

**Historic American Engineering Record
Documentation for**

**Pratt Through Metal Truss Bridge
over Clear Creek at Rector Road**

Denton County, Texas

Prepared for:
Environmental Affairs Division
Texas Department of Transportation
Austin, Texas

Submitted by:
Knight and Associates, Inc.
Lila Knight, principal investigator
P.O. Box 31
Buda, Texas 78610

2004

Structure Identification Number: AA01-65-001

Location: Rector Road at Clear Creek, 1.7 miles west of FM 2164 and 2.5 miles southeast of Sanger and .35 miles north of Nicholson Road in Denton County, Texas

Bridge Type: Pratt Through Metal Truss

Date: 1907-1908

Bridge Company/Contractor: Austin Brothers, Contractors, Dallas, Texas

Significance:

The Rector Road bridge at Clear Creek is representative of the bridges constructed by Denton County during a massive bridge construction campaign in the first decade of the 20th century. In addition, it represents the work of Austin Brothers, Contractors, the only bridge fabricator in Texas at that time. The bridge was listed in the National Register of Historic Places in 2003.

Project Information: This HAER Level III document was prepared for the Texas Department of Transportation by Knight and Associates, Inc. in 2002 and 2003. Research and documentation was performed by Lila Knight, with the assistance of David Wilson.

Physical Description

This Pratt Through truss bridge crosses Clear Creek along Rector Road, located southeast of Sanger in northern Denton County. The total length of the bridge is 112 feet, comprised of three spans with a span 86 feet in length. The bridge is a five panel, pinned truss with an I-beam approach seated on braced metal caisson piers and abutments with metal backing. The endposts and top-chord members were fabricated from a pair of channels, cover plate and battens riveted together. Two pairs of laced angles provide the verticals. An adjustable round rod serves as a counter-brace in one of the central panels. The width of the roadway is 11.9 feet. The bridge is located 2.5 miles southeast of Sanger and .35 miles north of Nicholson Road in northern Denton County.

History

Roads became increasingly crucial for shipping avenues to railroad depots, as well as routes between farms or ranches and local agricultural markets, by the late 19th century. The 1876 Texas Constitution stipulated that counties would be responsible for all road and bridge improvements. But counties were often unable to afford the cost of building permanent, durable bridges until the Texas Legislature passed a number of bills in the 1870s that allowed counties to levy road taxes and issue limited bonds for the construction of roads and bridges. The construction of metal truss bridges, however, remained limited as the cost of shipping heavy metal components prohibited the use of iron and steel bridges by Texas counties.

The last two decades of the 19th century finally witnessed the construction of permanent bridges. The rapid population growth in the state from 1880 to 1900 demanded the construction of additional roads and bridges. It was not until the late 1800s, however, when railroad lines finally provided linkages across most of the state, that counties began erecting bridges capable of sustaining adequate loads. Adequate financing of these bridges was finally addressed during this period. In 1885, a constitutional amendment allowed counties to levy ad valorem property taxes to fund road and bridge projects. By 1887, the Texas Legislature permitted counties to issue bonds (for up to 20 years) specifically for the purpose of erecting bridges. In 1893, the bonding period was increased from 20 to 40 years, stimulating a building boom in bridge construction as it allowed counties to construct multiple bridges with the issuance of one bond. As a result, hundreds of metal truss bridges were erected across the state, particularly in rural areas.

Between 1880 and 1910, Denton County constructed numerous bridges across the county to serve the burgeoning economy prompted by the dramatic increase in population during the period. In 1882, Denton County built the first of its many metal truss bridges with an appropriation of \$10,000 from the county's permanent school fund.¹ The source of this initial funding underscores the importance of bridges in the development of schools and educational opportunities during this period. A series of referendum elections between 1880 and 1895 provided the funding for additional bridges throughout the county.² By 1890, the county had constructed 17 "iron and wire bridges."³

Clear Creek rises north of State Highway 59 in eastern Montague County and runs southeast 47 miles through Cooke and Denton counties to its mouth on Lewisville Lake. As one of the major streams in Denton County, the provision of an adequate bridge was crucial for travel connecting the town of Sanger with the rich agricultural lands and ranching enterprises located to the west. The town of Sanger was established in 1886 by the Santa Fe Railroad and for one of the railroad's most important companies in the area, Sanger Brothers Stores of

¹ Denton County Historical Commission, "Denton County Iron Bridges," unpublished manuscript.

² Denton County Historical Commission, "Denton County Iron Bridges," unpublished manuscript.

³ Denton Board of Trade, *The Best County in North Texas is Denton*, (Denton: Chronicle Book and Job Printing House, 1890) p. 7.

