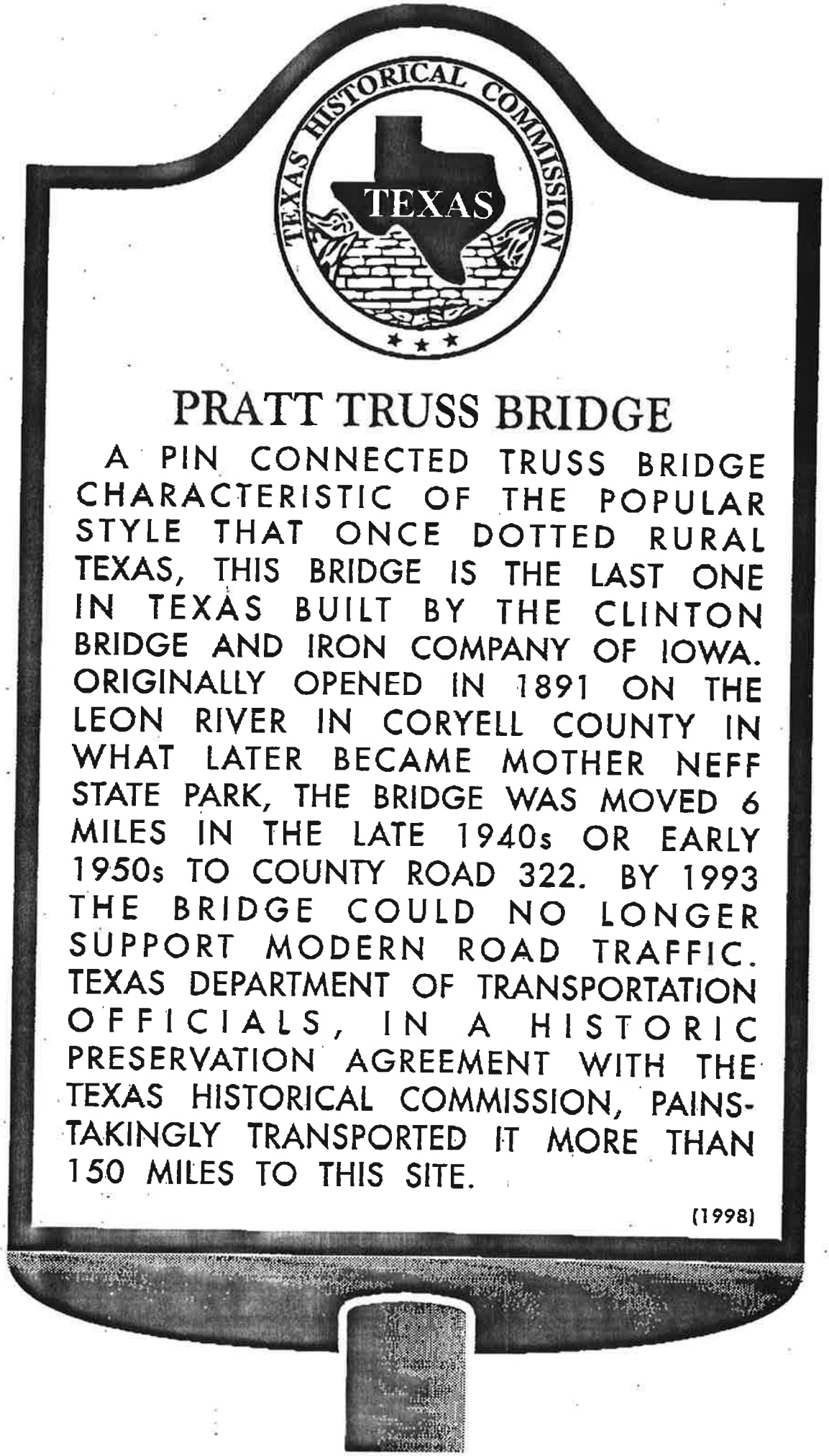
FILE NAME: 20497
DATE SUBMITTED: 3/19/98

DRAWN BY: ALEX GEORGE

QUANTITY: ONE (1)
MATERIAL: CAST ALUMINUM
FINISH: BLACK BACKGROUND
SIZE: 18" WIDE X 28" HIGH
BORDER: SINGLE LINE
LETTERS: RIBBON (TEXT) & RUNIC (TITLE)

DESIGN A WITH POST

18" W X 28" H SCALE: 3/16" = 1"


