A Resolution

NO. 2016-3

SUPPORTING FURTHER INVESTIGATION INTO THE HISTORICAL SIGNIFICANCE AND INTEGRITY OF THE STOP SIX AREA

WHEREAS, a portion of the Stop Six neighborhood, known as Stop Six: Sunrise Edition, was established as a Historic and Cultural Landmark District ("HC District") by the Fort Worth City Council on May 15, 2007;

WHEREAS, in June 2016, amidst concerns surrounding the eligibility of the Stop Six: Sunrise Edition as a HC District, the Fort Worth City Council directed the Historic Preservation Officer to prepare and submit, on its behalf, an application for the removal of the HC District designation from the Stop Six: Sunrise Edition;

WHEREAS, at its July 2016 hearing to consider removal of the HC District designation, the City of Fort Worth Historic and Cultural Landmarks Commission delayed the case by one month and directed staff to provide additional information pertaining to the Stop Six: Sunrise Edition;

WHEREAS, at its August 2016 hearing, the City of Fort Worth Historic and Cultural Landmarks Commission reviewed a preliminary assessment undertaken by staff regarding the significance, integrity, and eligibility of the Stop Six: Sunrise Edition for HC District designation in its current form and expressed a desire for staff to further assess the contributing status of historic resources within the broader Stop Six area, including the current Stop Six: Sunrise Edition, with consideration as to whether a potential historic district or districts would be eligible for designation;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FORT WORTH HISTORIC AND CULTURAL LANDMARKS COMMISSION:

That staff, as adequate resources permit, collaborate with the Stop Six and preservation community to further assess the significance and integrity of the Stop Six area, the contributing status of historic resources and undeveloped lands, and whether a potential historic district or districts would be eligible for designation.

Adopted this _____day of _____ 2016.

By: _____
Gannon Gries, Chair

FORT WORTH

A Resolution

NO. _____

SUPPORTING THE NOMINATION OF THE JENNINGS-VICKERY AREA TO THE NATIONAL REGISTER OF HISTORIC PLACES AS A HISTORIC DISTRICT

WHEREAS, the Jennings-Vickery Historic area includes an area roughly bounded by West Vickery Boulevard, Hemphill Street, West Daggett Avenue, and St. Louis Avenue, and includes that portion of Jennings Avenue north to West Lancaster Avenue to include the rights-of-ways and retaining walls for the Jennings Avenue Underpass;

WHEREAS, the Jennings-Vickery area contains sixteen contributing buildings, two contributing objects, one contributing structure, three noncontributing buildings, and one noncontributing object;

WHEREAS, the period of significance is from 1907 to 1966, with the earlier date corresponding to the construction of the oldest extant resources in the district and the later date corresponding with the National Register's 50-year criterion and recognizing the proposed district's continued significance as an apparel manufacturing center;

WHEREAS, in the 1920s and 1930s, Justin Boot Factory and Williamson-Dickie Manufacturing Company located to the district and became internationally known for their products;

WHEREAS, the Jennings-Vickery area is eligible for the National Register of Historic Places at the local level of significance under Criterion A in the field of Industry because it is a property associated with events that have made a significant contribution to the broad patterns of our history;

WHEREAS, contributing structures located in a National Register Historic District can use the State Historic Tax Credit and the Federal Historic Tax Credit as an economic development tool;

WHEREAS, on September 12, 2016**,** the Historic and Cultural Landmarks Commission adopted a resolution recommending that the Fort Worth City Council support the designation of the Jennings-Vickery Historic area on the National Register of Historic Places; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, TEXAS:

That the City of Fort Worth supports the designation of the Jennings-Vickery area to the National Register of Historic Places as a historic district.

Adopted this _____day of _____ 2016.