Dallas. The first train arrived in 1887⁴ Thereafter, Sanger served as a major railroad head for the marketing of cattle and agricultural products in north Denton County. The importance of this particular bridge is evidenced by the citizens of the area providing \$1,200 of the total cost of the bridge.⁵

On August 26, 1907 the Denton County Commissioners Court accepted the bid of \$1,664 by Charles R. Moore, agent for the Austin Brothers Company for the construction of a bridge across Clear Creek. In addition to this metal truss bridge, the commissioners also authorized the construction of a bridge across a slough near the creek for \$230.⁶ Bids by any other contractors are not listed in the minutes of the court. The bridge was accepted by the court on February 19, 1908 for the original contract price.⁷

Austin Brothers, Contractors, of Dallas were the only major bridge fabricator in Texas. Most bridges during this period were purchased from out-of-state companies, who employed local agents to sell bridges. Only a handful of Texas bridge companies operated in Texas, but these companies merely purchased steel trusses from out-of-state companies and sold them in Texas under their own name. George L. Austin and his brother, Frank, opened a fabrication plant for bridge components in 1910. Previously, George Austin had served as an agent for the George E. King Bridge Company of Des Moines, Iowa. Austin used his contacts from serving as an agent to establish a thriving bridge business in the state, including Denton County who previously had contracted with the King Bridge Company for the construction of bridges. The Austin Brothers firm supplied Warren pony trusses as well as Pratt and Warren polygonal chord pony trusses. By developing a book of standard plans and stocking a large variety of steel products, the Austin Brothers company could provide bridges at a lower cost and in a more timely fashion. By World War I, the company had become the largest bridge builder in Texas. The firm was sold to Charles R. Moore, one of their agents, in 1918 who changed the name to the Austin Bridge Company.⁸ The company expanded its operations to oil pipelines, railroad bridges and other steel products after the Texas Highway Department began building concrete and steel bridges in the mid-1930s. More than 200 of the company's bridges are still in existence on Texas roads.⁹

⁴ Eunice S. Gray, "Sanger, Texas," in the New Handbook of Texas (Austin: Texas State Historical Association, 1995) vol. _____

⁵ Denton County Commissioners Court Minutes, (February 19, 1908) vol. G, p. 53.

⁶ Denton County Commissioners Court Minutes, (August 26, 1907) vol. F, p. 620.

⁷ Denton County Commissioners Court Minutes, (February 19, 1908) vol. G, p. 53.

⁸ Shannon Miller, *Austin Bridge Company and Associated Companies: The First Fifty Years, 1918-1968*, (Dallas: Taylor Publishing Company, 1974) pp. 1-14

⁹ National Register Nomination. "Rector Road Bridge at Clear Creek." (2003) section 8, p. 5. Nomination on file at the Texas Historical Commission and the National Park Service.

Background History of Metal Truss Bridge Construction

The metal truss bridge developed from the timber truss bridge first used during the late 18th century. First utilized by the railroad companies, the metal truss bridge became popular even in more isolated parts of the country along rural roads. Providing a lightweight, durable, and easily erected bridge, these bridges could be broken down and moved to other locations allowing greater flexibility in their use.

This type of bridge is composed of iron and steel members in a geometric arrangement forming a rigid structural framework. Each bridge consists of two trusses, one on either side of the roadway, attached to one another through transverse beams below the deck. The truss acts like a perforated beam, with the top chord handling compressive forces and the bottom chord carrying tensile forces. The upper and lower chords are connected by a series of diagonal members, supplemented by verticals, with inclined posts placed on either end of the two trusses. The diagonal and vertical members connect the two chords and are placed either in compression or tension. Individual truss members of thin, flexible rods or bars can only withstand tension, whereas stiff, heavy posts carry both tensile and compressive forces. The individual truss members are made up of various iron or steel shapes, such as angles, channels, I-beams and rods. Depending on the width of the span, multiple segments, or panels, were utilized. Pins were first used to connect the structural components of bridges in the 1860s. This assemblage inserted large metal pins through reinforced holes in the ends of adjoining truss members. This type of connection allowed trusses to be manufactured and shipped in small pieces. But this type was prone to wear and tear around the connections and produced vibrations. Field riveting replaced pinning by the second decade of the 20th century after development of portable pneumatic riveting systems.¹⁰

Wrought iron was first employed in bridge trusses in the 1840s, replacing the more brittle cast iron. Its use continued and became the most common material for bridges by 1870. With the increase in steel production after the Civil War, steel became available at a lower cost, becoming increasingly popular as steel mills began producing structural shapes in the strong, durable material. Both wrought iron and steel members were used in bridges during the last decade of the 19th century. By the beginning of the 20th century, however, steel replaced wrought iron as the preferred material for truss bridges.¹¹

Patented in 1844 by Thomas and Caleb Pratt, this type of metal truss bridge first became popular with the railroad companies. This bridge type consisted of parallel upper and lower chords joined by vertical and diagonal posts. Unlike the Howe Truss, the Pratt Truss used vertical members in compression and diagonal members in tensions.¹² The Pratt truss became the most popular type of bridge system by the late 1880s. Available in a variety of shapes and

¹⁰ National Register of Historic Places multiple property nomination, "Historic Bridges of Texas, 1866-1945," Section E, p. 14 (on file at the Texas Historical Commission, the Texas Department of Transportation, and the National Park Service).

¹¹ Edwards, *A Record of Early American Bridges*, () 103.

