

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

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**



1109

**1. NAME OF PROPERTY**

**HISTORIC NAME:** Cotton Belt Railroad Industrial Historic District  
**OTHER NAME/SITE NUMBER:** N/A

**2. LOCATION**

**STREET & NUMBER:** tract along railroad right-of way roughly bounded by Hudgins, Dooley and Dallas streets  
**CITY OR TOWN:** Grapevine                      **VICINITY:** N/A                      **NOT FOR PUBLICATION:** N/A  
**STATE:** Texas **CODE:** TX                      **COUNTY:** Tarrant                      **CODE:** 439 **ZIP CODE:** 76051

**3. STATE/FEDERAL AGENCY CERTIFICATION**

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

*Curtis Jurnell*

Signature of certifying official

*7-25-97*

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:

- 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) :

Signature of the Keeper

Date of Action

*Linda McCulland*

*9/4/97*

**5. CLASSIFICATION**

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**OWNERSHIP OF PROPERTY:** private

**CATEGORY OF PROPERTY:** district

<b>NUMBER OF RESOURCES WITHIN PROPERTY:</b>	<b>CONTRIBUTING</b>	<b>NONCONTRIBUTING</b>
	8	4 BUILDINGS
	0	0 SITES
	1	0 STRUCTURES
	0	0 OBJECTS
	9	4 TOTAL

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

**NAME OF RELATED MULTIPLE PROPERTY LISTING:** Historic and Architectural Resources of Grapevine, Texas

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**6. FUNCTION OR USE**

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**HISTORIC FUNCTIONS:** INDUSTRY/manufacturing facility; TRANSPORTATION/rail-related  
**CURRENT FUNCTIONS:** RECREATION AND CULTURE/museum; INDUSTRY/manufacturing facility;  
VACANT/NOT IN USE

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**7. DESCRIPTION**

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**ARCHITECTURAL CLASSIFICATION:** NO STYLE

**MATERIALS:**

<b>FOUNDATION</b>	CONCRETE
<b>WALLS</b>	WOOD; METAL (steel)
<b>ROOF</b>	WOOD (shingle); METAL (steel)
<b>OTHER</b>	METAL (steel); GLASS; CONCRETE

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

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The Cotton Belt Railroad Industrial Historic District encompasses an intact grouping of properties associated with the development of the transportation and agricultural processing industries in Grapevine. Occupying tracts adjacent to the railroad right-of-way just south of the town's commercial district, these resources consist primarily of metal industrial buildings built in the mid-20th century to take advantage of easy access to the rail line. These utilitarian buildings feature simple materials such as corrugated steel siding, factory sash windows and reinforced concrete structural components. Additional resources directly associated with the rail line operations include a late 19th century section house, as well as a frame depot and a plate girder bridge dating to the early 20th century. The district retains a high level of its historic character, with 9 of these 13 properties retaining sufficient integrity of location, design, setting, materials, workmanship, feeling and association to be recognizable to the period of significance.

Flanking the east and west sides of Main Street along the historic right-of-way of the St. Louis, Arkansas & Southwestern (SLA&S) rail line, the district encompasses a gently rolling landscape dominated by industrial constructions. Renamed the St. Louis Southwestern (SSW) Railroad and colloquially known as the "Cotton Belt Route," the rail company built a section house (G214; see Photo 8) and depot (G213; see Photo-8) on a tract north of the right-of-way and east of Main Street. To the west of Main Street lies the grain elevator complex and feed store associated with the Farmers & Merchants Milling Company, later renamed B&D Mills (G72; see Photo-2). As the rail line exits the district on the west, an historic railroad bridge (G73; see Photo 1) marks a joint effort by the rail line and Tarrant County to provide a grade separation for Highway 26. An assortment of vernacular industrial buildings (G209, G210, G211, G212 and G246; see Photos 6 and 7) occupies tracts to the south of the right-of-way (see Map-19).

The Cotton Belt line built the section house in 1888 and the depot in 1901 (see Photo-20). Both buildings feature frame construction on wood pier foundations, finished with weatherboard siding, wood shingle roofs and the yellow and brown color scheme indicative of Cotton Belt buildings. The 2-story section house features an L-plan vernacular form measuring 32 feet by 41 feet. Dual porches front towards the tracks and Hudgins Street. The first floor consisted of a living room, kitchen, dining room, one bedroom and an L-shaped stair, with two bedrooms on the second floor (Yarbrough 1994:44). Heating was provided by a wood burning stove, often using old cross ties as fuel. Running water was only available in the kitchen (Crawford 1992:n.p.), although a well provided additional water and a dry toilet provided sanitary facilities (Southern Pacific 1960:n.p.). The rectangular plan of the depot measured 20 feet in width by 114 feet in length. Positioned 20 feet from the centerline of the tracks, it included two freight rooms, two offices, a storage room and two waiting rooms separated by a 7 foot high partition wall.

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The scale, detailing and composition of these buildings represent the vernacular traditions of their type and period of construction. The standard plan types were developed in corporate offices for use throughout the Cotton Belt system (Solamillo 1992:1). Constructed by company crews along local and branch lines throughout the service area, these buildings facilitated the expansion of rail service during the late 19th and early 20th centuries in Texas. To ensure their preservation, the Grapevine Heritage Foundation recently relocated these buildings to their current sites, maintaining their spatial relationship to the tracks and undertaking their restoration.

The railroad bridge dates to 1928. The through plate girder structure carries a single track over a single span viaduct constructed of riveted steel plates with vertical stiffeners and steel X-bracing underneath (Southern Pacific Company 1953:n.p.). Reinforced concrete piers support the structure to provide an underpass for vehicular traffic. The eastern pier is embossed with the date of construction, while the western pier remains unmarked. The bridge's distinctive angled design prompted speculation as to its stability by many Grapevine residents at the time of its construction. It has proven durable, however, with the original alignment and gradient maintained despite replacement of ties and rails through regular maintenance.

The Farmers & Merchants Milling Company or B&D Mills property consists of a mill and grain elevator complex constructed and gradually expanded to its present multiple story form during the first half of the 20th century (see Photo-23). The principal visual landmark in the community, the complex occupies a tract with direct access to the rail line. It encompasses a grain elevator constructed of a steel frame with standing seam metal sheathing, a series of concrete silos, two riveted steel plate storage tanks and several utilitarian buildings sheathed in standing seam and corrugated metal. Despite a fire in 1995, the complex retains much of its original building forms, materials and details as a 20th century industrial facility.