TEXAS HISTORICAL COMMISSION
TEXAS
PRATT TRUSS BRIDGE
A PIN CONNECTED TRUSS BRIDGE CHARACTERISTIC OF THE POPULAR STYLE THAT ONCE DOTTED RURAL TEXAS, THIS BRIDGE IS THE LAST ONE IN TEXAS BUILT BY THE CLINTON BRIDGE AND IRON COMPANY OF IOWA. ORIGINALLY OPENED IN 1891 ON THE LEON RIVER IN CORYELL COUNTY IN WHAT LATER BECAME MOTHER NEFF STATE PARK, THE BRIDGE WAS MOVED 6 MILES IN THE LATE 1940s OR EARLY 1950s TO COUNTY ROAD 322. BY 1993 THE BRIDGE COULD NO LONGER SUPPORT MODERN ROAD TRAFFIC. TEXAS DEPARTMENT OF TRANSPORTATION OFFICIALS, IN A HISTORIC PRESERVATION AGREEMENT WITH THE TEXAS HISTORICAL COMMISSION, PAINSTAKINGLY TRANSPORTED IT MORE THAN 150 MILES TO THIS SITE.
(1998)

TEXAS HISTORICAL COMMISSION

George W. Bush • *Governor*
John L. Nau, III • *Chairman*
Curtis Tunnell • *Executive Director*

The State Agency for Historic Preservation

March 18, 1998

Al Davis, Chair
Harris CHC
929 Waxmyrtle
Houston, TX 77079

RE: PRATT TRUSS BRIDGE
18" x 28" marker w/ post - Job # 20497
Shipment to: Ronald Crabtree, City of Deer Park, 710 E. San Augustine, Deer Park, 77536, 713/478-7245

Dear Al:

We have ordered the above-referenced marker for casting. It is currently taking 6 - 8 weeks for delivery from the foundry. **However, this is just an estimate; a final shipment date will depend on the foundry's workload.** A copy of the final inscription as it was sent to the foundry is enclosed for your files. According to our records, the marker should be shipped to the address above. If these instructions have changed during the marker process, please let me know as soon as possible so that I may notify the foundry.

If you have not already done so, this would be a good time to begin planning the marker dedication ceremony. However, please avoid setting the dedication date until the marker is received. The estimated shipping date above does not take into account potential shipping problems or other unforeseen delays, and the best laid dedication plans could be upset if planned around this time estimate. We will notify you and all parties listed below once the marker has been shipped from the foundry. A guide to planning a dedication ceremony is available from our office upon request. Since this is a state program, we suggest that your state senator and/or representative be included in the program, as well as your county judge and commissioners who have appointed your county historical commission.

Enclosed is a form for announcing the dedication in the THC's bi-monthly newsletter, The Medallion; in the marker dedication calendar, which is distributed to agency commissioners and staff; and in the monthly News for County Historical Commissions, once details have been finalized.

Again, please let me know if there has been a change in the shipping address, or if you would like a marker dedication guide.

Sincerely,

Egina G. Reyes
Office Manager
Local History Programs

pc: Ronald Crabtree

P. O. Box 12276 • Austin, TX 78711-2276 • 512/463-6100 • Fax 512/475-4872 • TDD 1-800-735-2989

Egina Reyes

To: Southwell
Subject: Marker Order

Date: 3/18/98

Job #: 20497
County: Harris
Title: **PRATT TRUSS BRIDGE**
Size: 18" x 28" marker w/ post
Rush: na

Incising: na

Shipping Address:
Ronald V. Crabtree
City of Deer Park
710 E. San Augustine
Deer Park, 77536
713/478-7245

Text as Follows:

PTBRIDGE.HARRIS.doc

~~Comp~~

~~No record~~

Hearing

PRESS CLIPS
TEXAS PRESS ASSOCIATION
718 WEST 6th ST. AUSTIN, TEXAS 78701 477-6755

Progress
Deer Park, Texas

JUL 19 1998

Bridge connects yesterday, today

By JEFF RIGGS
Editor

Part two in a series of three

A span of bridge which interestingly stretches across a lake roughly in the middle of the Battleground in Deer Park Golf Course was dedicated July 7. Facts communicated during the event showed the bridge is an instrument which aids to connect yesterday with today.

Events leading to the establishment of the bridge in the central Texas town of Gatesville began June 11, 1890 when the Coryell County Court voted to erect a bridge at or near Halbert's Crossing on the Leon River.