FORT WORTH

ATTEST:

By: _____

Mary Kayser, City Secretary

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NPS Form 10-900 OMB No. 1024-0018

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

1. Name of Property

Historic Name: Jennings-Vickery Historic District
Other name/site number: NA
Name of related multiple property listing: NA

2. Location

Street & number: Roughly bounded by W. Vickery Blvd, St. Louis Ave, W. Daggett Ave, and Hemphill St., plus Jennings Avenue Underpass
City or town: Fort Worth State: Texas County: Tarrant
Not for publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register criteria.

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

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

State Historic Preservation Officer
Signature of certifying official / Title **Date**

Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

Signature of commenting or other official **Date**

State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register.
___ removed from the National Register
___ other, explain: _____

Signature of the Keeper **Date of Action**

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5. Classification

Ownership of Property

x	Private
	Public - Local
	Public - State
	Public - Federal

Category of Property

	building(s)
x	district
	site
	structure
	object

Number of Resources within Property

Contributing	Noncontributing	
14	3	buildings
0	0	sites
1	0	structures
0	1	objects
15	4	total

Number of contributing resources previously listed in the National Register: 4

6. Function or Use

Historic Functions: INDUSTRY/PROCESSING/EXTRACTION: manufacturing; COMMERCE/TRADE: specialty store; COMMERCE/TRADE: business; DOMESTIC: multiple dwelling

Current Functions: INDUSTRY/PROCESSING/EXTRACTION: manufacturing; COMMERCE/TRADE: business; COMMERCE/TRADE: restaurant; DOMESTIC: multiple dwelling; WORK IN PROGRESS

7. Description

Architectural Classification: Other: One-part Commercial Block; Other: Two-Part Commercial Block; Late 19th and Early 20th Century American Movements: Prairie School

Principal Exterior Materials: Brick, Concrete, Concrete

Narrative Description (see continuation sheets 7 through15)

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8. Statement of Significance

Applicable National Register Criteria

x	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
	B	Property is associated with the lives of persons significant in our past.
	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
	D	Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations: NA

Areas of Significance: Industry

Period of Significance: 1907-1966

Significant Dates: 1907, 1909, 1910, 1911, 1924, 1927-29; 1939; 1946

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

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

Architect/Builder: Unknown; Butcher and Sweeney, builder, Davis, C.M., builder; Guinn,?, builder

Narrative Statement of Significance (see continuation sheets 16 through 23)

9. Major Bibliographic References

Bibliography (see continuation sheet 24)

Previous documentation on file (NPS):
- x preliminary determination of individual listing (36 CFR 67) has been requested. *(Approved 1/29/2016)*
- _ previously listed in the National Register
- _ previously determined eligible by the National Register
- _ designated a National Historic Landmark
- _ recorded by Historic American Buildings Survey #
- _ recorded by Historic American Engineering Record #

Primary location of additional data:
- x State historic preservation office (*Texas Historical Commission*, Austin)
- x Other state agency Texas Department of Transportation
- _ Federal agency
- _ Local government
- _ University
- _ Other -- Specify Repository:

Historic Resources Survey Number (if assigned): NA

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10. Geographical Data

Acreage of Property: approximately 15.3 acres

Coordinates

Latitude/Longitude Coordinates (use decimal degree format)

Datum if other than WGS84: N/A

	Latitude	Longitude
1.	32.742162°	-97.331537°
2.	32.743566°	-97.331467°
3.	32.746615°	-97.330427°
4.	32.746623°	-97.330148°
5.	32.744361°	-97.329002°
6.	32.743659°	-97.328767°
7.	32.742129°	-97.328759°

Verbal Boundary Description: See continuation page 25

Boundary Justification: See continuation page 25

11. Form Prepared By

Name/title: Susan Allen Kline, Consultant for 117 St. Louis LLC
Organization: NA
Street & number: 2421 Shirley Avenue
City or Town: Fort Worth State: Texas Zip Code: 76104
Email: sskline@sbcglobal.net
Telephone: 817-921-0127
Date: June 10, 2016

Additional Documentation

Maps (see continuation sheet 26 through 31)

Additional items (see continuation sheets 32 through 35)

Photographs (see continuation sheet 36 through 43)