An assortment of small warehouses and machine shops occupies the portion of the district south of the rail line. Erected shortly after World War II, most were in place by 1948. These simple vernacular buildings typically rise one to one and a half stories in height, with sheathing of standing seam or corrugated metal. They feature gabled roofs and steel casement fenestration. The intact collection of utilitarian buildings still bespeaks Grapevine's postwar growth.

The district's contributing properties all retain their historic character, scale, materials and setting. While the depot and the section house lost their integrity of location after the period of significance, recent restoration efforts returned them to a location adjacent to the rail line in close proximity to their original site. This sensitive move was necessitated by efforts to ensure their preservation despite the loss of the original site to a realignment of Main Street. As they retain integrity of setting, feeling and association at their new site, as well as design, materials and

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workmanship, these contributing properties comply with the guidelines established for Criteria Consideration B. The only historic properties not classified as contributing suffered changes to their historic fabric that could be reversed with appropriate restoration efforts. They are denoted in the inventory with an asterisk (\*) as noncontributing properties. The only resource dating beyond the period of significance is also classified as noncontributing, although it shares similarities of materials and function with the historic properties. The following inventory lists each property by address and site number, noting dates of construction, property types, and classification.

ADDRESS	SITE NO.	DATE	PROPERTY TYPE	CATEGORY
Hwy 26 Overpass	G73	1928	Transportation	Contributing
118 W. Dallas Rd.	G211	c.1948	Industrial	Contributing
208 W. Dallas Rd.	G210	c.1948	Industrial	Contributing
300 W. Dallas Rd.	A	c.1940	Commercial	Noncontributing*
400 W. Dallas Rd.	B	c.1940	Commercial	Noncontributing*
500 W. Dallas Rd.	G209	c.1948	Industrial	Contributing
213 W. Hudgins St.	G72	1911/1940	Industrial	Contributing
700 S. Main St.	G246	c.1940	Commercial	Contributing
700 block S. Main St.	C	c.1946	Commercial	Noncontributing*
701 S. Main St.	D	c.1970	Commercial	Noncontributing
707 S. Main St.	G213	1901	Transportation	Contributing
709 S. Main St.	G214	1888	Transportation	Contributing
816 S. Main St.	G212	c.1948	Industrial	Contributing

100% COTTON FIBER  
A.S. CO. PATENTED  
BARCKMEND DEED

**8. STATEMENT OF SIGNIFICANCE**

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**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:** B, G

**AREAS OF SIGNIFICANCE:** Transportation; Industry; Architecture

**PERIOD OF SIGNIFICANCE:** 1888-1956

**SIGNIFICANT DATES:** 1888 1901 1908 1928 1938 1945 1956

**SIGNIFICANT PERSON:** N/A

**CULTURAL AFFILIATION:** N/A

**ARCHITECT/BUILDER:** unknown

**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-8 through 8-15)

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**9. MAJOR BIBLIOGRAPHIC REFERENCES**

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**BIBLIOGRAPHY** (see continuation sheets 9-16 through 9-17)

**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
- Federal agency
- Local government
- University
- Other -- Specify Repository: Grapevine Heritage Foundation

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The Cotton Belt Railroad Industrial Historic District encompasses a cohesive collection of late 19th and 20th century buildings occupying the historic transportation focus of Grapevine. They represent the community's evolution as a transportation hub for an agrarian economy based on the development of agricultural processing industries. With dates ranging from the inauguration of rail service through the development of modern agri-businesses in the post war era, these properties reflect the growing prosperity of the community that access to the rail line facilitated. Evaluated within the context of *Township Expansion, Commercial and Suburban Development of Grapevine, Texas*, this district reflects the broad historic and architectural trends that shaped development patterns in the community. The district is nominated to the National Register under Criterion A in the areas of Commerce and Transportation and under Criterion C in the area of Architecture at the local level of significance

The Cotton Belt line's antecedents included the 1871 charter for the Tyler Tap connecting that east Texas community with the Texas & Pacific rail line at Big Sandy in 1877. Taken over by the Texas & St. Louis, the line was extended through Texarkana and on to Waco by 1882. Reorganized under the name of the St. Louis, Arkansas & Texas (SLA&T) in 1886, the system eventually reached Grapevine on its way to Fort Worth (Zlatkovich 1981:23). In 1887 the SLA&T built its Cotton Belt Route through Grapevine, inaugurating service the following year. The line connected Fort Worth with Greenville and Texarkana via Grapevine (Emrich et al 1990:n.p.). Reorganized in 1891 as the St. Louis Southwestern (SSW) Railroad, the carrier was later purchased and operated as a subsidiary of Southern Pacific (SP) from 1932 until 1972 (Southern Pacific n.d.:n.p.).

The rail carrier supplied consumer goods to the township's residents and its farmers and provided local growers and speculators with "unprecedented profits from the sale of their raw goods" (Moore et al 1992:15). As such, the railroad was ultimately responsible for solidifying Grapevine's position as a regional trade center. With the arrival of the SLA&T and continued service from SSW, the township became the shipping point for the crops and produce from hundreds of surrounding farms and a number of small rural communities in the late 19th and early 20th centuries.

The phenomenal impact of rail service on the township and the development of a cash crop economy ended the town's relative isolation. Since its establishment in the 1850s, town residents had been forced to rely on northern Tarrant County's inadequate transportation network. Grapevine's merchants and farmers attempted to acquire a railhead for more than 30 years, lamenting as early as 1858 that "oxcarts are as yet our only means of transportation, though we are looking for the Houston Railroad to reach us before long." (Webb 1952:459)

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With the inauguration of rail service in 1888, the community finally realized these aspirations. The SLA&T constructed the line along a 300 foot right-of-way apportioned from the William Dooley Survey. A section house erected for the foreman of a maintenance crew and his family facilitated the upkeep of between eight and ten miles of track east and west of the township (Miller 1991:n.p.). Although no records were located to document this initial period of activity, the company also presumably erected a small depot, a siding or house track and loading platform (all now demolished) for cotton to facilitate rail service in the community. Registers from 1890 note that "Grape Vine, Texas" boasted a "money order office, an express office and a telegraph office" located adjacent to the tracks (Bennett 1973:n.p.). This entry suggests a depot predated the present building.