¹² "The Developments of the Nineteenth Century in Bridge Design and Construction," *Engineering News* vol. 44 (December 13, 1900) pp. 409-410.

sizes, it was east to erect and provided for a strong, durable bridge. It was used primarily for short to intermediate span lengths (30 to 50 feet). The Pratt Truss bridge became the most popular type of bridge system in Texas between 1895 and 1910.

After World War II, metal trusses became obsolete except for very long spans, such as the Pecos River Bridge (1957) and the Corpus Christi High Bridge (1959). Continuous girder and I-beams of concrete became the most widely accepted bridge type after the Federal Aid Highway Act of 1944 set new standards for bridge construction.

Current Status

In 2002, Denton County worked with the Texas Department of Transportation to preserve its historic bridges through relocation to municipalities across the county. The bridge is scheduled to be removed from its location as it is functionally obsolete. The bridge will be reused in another location in Denton County.

Bibliography

Denton County Commissioners Court Minutes (August 26, 1907) Volume F, p. 620.

Denton County Commissioners Court Minutes (February 19, 1908) Volume G, pp. 53-54.

National Register Nomination. "Rector Road Bridge at Clear Creek." (2003). Nomination on file at the Texas Historical Commission and the National Park Service.

National Register Multiple Property Nomination. "Historic Bridges of Texas, 1866-1945." (1995). Nomination on file at the Texas Historical Commission and the National Park Service.

Denton County Historical Commission. "Historic Iron Bridges of Denton County, Texas," unpublished manuscript.

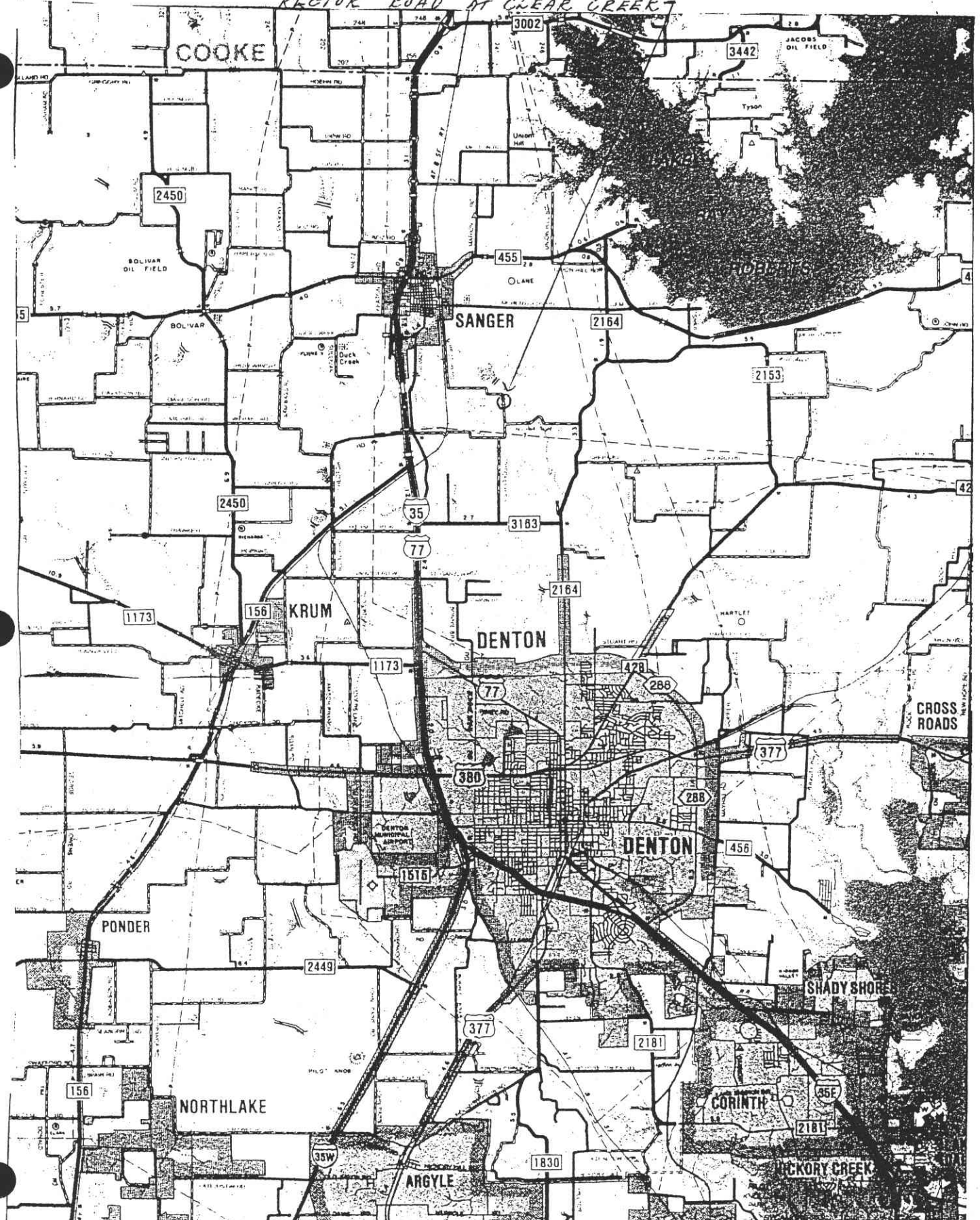
Denton Board of Trade. *The Best County in North Texas is Denton*. Denton: Chronicle Book and Job Printing House, 1890.