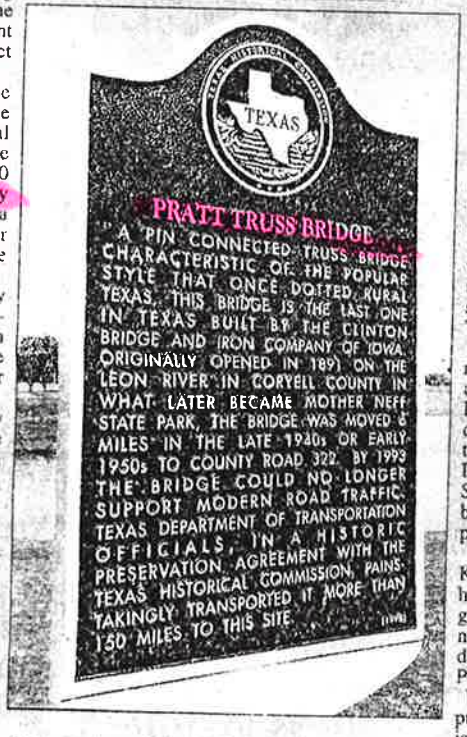
This date roughly coincides with the founding of Deer Park, which is one of the reasons the bridge was moved to our city.

The Coryell County Court selected the Clinton Bridge and Iron Company of Clinton, Iowa to manufacture and build the $3,500 bridge, to be paid with bonds earning an interest rate of six percent per year.

The county specified that the Clinton Bridge and Iron Company build "one wrought iron high truss bridge, 90 feet long, 12 feet wide, with eastern and western approaches of 200 feet and 90 feet respectively.

Wear and tear and occasional flooding over the years took their toll. An inspection report carried out by the Texas Department of Transportation in April, 1992, found unstable deck planks, bridge railing damage, rusted steel and decayed timber pilings. Because of the narrow measure and relatively small weight capacity, the bridge did not meet current county safety specifications.

Transportation officials gave the bridge a "serious condition" rating, and began inspecting it every three months. Finally, they closed it permanently in December, 1993.



State marker attests to the bridge's historical importance, not only to Deer Park, but to the state.

Noting the historical importance of the bridge, transportation officials attempted to find buyer for the bridge, rather than dismantling it. To meet this end, the Waco district office of the Texas Department of Transportation issued a press release announcing that a "historic" bridge was available for relocation and preservation. The release was printed in February, 1994 in a number of Texas newspapers.

Around this time, transportation officials dismantled other Coryell County bridges of similar vintage for safety reasons and replaced the majority of them with 24 foot wide concrete girder bridges with unlimited weight restrictions, built under the same specifications as the Texas highway bridges.

There were, however, some responses to the newspaper advertisements.

Landowner Emily Moreland offered to buy it and move it to her ranch. The Board of Directors of Mother Neff State Park requested that the bridge be returned to the park.

That's when Tom Knickerbocker, an architect, had a different idea. He suggested moving the bridge to a new golf course he was designing for the city of Deer Park.

In November, 1993, the city put an $8.25 million bond issue before its voters to authorize construction of The Battleground at Deer Park Golf Course on city-owned vacant land.

In the final installment of the story of the bridge which was moved to the Battleground at Deer Park Golf Course, discussion will be offered about the election results and the costs involved in moving the bridge.

JOB NO. 20497

MARKER TITLE PRATT TRUSS BRIDGE

COUNTY HARRIS

MARKER SIZE 18" x 28" marker w/post

PRICE $550.00

PROCEDURE FOR MARKER APPLICATION

rck	4-22-97	1. Application received
rck	4-23-97	2. Receipt of application acknowledged
		3. Additional information sent for Received:
HR	8-8-97	4. Evaluated
Kmf	8-25-97	5. Sent to SMRB for approval Trevino, Aiken, McQueary
egz	9-23-97	6. Letter of approval sent and folder labeled
egz	10-24-97	7. Check received THC #80000 44 Amount: 550.00
CCB	12/5/97	8. Inscription written PTRUSSBDGE.HARRIS File name:
egz	12-9-97	9. Inscription sent for approval
	—	10. Reapproval sent (if necessary)
	—	11. Highway permission secured (if necessary)
egz	3-18-98	12. Order sent to Southwell, notice sent to CCs, and copy of final inscription placed in Quarterly Exhibit file ☐ Incising ☐ Paperweight(s)
CCB CCB	3-23-98	13. Rubbing checked
egz	3-31-98	14. Notice of shipment/dedication materials sent
		15. Survey card completed Houston District

CHC contact:
Al Davis
929 Waxmyrtle
Houston, 77079
713/468-6771

CC:
All/Payment/Ship:
The City of Deer Park
Ronald V Crabtree
P O Box 700
(710 East San Augustine)
Deer Park, 77536
713/478-7245

Paperweights/ Directional signs:
Type and # _____
Date paid _____
Job # _____
Date ordered _____