Although cotton cultivation in the area dates to the 1870s, the construction of the rail line dramatically increased production of the crop in the region. To process the crop for shipment three gins arose on the west side of Main Street in proximity to the depot, but beyond the district boundaries. The North Texas Gin Company occupied the corner of College and Boynton Streets, the Farmers Gin Company was at the intersection of Wall and Scribner Streets and the Fort Worth Cotton Oil Mill Company opened in the 200 block of Church Street (Sanborn Map Company 1935:n.p.). These facilities contributed to Tarrant County's annual production of 11,580 bales of cotton by 1900 (U.S. Bureau of the Census 1900:n.p.), although all have since been demolished.

A variety of businesses sprang up in Grapevine to support those involved in shipping agricultural commodities out of town on the rail line. Local speculators such as W.D. Turnipseed set up enterprises to purchase crops such as corn, wheat and oats, for example, in addition to buying and selling cotton futures. In 1891 John Wallis constructed a hotel (now demolished) diagonally across Main Street from the depot (just outside the historic district) to accommodate the traffic generated by this commodities trade (Emrich 1991:n.p.). Despite efforts to establish another rail line through the community, the Cotton Belt remained Grapevine's principal link to external markets. Profits from the traffic generated by this trade fueled the Cotton Belt's prosperity for many of the ensuing decades.

Perhaps in response to these profits, in 1901 the Cotton Belt line constructed a new depot 20 feet from the centerline of the tracks in Grapevine (see Photo-20). One of three standard plans utilized by the carrier (Harris 1992:2), the building provided both passenger and freight services to Grapevine's citizens. In addition to office space and freight facilities, the plan incorporated racially segregated waiting rooms, as required by Texas' Jim Crow laws.

In 1902 the Farmers & Merchants Milling Company built a flour mill on the north side of the right-of-way in close proximity to the Cotton Belt depot. They soon added a spur line to facilitate transfers to and from the main line. The company's founders included six prominent Grapevine businessmen, including Wingate Lucas, Zeb Jenkins, Dr. Thomas Benton Dorris, Benjamin R. Wall,

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Charles Estill and George E. Bushong. Estill was a lumberman/builder, Dorris was a physician and Wall published the *Grapevine Sun*, while the remaining investors were downtown merchants and farmers with significant land holdings. Capitalizing on the interdependence of agriculture and retail commerce in the community, the partnership remained in effect until its purchase in 1936 by J. Kirby Buckner and W.D. Deacon (Deacon 1994:n.p.). During its operations, the flour mill provided a significant source of income for Grapevine farmers, as well as the merchants and professionals who provided services to their families.

During the first two decades of the 20th century, the Cotton Belt line experienced a steady increase in both its freight and passenger traffic. The company advertised its service as "the Best, Shortest and Quickest Line to the Old States" (*Grapevine Sun* 1901, Vol. 6, No. 11:n.p.). As early as 1901 it implemented significant upgrades in service to promote ridership by the general public. Advertisements for that year indicate that the line offered "both day and night trains equipped with comfortable Coaches and Reclining Chair Cars, [as well as] Parlor Cafe Cars by day and Pullman Sleepers at night" (*Grapevine Sun* 1901, Vol. 6, No. 11:n.p.). The carrier provided discounted fares for groups such as the Confederate Veterans so that they could travel at "Low Rates To Memphis for the Confederate Veteran Reunion" (*Grapevine Sun* 1901, Vol. 6, No. 16:n.p.). Despite its monopoly on local service, however, the Cotton Belt was not without its share of competition. The Texas & Pacific (T&P) also advertised in the local newspaper, offering "two Fast Trains Daily For St. Louis, Chicago and the East [as well as] a Direct Line to Arizona, New Mexico and California" to those Grapevine passengers willing to change trains and carriers in Dallas (*Grapevine Sun* 1901, Vol. 6, No. 16:n.p.).

The coincident growth of the local truck farming industry continued to steadily increase in response to the availability of rail shipping. Known in other parts of the country as market gardening or market farming, the term was used by Grapevine's farmers and merchants to describe production of commodity crops such as sweet potatoes and peanuts (McCallum 1996: personal communication). In 1927 the Cotton Belt line announced its plans to establish a "shipping and packing shed for the truck growers" participating in the region's burgeoning industry (*Grapevine Sun* 1927, Vol. 32, 1 September). Conducting a survey of non-cotton crop production earlier in that year, the rail line documented in excess of 500 acres of sweet potatoes and 1500 acres of peanuts planted on local farms. Even low yields would result in an estimated 50 to 60 carloads of sweet potatoes and 70 carloads of peanuts (valued at \$60,000) each year, in addition to other vegetable crops produced in the area. The Cotton Belt line publicly offered the assistance of its horticultural agent to link growers with buyers, provide crating and culling service for produce "at the cheapest price possible" and other attempts to spur growth in this market (*Grapevine Sun* 1927, Vol. 32, 1 September). These incentives greatly enhanced the developing industry so that it became a firmly established component of the local economy by the end of the decade.

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This expansion of Grapevine's truck farming industry increased vehicular traffic in the vicinity of the depot. In response, the Cotton Belt line sought the cooperation of Tarrant County to install a grade separation between the rail line and the highway into town. In 1928 they undertook construction of an underpass to "eliminate a bad grade crossing on the Grapevine Road about 400 yards west of the depot" (*Grapevine Sun* 1928, Vol. 33, No. 18:1). Described in the local newspaper as the "Cotton Belt Underpass" or the "Grapevine Pass," it was one of six bridge projects in the county constructed by the rail company that year. Estimated project costs of \$24,000 were to be borne equally by the rail company and the county, although the contract specified that the county would bear any cost overruns.

This project proved the last rail improvement in the community. Within two years the effects of the Great Depression, coupled with increased competition from automobiles and trucks, precipitated a dramatic decline in passenger and freight traffic. Correspondence between agents in Texas and the corporate offices in St. Louis during the period reveal the struggle to maintain ridership. In response to suggestions that the rail company improve passenger comfort by addressing heating and ventilation issues, the company indicated that:

with reference to the loss of passenger traffic, the matter of laying the dust is a [simple] problem as a great deal can be done to this end by using oil on the roadbed. [As] shops are working half time, it would not be possible to conduct any experiments [on heating and ventilation] as you suggest at this time. If conditions should improve, [we] would be glad to take the matter up with you further." (St. Louis Southwestern Railway Company 1930:n.p.).