Miller, Shannon. *Austin Bridge Company and Associated Companies: The First Fifty Years, 1918-1968*. Dallas: Taylor Publishing Company, 1974.

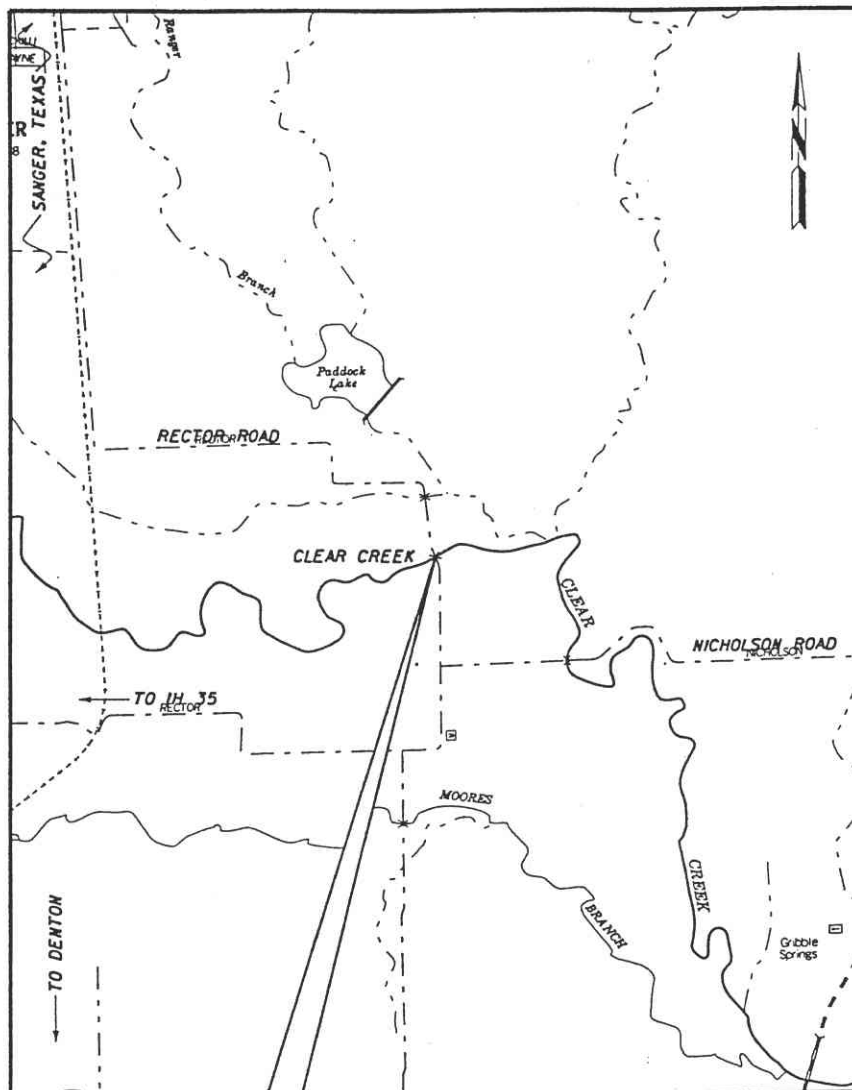
Odom, E. Dale. *An Illustrated History of Denton County*. Denton: privately published, 1996.

Gray, Eunice Sullivan. "Sanger, Texas," in *The New Handbook of Texas*. Austin: Texas State Historical Association, 1995 vol. 5, p. 852.

RECTOR ROAD AT CLEAR CREEK



ATTACHMENT B PROJECT LOCATION MAP



County: Denton
CSJ: 0918-46-141
Road/Street/Highway: Rector Road
Feature Crossed: Clear Creek
15 Digt NBI Structure No.: 180610AA0165001
Local Designation No.: AA0165-001