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Photographs
Jennings-Vickery Historic District
Fort Worth, Tarrant County, Texas
Photographed by Susan Allen Kline
Date Photographed: as noted

Photo 1
Jennings Avenue Underpass, August 18, 2015, looking south

Photo 2
Jennings Avenue Underpass, August 5, 2015, looking north

Photo 3
Jennings Avenue Underpass, August 5, 2015, looking northeast at approach to tunnel from West Vickery Boulevard

Photo 4
400 W. Vickery Boulevard, June 9, 2016, looking northwest

Photo 5
409 W. Vickery Boulevard, July 30, 2015, looking southeast

Photo 6
507 W. Vickery Boulevard, August 8, 2015, looking southeast

Photo 7
507 W. Vickery Boulevard (gate & cafeteria building) and 521 W. Vickery Boulevard, looking southeast

Photo 8
120, 112, and 110 St. Louis Avenue (left to right), June 9, 2016, looking southwest

Photo 9
202-08 St. Louis Avenue (historically, 120 St. Louis Avenue currently), August 18, 2015, looking southwest

Photo 10
406-10 W. Daggett Avenue and 210-14 St. Louis Avenue (left to right) and hitching post at corner, January 26, 2012, looking northwest

Photo 11
101 S. Jennings Avenue, July 30, 2015, looking southeast

Photo 12
117, 121, 125 S. Jennings Avenue (left to right), July 30, 2015, looking northeast

Photo 13
200 S. Jennings Avenue, July 30, 2015, looking southwest

Photo 14
207 and 217 S. Jennings Avenue (left to right), July 30, 2015, looking northeast

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Photo 15
610 W. Daggett Avenue, June 9, 2016, looking northeast

Photo 16
Jarvis Street from Hemphill Street (rear of Williamson-Dickie Manufacturing Co. on left and rear of Justin Boots Co. Building on right), June 9, 2016, looking east

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

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

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Narrative Description

The Jennings-Vickery Historic District is located just south of downtown Fort Worth and Interstate 30. It is primarily composed of three blocks organized along South Jennings Avenue, a north/south arterial that links the Near Southside to downtown, and West Vickery Boulevard. The latter street runs east/west and is one of the primary connections to the city's east side. The district is characterized by One- and Two-Part Commercial Blocks that vary from one-story to four-stories in height and were constructed of brick, brick and reinforced concrete, and concrete block between 1907 and 1953. Within the district are four buildings that historically were associated with apparel manufacturing; two of the buildings retain this association. Connecting the district to downtown is the impressive Jennings Avenue Underpass, constructed of reinforced concrete and designed with long approaches and a tunnel that carry traffic underneath the former Texas & Pacific railroad tracks which continue to function as one of the nation's major rail corridors. Most of the resources within the district were constructed during the period of significance (1907-1966). The district consists of sixteen contributing buildings (two were previously listed on the National Register), two contributing objects (previously listed on the National Register), one contributing structure, three noncontributing buildings and one noncontributing object.

Jennings-Vickery Historic District

The Jennings-Vickery Historic District takes its name from two major streets within the district. South Jennings Avenue runs north-south through the center of the district and serves to connect the Southside with downtown Fort Worth. West Vickery Boulevard is located to the south of the former Texas & Pacific (T&P) tracks (later part of the Union Pacific Railroad line). It forms portions of the north boundary of the district. The tracks and the T&P's reservation have traditionally served as a boundary between downtown Fort Worth and the city's Southside. The boundary between the two areas was further entrenched by the construction of the East-West Freeway (now Interstate 30) in the post-World War II era as the freeway followed the alignment of the tracks. The 1931 Jennings Avenue Underpass and its approaches connect the Jennings-Vickery Historic District and the Southside with the Central Business District.