Unfortunately, conditions continued to deteriorate and the decline in ridership prompted the Cotton Belt line to gradually withdraw from the Grapevine market. In 1930 the line discontinued regular passenger service to Fort Worth, running only one mixed (passenger and freight) train in either direction each day (Harris 1992:1). In 1932 it sold the line to the Southern Pacific system, although it continued to operate under the name of the Cotton Belt Route as a subsidiary of the larger carrier (Southern Pacific n.d.:n.p.). Southern Pacific responded to declining revenues by proposing to reconfigure the depot in Grapevine. This decision coincided with the community's plans to realign the congested intersection of Main Street, the highway and the tracks. The local newspaper reported the opposition to the rail company's plans, noting that:

if the two remaining sections were to be united, moving the east half west, the building would be placed squarely in the middle of Main Street. Consequently, several local citizens phoned and telegraphed W.G. Hazelwood, superintendent of the Cotton Belt Railroad, at Tyler, requesting that the entire structure be moved far enough east to

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allow the extension of Main Street. Mr. Hazelwood referred the proposition to the proper authorities in St. Louis, Missouri, and received permission to make the requested change. (*Grapevine Sun* 1937, n.p.)

As a result, the rail line reassembled the depot 125 feet east of Main Street, eliminating the middle 42 feet of the original facility (see Photo-21). The reconfigured facility continued to provide limited services to the community through the next two decades.

The section house remained in operation during this period, although the oral tradition of the descendants of foremen who occupied the section house portrays a bleak picture of life at the south end of Main Street. Typically between four and six section hands worked under the direction of the foreman for the Grapevine section (Miller 1991:n.p.). The rail company provided accommodations in the section house for foremen and their families, often including as many as ten children. Along with their crews, these foremen moved around the system frequently. One informant noted that his father served as a section hand in the east Texas towns of Commerce, Mount Pleasant and Tyler before his promotion to foreman at Redwater, Cookville, Pritchett, Bailey, Renner, Addison and finally Grapevine (Miller 1991:n.p.). Although the rail company typically provided housing for section foremen and their families, the same was not always true for the crews. More often than not, section hands rented dwellings in the towns in which they were based (Miller 1991:n.p.). Some of Grapevine's section hands apparently lived in small houses in the neighborhood just north of the mill complex and within easy walking distance of the section house (Crawford 1992:n.p.). While working on a rail section in the vicinity of nearby Addison, G.C. Miller was photographed in 1932 during the period (1919-45) that he worked for the Cotton Belt line. He reportedly was the last foreman to reside in the section house at Grapevine (Miller 1991:n.p.). Under Southern Pacific's management in the 1940s, section hands were alternatively housed in company trailers, allowing greater mobility that facilitated the maintenance of vaster sections of track. This trend resulted in the sale of the section house, which was moved to a rural location south of town.

Concerned with declining farm prices in the years leading up to the Great Depression, Grapevine's bankers and merchants preached crop diversity to area farmers through advertisements printed in the local newspaper. For example, the Tarrant County National Bank asserted that:

The one crop idea of farming is economically unsound [and] means failure to the tenant and landowner. For the mutual good of the entire citizenship of this Community, we urge and insist [that] every farmer diversif[y] in some manner. Raise hogs, cows, sheep, chickens. Plant different kinds of feed, barley, corn, oats, maize and hay crops. If you will adopt this plan, you will not need a bank for anything except to deposit your money (*Grapevine Sun* 1928: Vol. 33, 3 May).

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Heeding calls for agricultural diversification, local farmers created a well developed poultry industry by 1930. Advertisements in the *Grapevine Sun* indicate that poultry production began at least a decade earlier. Main Street businesses such as Wood & Simmons advertised poultry feeds for sale in the mid 1920s. In 1927 Wall Feed Store began distributing Purina poultry products, while W.D. Deacon was marketing his own brand by 1929. Deacon's small scale poultry operation just south of town led to his development of hand feed mixes for chicks hatched from eggs warmed by Buckeye incubators. By 1929 he was advertising his line of "Milk Fed Fryers" from the Deacon Chick Hatchery in the *Grapevine Sun*. Throughout the early 1930s his ads combined sales pitches with optimism in the face of the Great Depression. He suggested a way to "Beat Hard Times With Deacon Farm English Leghorns" while offering "Pullets for Sale. Egg prices are going up every day! The chicken business is the only one of the big five that is below a five year average. Now is the time to get in and reap the profits that are sure to come." (*Grapevine Sun* 1931, Vol. 36, No. 29:1). Deacon profited from a successful Main Street storefront as a retail outlet for his hatchery business over a four year period. He placed the following announcement on the front page of the local newspaper in 1932:

We have purchased the grinding mill and feed business formerly owned and operated by Mr. D.D. Wall. The feed business of the Deacon Chick Hatchery has also been taken over by us, and moved into the Wall buildings. One of the buildings will be remodeled soon to accommodate the operations of the Deacon Chick Hatchery. It will be our purpose to serve the feed patrons of Grapevine and surrounding towns and communities with all kinds of modern feeds for all kinds of livestock and poultry. Bring in your roughage, grain, corn, oats and peanuts and have them ground. It is the economy method of feeding your animals (Deacon 1994:n.p.).

Deacon renamed the Wall buildings, operating under the Grapevine Feed Company logo. By 1936 he formed a partnership with J. Kirby Buckner to purchase the former Wood & Simmons Feed Store, as well as the Farmers & Merchants Milling Company. Renaming the complex the B&D Mills, the new partnership converted it into a feed manufacturing facility. Deacon bought Buckner out in 1938, embarking within a year on an expansion campaign that added new storage and distribution facilities to the complex to accommodate the growing sacked feed business. The feed business expanded dramatically in subsequent years, especially during the war. In particular, the company profited from annual increases in farm quotas issued by the Federal government between 1942 and 1945. Advertisements in the local newspaper reflected the war's impact on the local economy, noting that "Sea Power in Manamar supplies the hard-to-get essentials: fish proteins, food, minerals and vitamins, including entire Vitamin B complex. These are the factors which furnish Strength-Stamina-Power for maximum wartime production of livestock and poultry" (*Grapevine Sun* 1943, Vol. 47, 17 April).