Bridge Division
3-2002-LPAFA.1

Tx DOT DOCUMENT

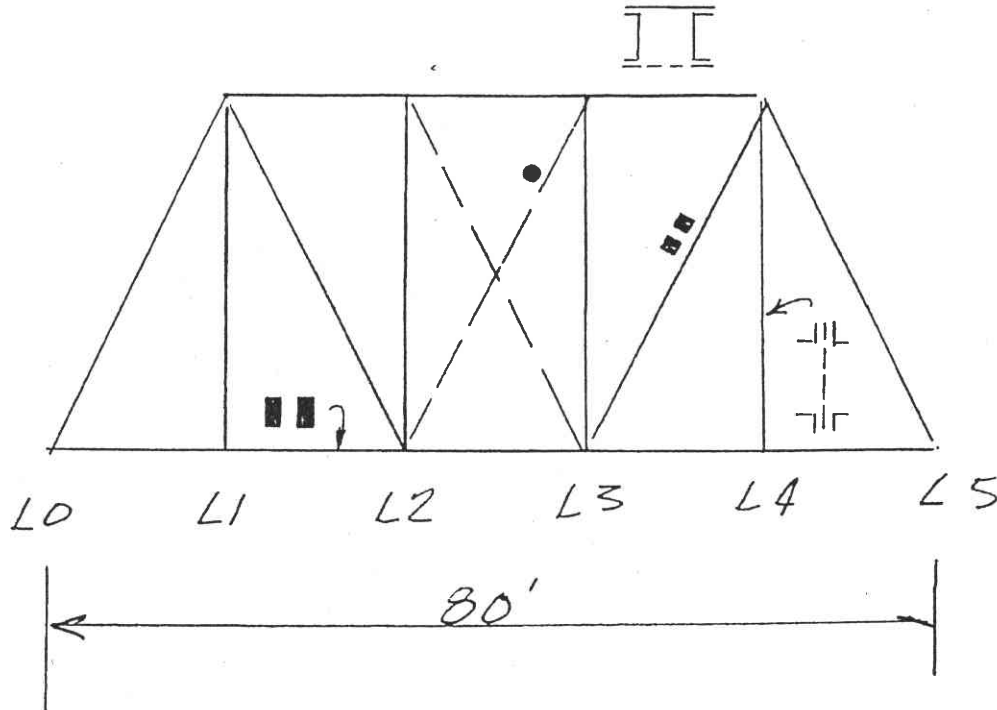
794

BY _____ DATE _____ PROJ. NO. _____ SHT _____ OF _____
 CKD _____ DATE _____ PROJ. NAME _____

Austin Bros

1907-8

Rector Rd
 Clear Cr.



JAMES E. M. STEWART, P. E.

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. NAME OF PROPERTY

HISTORIC NAME: Rector Road Bridge at Clear Creek
OTHER NAME/SITE NUMBER: CSJ 0918-46-141; Local designation AA0165-001

2. LOCATION

STREET & NUMBER: Approximately 2.5 miles SE of Sanger

CITY OR TOWN: Sanger

STATE: Texas

CODE: TX

COUNTY: Denton

CODE: 061

NOT FOR PUBLICATION: N/A

VICINITY: X

ZIP CODE: 76266

3. STATE/FEDERAL AGENCY CERTIFICATION

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

Signature of certifying official

Date

State Historic Preservation Officer, Texas Historical Commission

State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register

☐ See continuation sheet.

☐ determined eligible for the National Register

☐ See continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain):

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

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

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Engineering

PERIOD OF SIGNIFICANCE: 1907-1908

SIGNIFICANT DATES: 1907-1908

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Austin Brothers (Dallas, Texas)

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheet 8-6).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-7).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

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

PRIMARY LOCATION OF ADDITIONAL DATA:

- ☒ State historic preservation office (*Texas Historical Commission*)
- ☒ Other state agency (*Texas Department of Transportation*)
- ☐ Federal agency
- ☒ Local government (*Denton County Commissioner Court minutes*)
- ☐ University
- ☐ Other -- Specify Repository:

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection 7 Page 5Rector Road Bridge at Clear Creek
Sanger vicinity, Denton County, Texas

The Rector Road Bridge over Clear Creek is a 5-panel, pinned Pratt through-truss with an I-beam approach seated on braced metal-caisson piers and abutments with metal backing. The structural members are light which would facilitate transportation from the source of fabrication to the site and make erection easy with modest equipment. When erected, it had the capacity to carry rural wagon loads, but it currently carries automobile traffic.

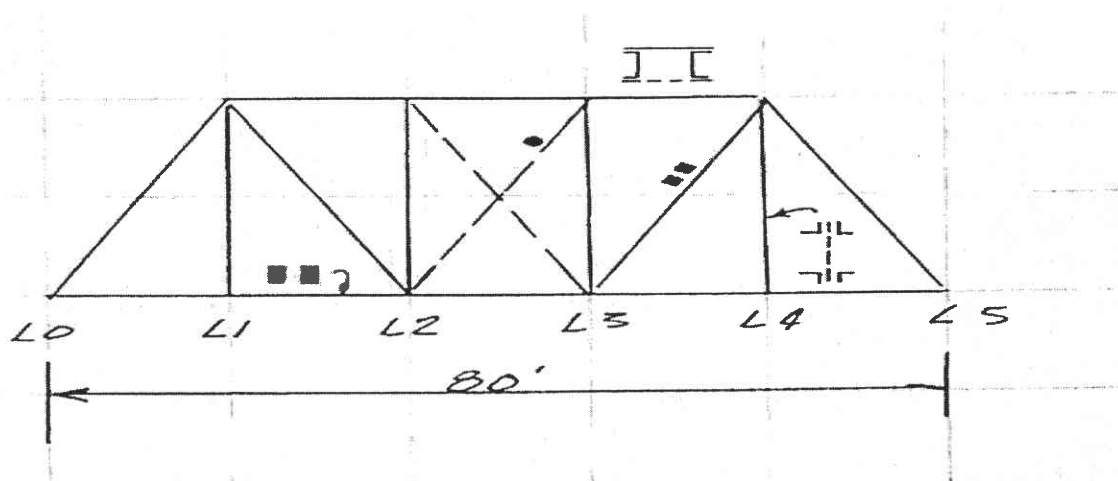
The Rector Road Bridge is located 2.5 miles southeast of the town of Sanger in northern Denton County and .35 miles north of Nicholson Road.