The blocks within the district include portions of two additions platted in the late 1800s which account for the differences in the size of the blocks, the slight jog in West Vickery Boulevard at its intersection with South Jennings Avenue, and the fact that Jarvis Street terminates at the west side of South Jennings Avenue. The block on the east side of South Jennings Avenue is Block 1 of the Smith, Jones & Daggett Addition. The two blocks on the west side of South Jennings Avenue consist of Blocks 1 and 18 of the South Jennings Addition. A portion of the east side of Block 1 was subdivided and is known as the Smith & Meade Subdivision, Block 1. Also included in the district is a portion of the former T&P reservation that was platted as the Service Life Insurance Co. Block Addition and includes a warehouse building constructed c. 1951-52 as part of a larger warehouse facility that was leased to the federal government (see Map 6). The Jennings Avenue Underpass is at the north end of the district. Its right-of-ways stretch from West Lancaster Avenue south to include the concrete overpass at the intersection of South Jennings Avenue and West Vickery Avenue as well as the right-of-way and approach on West Vickery Boulevard west of South Jennings Avenue.

The blocks and their corresponding lots followed the traditional grid pattern of the era. The designs of the commercial and industrial buildings that were constructed on these blocks were influenced by the geometric pattern of the lots, with most of the buildings constructed with a rectangular massing to fill the width of a single or double lot. Sanborn Maps for Fort Worth from 1910 and 1951 indicate that none of the blocks were completely built out, leaving open spaces between buildings (see Maps 4 and 5). This pattern remains. In addition, the lots comprising the Smith & Meade Subdivision (fronting the west side of South Jennings Avenue between West Vickery Boulevard and Jarvis Street) now functions as a parking area for the Williamson-Dickie Manufacturing Company. Historically, there were a few commercial buildings clustered at the north end of the subdivision but they are no longer extant. In addition, most of West Daggett Avenue between Hemphill Street and South Jennings Avenue is used as a private street for the Justin Boot Company and is not open to the public.

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The buildings within the district are mostly One- and Two-part Commercial Blocks constructed of brick, brick and reinforced concrete, or concrete block, and were constructed between 1907 and 1953. They range from one- to four-stories. Some buildings share an association with the apparel industry. There are two large multi-story manufacturing facilities that dominate the west side of the district. The two-story, red brick Justin Boot Factory was originally built in 1911 for a printing and lithography company. The boot factory moved to the site in 1939. The four-story, red brick and reinforced concrete Williamson-Dickie Manufacturing Company Building was originally constructed in 1924 with three stories and later expanded. A three-story brick and concrete former garment factory is located on the east side of the district on St. Louis Avenue. It was constructed as a two-story building in 1927 and a third floor added in 1929. The Markeen Apartments are located at the southeast corner of the district and consist of two Prairie School-inspired buildings constructed in 1910 and along with two hitching posts were listed on the National Register in 2001. The north and south ends of the east side of South Jennings Avenue each have a three-story Two-part Commercial Block constructed in 1907. Their first floors were devoted to commercial functions and the upper stories were used for apartments and a hotel.

For the past two decades, Fort Worth's Near Southside has been undergoing revitalization. Entrepreneurs and developers are finding new uses for existing buildings. This is happening on St. Louis Avenue on the east side of the proposed district. New buildings, especially apartment complexes and medical offices, are being constructed elsewhere on the Near Southside. To the west of the district and primarily south of West Vickery Boulevard is a small concentration of one- and two-story commercial and industrial buildings primarily constructed from the early 1900s to the 1950s, as well as the Stephen F. Austin Elementary School (1892, 1909, 1958, NR 1983). The latter is Fort Worth's oldest surviving school and now serves as the headquarters of the Williamson-Dickie Company (as mentioned, the company's historic factory is within the boundaries of the district). The area south of the Jennings-Vickery Historic District is characterized by large parking lots. Further south along Broadway Avenue is the imposing Broadway Baptist Church complex (1922, 1940, 1949-52, and 1961) and the former Temple Beth-El building (1919-20; 1946-48). Originally, it was home to a Jewish congregation but now houses a church. A five-story apartment building with a six-story parking garage is being constructed on the west side of South Jennings Avenue across the street from Broadway Baptist Church. The block immediately east of the district largely consists of vacant lots.