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The local poultry industry continued to expand during the post war period, exceeding 125 poultry farms in operation within a 50-mile radius of the mill within five years. To meet the growing demand for its products, Deacon undertook a series of expansions that facilitated delivery of agricultural feeds in bulk quantities. Beginning with steel grain storage tanks added to the complex at the war's end in 1945, this innovative effort culminated in conversion to an electronic manufacturing process in 1956 that received national publicity. This campaign added a manufacturing tower and an office building adjacent to the east warehouse. The feed store was expanded to service the retail trade in 1959. The last major additions to the facility were made in 1969 and 1970 when 12 soft stock ingredient bins and bulk load out bins for rail distribution were installed (Deacon 1995:2). These changes coincided with the transition by Grapevine area farmers from cotton to grain production. The mill served as the principal consumer of local grain production to manufacture its line of feeds during this period, becoming a national leader in the field (*Feed Age*: January 1959, 28). Innovative approaches to the mixing and distribution of poultry feeds led the mill to provide bulk feed products to the trade for the first time in Texas (Deacon 1986:n.p.). At the height of its production during the decade, the manufacturing facility processed a minimum of 20 tons of feed every hour (*Feed Age*: January 1959, 29). Its feed sales territory ranged from Nacogdoches on the east and Wichita Falls on the west, to Falfurrias on the south and Shawnee, Oklahoma on the north (McCallum 1996: personal communication). In addition, the company expanded into the production of turkeys during this period, becoming one of Texas' largest contract turkey producers. It typically produced between 500,000 and 900,000 birds annually for the Fort Worth Poultry and Egg Company, a subsidiary of the Armour meat packing conglomerate. Also during this period, the company initiated experimental research in feed formulations for the production of eggs, broilers and turkeys. Participating in a variety of contract research programs for companies such as Phizer, Monsanto and A.E. Staley, it successfully conducted studies on turkey breeder antibiotic levels, synthetic levels of the amino acid Methionine, and the effect of caloric content on Fatty Liver Syndrome. The mill served as Grapevine's largest employer throughout the postwar period, providing a vital base for the local economy (Deacon 1995:2). Rising transportation costs, abandonment of the Cotton Belt facilities and redevelopment of agricultural lands prompted by the construction of the Dallas-Fort Worth International Airport ultimately prompted the sale and closure of the feed mill in 1973, however.

Further reflecting the impact of these changes, Southern Pacific's divestment strategy accelerated after the close of the historic district's period of significance. As previously noted, the sale of the section house in the mid 1950s removed the building from its historic location along the right-of-way. Its subsequent use as a rural single family dwelling led to a series of additions and alterations at its new setting. This same period witnessed the sale and transfer of portions of the right-of-way by the rail company. Changes to the depot accelerated in the 1960s, as sections housing the packing sheds, waiting rooms and offices were demolished, leaving only a freight room and telegrapher's office (St. Louis Southwestern Railway Company 1969:n.p.). The company officially

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## National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section 8 Page 15

abandoned the facility in 1974, transferring ownership to the City of Grapevine. The surviving segment was moved to a new site in a nearby community park. In 1992 the Grapevine Heritage Foundation led the move to reinvigorate this area by returning the depot to its 1937 location along the tracks. The foundation acquired the entire original tract from the Southern Pacific system, conducting archaeological and documentary research to determine an appropriate location for the depot. At the same time, the section house was also acquired and returned to its original site. Following intensive interior and exterior restorations of the depot in 1995 and the section house in 1996, the foundation turned the facilities into a museum complex focused on the area's history. In addition, the depot once again serves its historic function as a terminal for daily steam-powered rail service, this time for passenger excursions from nearby communities. This heritage tourism experience recently prompted the owners of the B&D mill to undertake sensitive restoration of their facility through the Investment Tax Credit program.

These positive changes are returning the vitality to the community's historic transportation focus. The district embraces the architecturally and historically significant buildings most closely associated with transportation's role in the development of Grapevine's vibrant agrarian economy. As they once again reflect the character established during the period of significance through such sensitive restoration as historic depot and section house projects, the district complies with the guidelines established for Criteria Consideration B. The exceptional significance of the development of modern agri-businesses in the district during the post war period also conforms to guidelines established for Criteria Consideration G. This cohesive collection of vernacular commercial, industrial and rail related buildings and structures is therefore nominated for listing in the National Register under Criteria A and C at the local level of significance.

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National Park Service

## National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

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Grapevine, Tarrant County, Texas

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**10. GEOGRAPHICAL DATA**

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**ACREAGE OF PROPERTY:** approximately 13.7 acres

**UTM REFERENCES**

	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING	
1	14	679320	3645440	2	14	680060	3645440
3	14	680060	3645280	4	14	679320	3645220

**VERBAL BOUNDARY DESCRIPTION**

(see continuation sheet 10-18)

**BOUNDARY JUSTIFICATION**

(see continuation sheet 10-18)

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**11. FORM PREPARED BY (with assistance from Bruce Jensen, THC Architectural Historian)**

---

**NAME/TITLE:** Stan Solamillo (Architectural Historian)

**ORGANIZATION:** ArchiTexas

**DATE:** November 1996/July 1997

**STREET & NUMBER:** 1907 Marilla

**TELEPHONE:** (214)748-4561

**CITY OR TOWN:** Dallas

**STATE: TX ZIP CODE:** 75201

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**ADDITIONAL DOCUMENTATION**

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**CONTINUATION SHEETS**

**MAPS (see continuation sheet Map-19)**

**PHOTOGRAPHS (see continuation sheet Photo-20 through Photo-24)**

**ADDITIONAL ITEMS**

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**PROPERTY OWNER**

---

**NAME:** List on file with the Texas Historical Commission

**STREET & NUMBER:** 1511 Colorado

**TELEPHONE:** (512)463-6006

**CITY OR TOWN:** Austin

**STATE: TX ZIP CODE:** 78701

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## National Register of Historic Places Continuation Sheet

Section 10 Page 18

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

### VERBAL BOUNDARY DESCRIPTION

Beginning at the centerline of the intersection of South Dooley and East Hudgins streets, proceed west along the centerline of Hudgins Street, crossing South Main Street and continuing in a southwesterly direction along the centerline until intersecting the right-of-way at the St. Louis Southwestern Railroad bridge, at which point the boundaries jog westward to include the western concrete support pier of the bridge before returning to the street's centerline and continuing southwesterly to its intersection with West Dallas Road. Thence continue east to the centerline of West Dallas Road's intersection with South Main Street, thence proceed north along the centerline of South Main Street to its intersection with the railroad right-of-way. Thence proceed east to the intersection with South Dooley Street, thence north along its centerline to the point of beginning.