The bridge features 3 spans (including 2 short approach spans), with a primary span length of 80 feet and a total length of 112 feet. The roadway occupies the full width of the 11.9-foot-wide deck. The endposts and top-chord members were fabricated from a pair of channels, with cover plate and battens riveted together. Two pairs of laced angles provide the verticals. A pair of eyebars supply each set of diagonals. An adjustable round rod serves as a counter-brace in one of the more-central panels. The trusses carry braced-A portal struts. Rolled-I floor-beams hang from the lower pins. Adjustable, round-rods provide the lower and the upper lateral braces. The floor-beams carry runs of I-beam stringers which, in turn, support the concrete riding surface.

The Rector Road Bridge over Clear Creek was built in 1907-1908 by the Austin Brothers Company of Dallas, Texas. Denton County Commissioners Court Minutes from August 26, 1907 (Book F, 620) recorded the action of awarding the contract to Austin Brothers for the bridge, to be built 2½ miles southeast of the town of Sanger. The cost was \$1,664, with \$1,200 of the cost donated by the citizens of "Sanger and vicinity."

Although only one lane, the road is still used by postal and school vehicles, and others going or coming from the town of Sanger.

Figure: Cross-section of Rector Road Bridge (James E. M. Stewart, P.E., Churchville, NY). No scale.



**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section 9, Photo Page 7

Rector Road Bridge at Clear Creek
Sanger vicinity, Denton County, Texas

Bibliography

Denton County Commissioners Court Minutes, Book F, 620, August 26, 1907 (page 8-6)

Denton County Commissioners Court Minutes, Book G, 53-54, February 19, 1908 (page 8-7,8)

Historic Bridges of Texas, 1866-1945

Informal Contacts with several noted bridge historians, including Dr. James Cooper, Greencastle, IN; Eric DeLony, HAER, Washington, DC; Allan King Sloan, Lexington, MA,; S. Patrick Sparks, P.E., Pflugerville, TX; and James E. M. Stewart, P.E., Churchville, NY.

Photo Log

Rector Road Bridge at Clear Creek
Approximately 2.5 miles southeast of Sanger, 0.35 mi. north of Nicholson Road.
Vicinity of Sanger, Texas
Photographed 2003 by Rynell Novak
Camera facing Northeast
Photo 1 of 1

Minutes Commissioners' Court, Denton County.

Special

TERM,

Aug 27th

A. D. 1907.

Texas Printing Co. Printers Stationers

out of the General Fund to each, as follows:

Lee Gurnwalt County Judge	1 day	\$3 ⁰⁰
F. E. Tobin Commissioner of Precinct No One	2 "	\$6 ⁰⁰
S. J. Higgins Commissioner of Precinct No Two	2 "	\$6 ⁰⁰
S. J. Coleman Commissioner of Precinct No Three	2 "	\$6 ⁰⁰
J. M. Gary Commissioner of Precinct No Four	2 "	\$6 ⁰⁰

Aug 26th 1907.

This day the Court proceeded to receive bids for the construction and completion of two bridges in Commissioners Precinct No Four, one bridge to be built across Clear Creek about 2½ mi South East of Sanger in Denton County Texas the other to be built across Slough near said Clear Creek bridge,

And it appearing to the Court that the bid of Austin Bros. by Chas. B. Moore agent, to be the lowest bid offered viz: To furnish the material for and to build, paint and make complete, and have ready for use by the 26th day of December 1907 the said bridge across Clear Creek for the sum of \$1664⁰⁰, and the said bridge across slough near said Clear Creek Bridge for the sum of \$530⁰⁰ to be paid for by the Commissioners Court of Denton County upon completion according to plans and specifications and contract this day adopted by said Court, and upon the inspection and acceptance of said bridges by said Court. It is therefore ordered by the Court that the said bid of Austin Bros be and is hereby accepted and said contract awarded said Austin Bros in accordance with the above conditions, And it is further ordered by the Court that the said Austin Brothers be and they are hereby required to give bond in the sum of \$4000⁰⁰ payable to the County Judge of Denton County and conditioned for their faithful performance of this contract said bond to be approved by this Court.

Minutes Commissioners' Court, Denton County.

Special

TERM,

Aug 27th

A. D. 1907.

Texas Printing Co., Printers, Stationers

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Commissioners' Court Minutes
Denton County, Texas

It is therefore ordered by the Court that J. C. Brownlow a citizen of said Precinct be and he is hereby appointed public weigher in and for Precinct No. One Denton County, Texas to fill out the unexpired term of J. A. Ward whose resignation has been accepted. And it is further ordered by the Court that the Bond of J. C. Brownlow as Public Weigher be fixed in the sum of \$3000.00 conditioned as the law requires.