Several National Register-listed properties are near the proposed Jennings-Vickery Historic District. Flanking the north approaches to the Jennings Avenue Underpass are the U. S. Post Office at 251 W. Lancaster Avenue (east side, constructed 1930, NR 1985) and the Texas & Pacific Warehouse at Jennings Avenue and West Lancaster Avenue (west side, constructed 1930-31, NR 1978). Two blocks to the east of the district is the Fort Worth Recreation Building at 217 West Vickery Boulevard (1927, NR 2014) and four blocks to the east is the South Main Historic District, a two-block area of One- and Two-part Commercial Blocks constructed between 1909 and 1946 (NR 2009). Other nearby National Register properties include the Miller Manufacturing Company Building (a 1911 garment factory, NR 2010), Fort Worth Warehouse & Transfer Building (1913-1915, NR 2013), and the previously mentioned Stephen F. Austin School.

Methodology

In consultation with the Texas Historical Commission, the consultant delineated the boundaries of the Jennings-Vickery Historic District based on the highest concentration of buildings associated with the apparel industry. The architectural and historic integrity of each resource was evaluated in the field and through research. Two buildings were determined to have lost integrity due to alterations. One building and one object were constructed after the period of significance and are classified as noncontributing. Construction dates of resources were determined through tax records, Sanborn Fire Insurance Company Maps, photographs (including aerial photographs), primary sources such as newspapers and magazines, files of the Preservation Resource Center at Historic Fort Worth, Inc., and secondary sources.

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Typically, a historic district derives its significance through the consideration of its components as a collection, not as independent resources. Characteristics such as association, a shared era of construction or development, size, scale, massing, design, materials, and the physical relationship of the components to each other are what give a district its cohesiveness. As such, alterations to individual resources within a historic district have a less deleterious effect on the collection as opposed to similar alterations on a single resource listed on, or eligible for listing on the National Register. Buildings within the Jennings-Vickery Historic District were determined to be contributing if they retained strong character-defining features such as scale, massing, and materials that were present during the period of significance. Paint or stucco applied to brick was not considered to be a detrimental alteration as it was often done as a continuation of the "modernization" process. Infill or blockage of transoms, replacement of windows, and alterations to storefronts were generally regarded as acceptable as these alterations are a common occurrence to the type of buildings found within the district and in many cases can be easily reversed.

The Jennings-Vickery Historic District contains sixteen contributing buildings, two contributing objects, one contributing structure, three noncontributing buildings, and one noncontributing object. The two buildings that comprise the Markeen Apartments and two associated hitching posts were previously listed on the National Register and are not included in the resource count in Section 5.

1. Jennings Avenue Underpass, between West Lancaster Avenue and West Vickery Boulevard, 1931. This structure was constructed jointly by the City of Fort Worth and Texas & Pacific (T&P) Railway to provide an improved grade separation between Jennings Avenue and the T&P tracks. The contractor was Butcher & Sweeney of Fort Worth. At 1,000 feet in length, it was said to be the longest structure of its type south of Kansas City when it was completed. It was one of three primary gateways from downtown to Fort Worth's Southside. The approaches to the underpass are bordered by concrete retaining walls topped with cast concrete balustrades. Sidewalks are located at the base of the retaining walls that flank Jennings Avenue and are separated from the street by concrete balustrades (photos 1 and 2 and Figure 1).

An unusual feature is the approach and tunnel located in the middle of West Vickery Boulevard west of South Jennings Avenue (photos 3). It is 645 feet in length and approximately 23 feet wide. It tunnels under a rigid frame concrete bridge (overpass) with a concrete balustrade that carries South Jennings Avenue. The bridge gives the appearance of being at grade. The tunnel curves north to join the north bound lane of Jennings Avenue at the center of the underpass.