### BOUNDARY JUSTIFICATION

The district includes a cohesive collection of historic industrial and rail related properties. The district boundaries include the original railroad right-of-way and all land previously purchased, sold or leased by three historic carriers including the SLA&S, SSW and SP rail lines. The district's northern boundary stops at the point where Main Street historically featured residential properties. During the 1960s and 1970s, these dwellings were razed for the construction of modern commercial buildings that do not participate in the character of the community's historic industrial core.

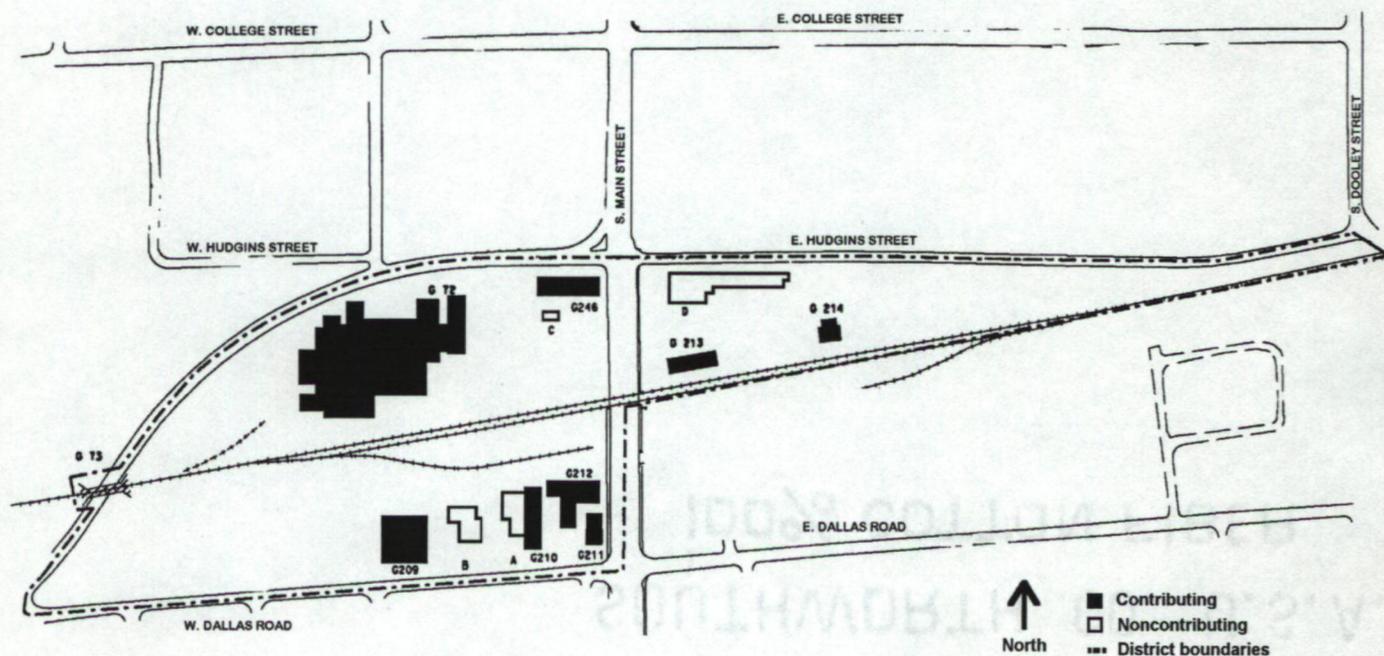
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# National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section MAP Page 19

MAP SHOWING CONTRIBUTING AND NONCONTRIBUTING RESOURCES



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section PHOTO Page 20

HISTORIC VIEW OF COTTON BELT DEPOT, c.1915  
(SOURCE: GRAPEVINE HERITAGE FOUNDATION)



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## National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section PHOTO Page 21

HISTORIC VIEW OF COTTON BELT DEPOT, c.1941  
H.D. CONNER, PHOTOGRAPHER  
(SOURCE: GRAPEVINE HERITAGE FOUNDATION)



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## National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section PHOTO Page 22

HISTORIC VIEW OF COTTON BELT FOREMAN G.C. MILLER WITH SECTION HANDS ON PUMPER CAR, 1932  
(SOURCE: MILLER FAMILY COLLECTION, AUSTIN, TEXAS)