Feb. 19th 1908.

This day the Court, having completed the examinations and checking with the tax stubs the Monthly Reports of taxes collected during the months of November 1907, December 1907 and January 1908, by C. L. M. Crowder Tax Collector of Denton County, Texas, and the Court being of the opinion that said reports are true and correct, it is therefore ordered by the Court that said reports be and are hereby in all respects approved.

Feb. 19th 1908.

The Court having examined the Bridge and Clear Creek about 2 1/2 mi. S.E. from Sargent and bridge across slough near Bridge and finding the same to be built in accordance with the plans and specifications specified in the contract with the Austin Brothers of Dallas, Texas, and in accordance with the order of this Court awarding said company said contract as shown in the minutes of this Court in Book I page 620 It is therefore ordered by the Court that said Bridges

March 20 1908 closed 2-21-08

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Special

TERM, Feb 14th A.D. 1900

Feb 19th 1908.

It appearing to the Court that the office of Public Weigher in and for Precinct No One Denton County, Texas, has been by an order of this Court made this day, declared vacant, and the Court having full confidence in J C Brownlow, It is therefore ordered by the Court that J C Brownlow a citizen of said Precinct be and he is hereby appointed public weigher in and for Precinct No One Denton County Texas to fill out the unexpired term of J A Wood whose resignation has been accepted.

And it is further ordered by the Court that the Bond of J C Brownlow as Public Weigher be fixed in the sum of \$3000.00 conditioned as the law requires.

Feb 19th 1908.

This day the Court having completed the examination and checking with the tax stubs the Monthly Reports of taxes collected during the months of November 1907 and

May 1908

Denton Co

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ordered

Revised No 1383

Minutes Commissioners' Court, Denton County.

Special TERM, Feb 19th A.D. 1908

be accepted and that said Austin Brothers be allowed the sum of \$1894.⁰⁰ the contract price, and it appearing to the court that of this amount there had been paid said Austin Brothers of this amount the sum of \$1200.⁰⁰ from donations of the citizens of Sanger and vicinity to wit on Feb. 17th 1908, leaving a balance due said Austin Brothers in the sum of \$694.⁰⁰ which shall be paid out of A. & B. Fund No. 4, and the clerk of this Court is ordered to issue a warrant for the sum of \$694. in accordance with this order.

Warrant No. 1383 Dated 2-21-08

Be it ordered by the Court that the members of this court be allowed their per diem for their services at this term, and the County clerk is ordered to issue scrip to be paid out of the General Fund to each as follows, Lee J. Jurnoalt County Judge 3 days \$9.⁰⁰
 F. E. Tabin, Commissioner of Precinct No. One, 3 days \$9.⁰⁰
 S. J. Higgins, Commissioner of Precinct No. Two, 3 days \$9.⁰⁰
 S. J. Coleman, Commissioner of Precinct No. Three, 3 days \$9.⁰⁰
 J. M. Gary, Commissioner of Precinct No. Four, 3 days \$9.⁰⁰

Commissioners' Court Minutes
 Denton County, Texas

The foregoing minutes beginning on page 50 and ending on this page 54 read over, approved and signed in open court, and ordered that court stand adjourned subject to call, this the 19th day of February A.D. 1908
 attest W. T. Bailey Co. Clerk,
 By W. A. Orr Deputy } Lee Jurnoalt
 County Judge

Deaton
G-147

TERM,

A.D. 190

D.M. Beauchamp, Justice of the Peace, Precinct No. 7.

R.H. Love, Justice of the Peace, Precinct No. 8.

J.A. Young, Constable, Precinct. No. 1. J.H. Wilson, Constable, Precinct No. 4.

J.M. Smith, Constable, Precinct No. 5.

and the quarterly report of G.W. Pugh, Supt. County Fair, which report is ordered recorded in the minutes and which is here now recorded viz:

To expense as follows:

To drugs	\$4.20
To hardware	3.65
To bedding	2.50
To wood bought, 20 cords	40.00
To groceries	33.60
To dry goods	11.25
To blacksmithing	4.05
To veterinary work	2.00
Hired Labor & Supts. salary	230.50
	\$331.75

Flour used 800 pounds.

Meal used 223 pounds.

Credits as follows:

By farm products sold	\$527.95.
By Bull service	1.00
By pasturage	

Respectfully

Sworn to

Filed
at

Austin B.

contract as

said bridges be

said Austin Brothe

Minutes Commissioners' Court, Denton County.

TERM,

A.D. 190

on February 15th, 1909, It is ordered by the Court that the County Clerk of Denton County issue scrip to be paid out of R. & B. fund No. 4 to said Austin Brthers payable on February 15th; 1909.

Nov. 18th, 1908.

This day there was resented to the Court the new bond of the Exchange National Bank of Denton, Texas as the Depository of all the funds of Denton County, required by the Com. missioners Court of said county upon the death of S.F. Reynolds, one of the sureties on former bond herein, said new bond being for the sum of \$180,000.00. And the Court having examined said bond and finding the same to be in proper and legal form and that the sureties thereon are good and solvent for the amount named in said bond, the Court, is of the opinion that the ^{same} said bond should be, and the same is hereby approved, and ordered by the Court that said bond be recorded by the Clerk of the County Court of Denton County in the official bond record kept in the county clerks office.

And ordered further that the former bond herein be and the same is hereby cancelled and the sureties thereon released from any further liability thereon from this date.

Ordered that Court stand adjourned until 8 o'clock tomorrow morning.

Thursday November 19th, 1908.

Court met and opened at 8 o'clock A.M., present all members as on yesterday, presiding Hon. Lee Zumwalt, County Judge.

Nov. 19th, 1908.

On this day came on and six others pr

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yards long

has be

and

Hen.

Nov. 20th, 1908.

Bridge NRHP Eligibility Report

Structure ID: 180610AA0165001	Disposition: In Service	Year Built: 1907	Year Rcnst: 1960
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District:	Dallas	Span Type:	Simple Span
County:	Denton	Roadway Type:	Through
Location:	0.35 MI N OF NICHOLSON RD	Member Type:	Pratt Truss, Parallel Chord
Facility Carried:	RECTOR RD	Main Span Length:	0080
Feature Crossed:	CLEAR CREEK	Structure Length:	000112
NRHP Det. Date:		Evaluator:	

Historical Significance: 1 NR Listed

NRHP Eligibility Determination Statement:

NRHP Listed as per THC website, 07/28/2005. Known as Rector Road Bridge at Clear Creek. Reference #3001418

Texas Bridges Database

Find Structure No.:

Close Form

Structure ID: 180610AA0165001 40230

Dist. Name: Dallas

County: Denton

Fac. Carried: RECTOR RD

Feat. Crossed: CLEAR CREEK

Location: 0.35 MI N OF NICHOLSON RD

Code:

Main Span: Simple Span 1

Roadway: Through 2

Member: Pratt Truss, Parallel Chord 61

Struct. Length: 000112

Service: In Service

Disposition: In Service

Significance: 1 NR Listed

Year Built: 1907

Yr Reconst.: 1960

Widening: No widening or N/A

Culv. Span: N/A

Culv. Member: N/A

Print Screen

View Report

Structural
Dimensions

Historic
Significance

Original
Ownership

Special
Features

Structural Dimensions

Find Structure No.:

Close Form

Structure ID: 180610AA0165001 40230

Structural Background:

Year Built: 1907

Yr Reconst: 1960

Widening: No widening or N/A

Dimensions:

Struct. Length: 000112

No. Main Spans: 001

Max. Span Length: 0080

Deck Width: 0119

Roadway Width: 0119

Configurations:

Culv. Span: N/A

Culv. Member: N/A

Deck: Concrete Cast-in-Place

Main Rdwy: Through 2

Main Span: Simple Span 1

Main Member: Pratt Truss, Parallel Chord 61

Std. Plan:

Major Member: Steel I-Beam

Minor Member: N/A

Print Screen

Main Screen

Historical Significance

Find Structure No.:

Close Form

Structure ID: 180610AA0165001 40230

Project CSJ:

RTHL: Unknown

Print Screen

District Let Date:

SAL: Unknown

View Report

Mitigation:

Marker: Unknown

Main Screen

Disposition: In Service

Criterion A: Unknown

Significance: 1 NR Listed

Criterion B: Not Eligible

NRHP Det. Date:

Criterion C: Unknown

Evaluator:

Add. Signif:

Year Built 1907

Estimated Cost:

Significance Statement

NRHP Eligibility Boilerplate

NRHP Listed as per THC website, 07/28/2005. Known as Rector Road Bridge at Clear Creek. Reference #3001418

Ownership, Builders

Find Structure No.:

Close Form

Structure ID: 180610AA0165001 40230

Current Owner: County Highway Agency

Print Screen

Original Owner: State Highway Agency

Main Screen

Designer: ABC (Austin Brothers Company)

Fabricator:

Contractor: ABC (Austin Brothers Company)

Work Relief Prg:

Orig. Highway:

Year Built: 1907

TEXAS HISTORIC BRIDGE INVENTORY

BRIDGE I.D. #: AA01-65-001

DIST.: 18 COUNTY: Denton

GEOGRAPHICAL DATA

Location: 1.7 Mi. W of FM
2164

Hwy./Rd./St. Name: Rector Road

Feature Crossed: Clear Creek

UTM Coordinates: Zone: _____

Easting: _____

Northing: _____

☐ On-System ☒ Off-System ☒ In Use

HISTORICAL DATA

Construction Date: 1907 Builder/Contractor: Austin Bros.

☒ Builder plate ☐ Date plate Local name of bridge: Rector Rd.

DESCRIPTION

Number of spans: 1

Total bridge length: 112' # Lanes: 1

Pavement width: 12' Width O.A.: 14'

Structure type code: _____

Main span type: Pratt Through
pinned Length: 56'

Other span types: _____

Length: _____

Length: _____

Length: _____

(Use back for additional spans)

J. M. Gory, Commissioner