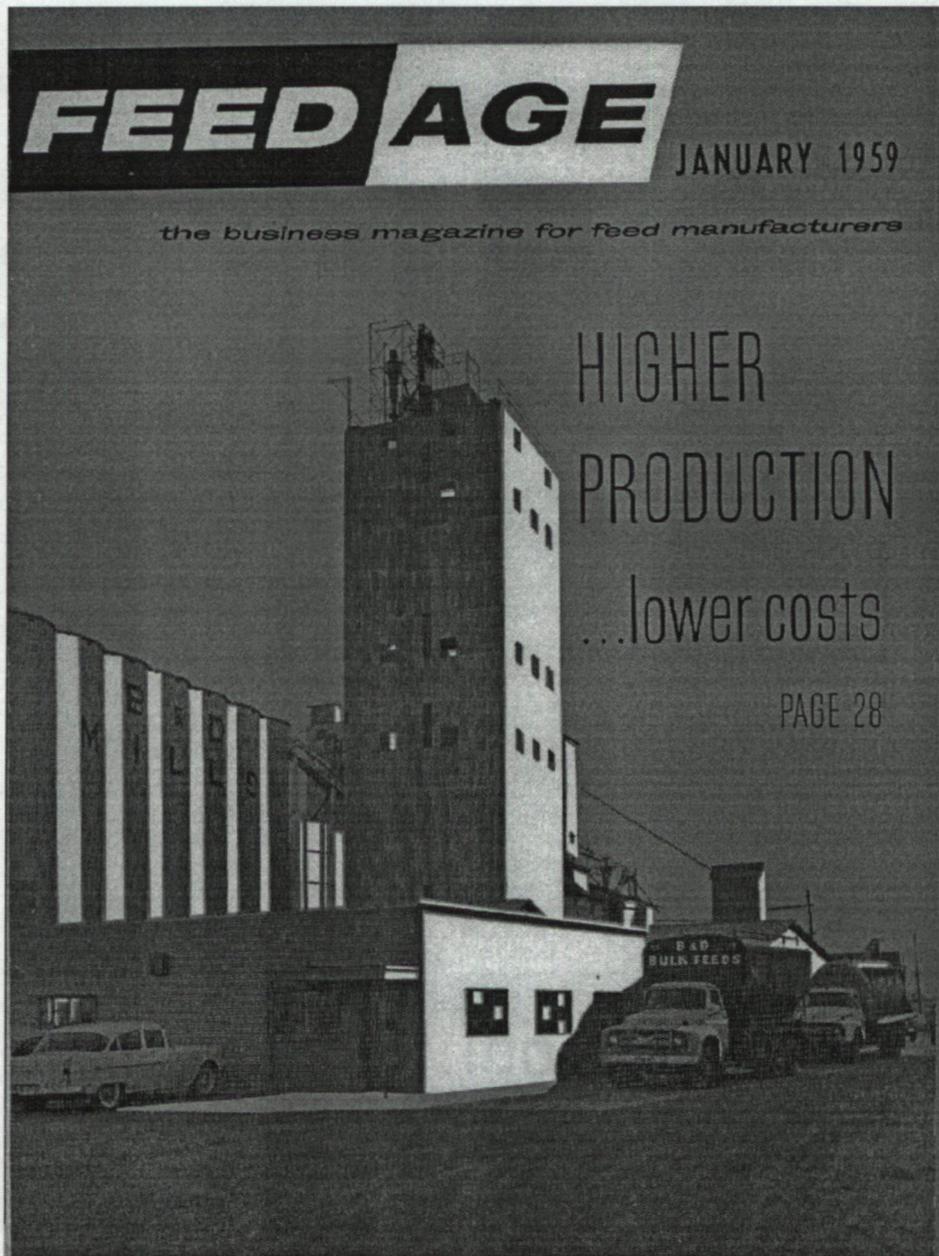
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# National Register of Historic Places Continuation Sheet

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section PHOTO Page 23

HISTORIC VIEW OF B&D MILLS, c.1959  
(SOURCE: *FEED AGE: THE BUSINESS MAGAZINE FOR FEED MANUFACTURERS*)



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**National Register of Historic Places  
Continuation Sheet**

Cotton Belt Railroad Industrial Historic District  
Grapevine, Tarrant County, Texas

Section PHOTO Page 24

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**PHOTO INVENTORY**

COTTON BELT RAILROAD INDUSTRIAL HISTORIC DISTRICT  
GRAPEVINE, TARRANT COUNTY, TEXAS

STAN SOLAMILLO - PHOTOGRAPHER

MAY 1996 (EXCEPT AS NOTED)

ORIGINAL NEGATIVES ON FILE WITH THE GRAPEVINE HERITAGE FOUNDATION

PHOTO 1 - Cotton Belt Railroad Overpass, Highway 26, camera facing southwest

PHOTO 2 - B&D Mills, oblique view of north and east elevations, camera facing southwest,  
September 1995 (before fire)

PHOTO 3 - B&D Mills, view of north elevation, camera facing south, (after fire)

PHOTO 4 - B&D Mills, view of south and east elevations, camera facing northwest, (after fire)

PHOTO 5 - Feed Store, 700 South Main, oblique view of north and east elevations, camera facing  
southwest

PHOTO 6 - Industrial property at 208 West Dallas, oblique view of south and east elevations, camera  
facing northwest

PHOTO 7 - Industrial property at 500 West Dallas, oblique view of south and east elevations, camera  
facing northwest

PHOTO 8 - Cotton Belt Railroad depot and section house, oblique view of south and west elevations,  
camera facing northeast

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Cotton Belt Railroad Industrial Historic District  
NAME:

MULTIPLE Grapevine MPS  
NAME:

STATE & COUNTY: TEXAS, Tarrant

DATE RECEIVED: 8/08/97 DATE OF PENDING LIST: 8/18/97  
DATE OF 16TH DAY: 9/03/97 DATE OF 45TH DAY: 9/22/97  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97001109

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

     ACCEPT      RETURN      REJECT                      DATE

ABSTRACT/SUMMARY COMMENTS:

District reflects the evolution of Grapevine's development as  
a transportation hub for the region's agrarian  
economy and center of agricultural  
processing industries. Period of significance extends  
from the introduction of rail service in 1888  
to the rise of modern agri-business in the Post-  
war period, closing in 1956 when ~~the~~ <sup>and conversion to electronic processing,</sup> inno-  
vations in storage of agricultural feeds for which  
Grapevine gained nat'l  
publicity, were completed.

RECOM./CRITERIA A+C Accept 3/6 justified.

REVIEWER J McClelland DISCIPLINE History

TELEPHONE 343-9544 DATE 9/1/97

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



COTTON BELT RAILROAD OVERPASS, HWY. 26  
COTTON BELT RAILROAD INDUSTRIAL H. D.  
GRAPEVINE, TARRANT CO., TEXAS

PHOTOGRAPH 1 of 8



B&D MILLS  
COTTON BELT RAILROAD INDUSTRIAL H.D.  
GRAPEVINE, TARRANT CO., TEXAS  
PHOTOGRAPH 2 of 8



B&D MILLS

COTTON BELT RAILROAD INDUSTRIAL H.D.

GRAPEVINE, TARRANT CO., TEXAS

PHOTOGRAPH 3 of 8



B & D MILLS  
COTTON BELT RAILROAD INDUSTRIAL H.D.  
GRAPEVINE, TARRANT CO., TEXAS

PHOTOGRAPH 4 of 8



MASTER MADE FEED

MAX

NATURAL CHOICE

MAX

NATURAL CHOICE

Bill-Jac

FEED STORE

COTTON BELT RAILROAD INDUSTRIAL H.D.

GRAPEVINE, TARRANT CO., TEXAS

PHOTOGRAPH 5 of 8



INDUSTRIAL PROPERTY AT 208 WEST DALLAS  
COTTON BELT RAILROAD INDUSTRIAL H.P.  
GRAPEVINE, TARRANT CO., TEXAS  
PHOTOGRAPH 6 of 8



INDUSTRIAL PROPERTY AT 500 WEST DALLAS  
COTTON BELT RAILROAD INDUSTRIAL H.D.  
GRAPEVINE, TARRANT CO., TEXAS  
PHOTOGRAPH 7 of 8



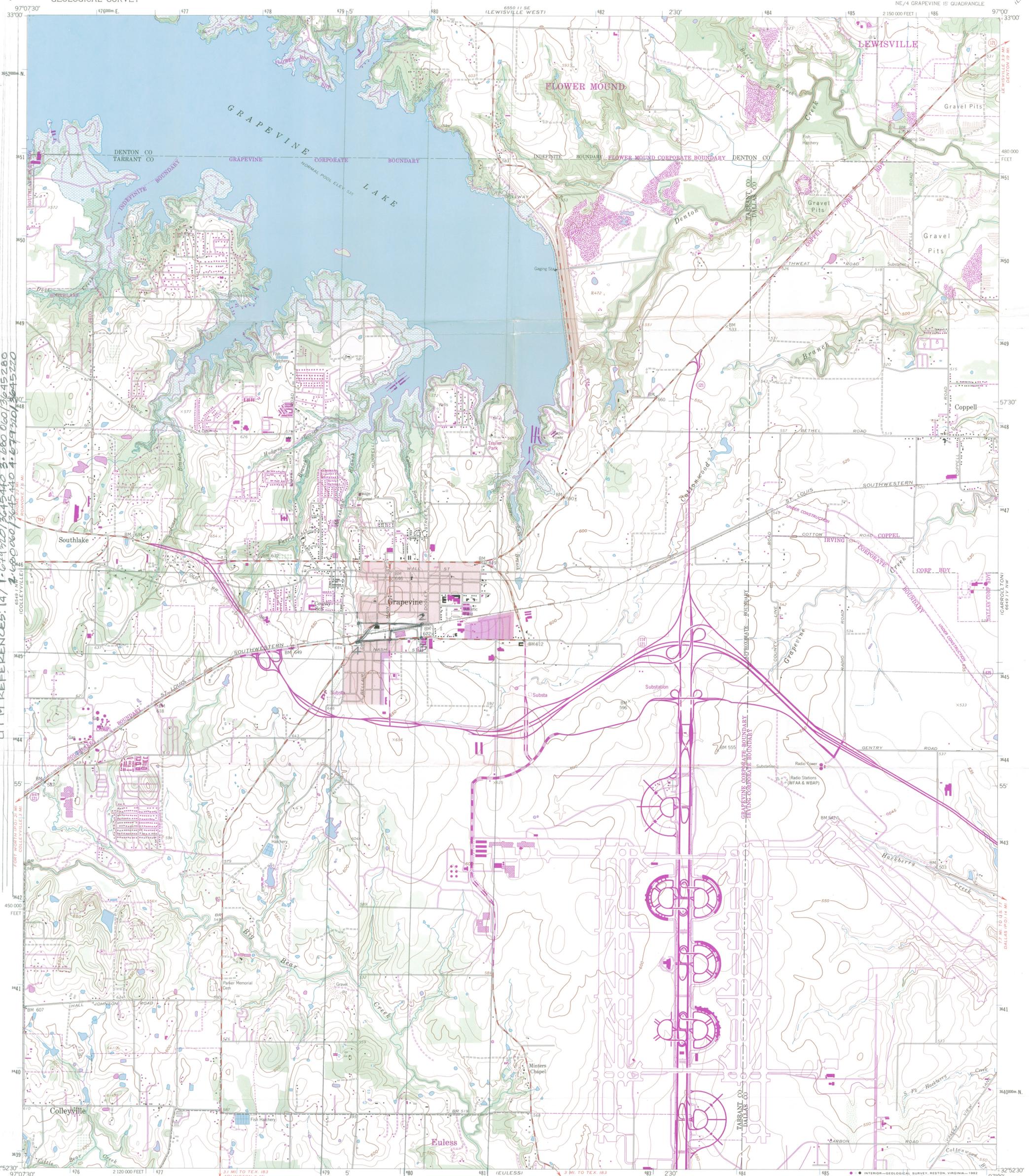
GRAND BLDG. 71-10  
- GRAPEVINE -  
GRAND BLDG. 71-10

VISITOR  
INFORMATION  
CENTER  
→

COTTON BELT RAILROAD DEPOT  
COTTON BELT RAILROAD INDUSTRIAL H.D.

GRAPEVINE, TARRANT CO., TEXAS

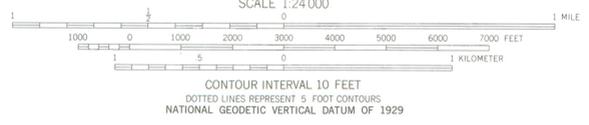
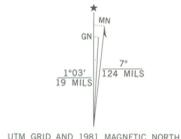
PHOTOGRAPH 8 of 8



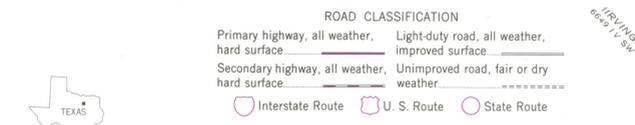
COTTON BELT RAILROAD INDUSTRIAL HISTORIC DISTRICT  
TRACED ALONG RAILROAD RIGHT-OF-WAY ROUGHLY BOUNDED BY HUDKINS, DOOLEY, DALLAS  
GRAPEVINE, TARRANT CO., TEXAS  
UTM REFERENCES: 14 / 1-679920 / 364540 3-680 060 / 3645 280  
4-680060 / 3645 10 4-679910 / 3645 220

Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial photographs  
Aerial photographs taken 1956. Field checked 1959  
Polyconic projection. 10,000-foot grid ticks based on Texas coordinate system,  
north central zone. 1000-meter Universal Transverse Mercator grid ticks,  
zone 14, shown in blue. 1927 North American Datum  
To place on the predicted North American Datum 1983 move the projection lines  
10 meters south and 27 meters east as shown by dashed corner ticks  
Red tint indicates area in which only landmark buildings are shown  
Areas covered by dashed light-blue pattern are subject to  
controlled inundation. Maximum pool elevation 560  
Revisions shown in purple and woodland compiled from  
aerial photographs taken 1978 and other sources. This  
information not field checked. Map edited 1981  
Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



GRAPEVINE, TEX.  
NE/4 GRAPEVINE 15 QUADRANGLE  
N3252.5-W9700/7.5  
1959  
PHOTOREVISED 1981  
DMA 6549 1 NE-SERIES V882

3297-444