Viewing the overpass from the south, the structure is divided into three bays. The west bay carries southbound traffic. The center bay carries northbound traffic (and historically also carried the streetcar line). The east bay carries the northbound traffic from the tunnel from Vickery Boulevard. The north end of the underpass is divided into two bays as the two northbound lanes merge within the underpass. The underpass historically supported two deck bridges (with concrete balustrades) that carried the railroad lines. The north bridge also provided automobile access to the post office's truck bays. In addition to these bridges, the structure now carries Interstate 35 following its relocation in the late 1990s-early 2000s.

Bridgehunter.com and the Texas Department of Transportation (TxDOT) interpret the Jennings Avenue Underpass to be two structures that are overpasses. In the National Bridge Inventory, the bridge that carries the railroad tracks over Jennings Avenue is identified as TXNBI 022200ZJ4200001 (its Bridgehunter ID is BH 58110). The Bridgehunter data gives the date of construction as 1931. The second structure is the concrete rigid frame bridge that carries Jennings Avenue over the West Vickery Boulevard approach and tunnel. Bridgehunter.com identifies it as a concrete frame bridge over Vickery Boulevard on Jennings Avenue Mh48 and gives its date of construction as 1930. Its National Bridge Inventory number is TXNBI 022200ZJ4200003 and its Bridgehunter.com identification number is BH 49410. But because the structures were constructed at the same time as one project it is counted as one structure for the purposes of

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this inventory. This inventory uses the name Jennings Avenue Underpass (not "Overpass") as this is how it was referred to at the time of its construction and is still known locally.[1]

In 1937, two traffic islands at the north end of the underpass were removed as they had been associated with several traffic fatalities. They were replaced with a single low pedestrian safety island that was built on what had been the lane devoted to the streetcar line. A traffic island remains at this location.[2]

West Vickery Boulevard

2. Service Life Insurance Co. Building (Section E), 400 W. Vickery Boulevard, c. 1951-52. This large two-story concrete building has a rectangular massing and a flat roof that was constructed to accommodate parking, hence the metal railing around the roof. The building's concrete walls are painted white and are scored to create a block pattern. The front elevation faces south and overlooks West Vickery Boulevard. It is unusual as it has a ramp that runs from the east end of the building to the rooftop. The entrance to the building is surrounded by gray granite tiles. The second story windows on this elevation are either paired casement or hopper windows. The east elevation has six elevated freight bays on the first floor and hopper-style windows on the second (photo 4). The west elevation has paired casement windows on the second floor. The first floor is mostly obscured by the retaining wall of the Jennings Avenue Underpass (photo 3). The Service Life Insurance Co. Building was originally part of a privately built complex that included warehouses and offices for federal agencies and the Service Life Insurance Company. All but this building were demolished between 1990 and 1995 for the relocation of Interstate 30. The Service Life Insurance Building is counted as one contributing building.

3. Commercial Building, 409 W. Vickery Boulevard, 1920. This One-part Commercial Block is constructed of red polychrome brick with cast stone detailing above the storefront windows. The centrally-placed front entrance is closed off but is infilled with two windows above a wood panel, closely resembling the configuration of two doors. The entrances are now on the east elevation. An early occupant was Manning's Dyeing and Cleaning Company. It is counted as one contributing building (photo 5)

4-6. Williamson-Dickie Manufacturing Co., 507 W. Vickery Boulevard, 1924, 1926, 1928, c. 1990. The primary resource here is a four-story Two-Part Commercial Block factory building constructed of red brick and reinforced concrete (photo 6). It was originally built as a three-story factory for the Williamson-Dickie Manufacturing Company, maker of "Dickies" brand clothing (Figures 2 and 3). The first floor originally was shared with an automobile dealership. The contractor was C. M. Davis, a pioneer in slip form concrete construction. In 1926, a three-story addition was constructed to the rear of the building. In 1928, a fourth floor was added to both the 1924 portion of the building and the east part of the 1926 addition. The portion of the building fronting West Vickery Avenue has a cast stone name block below the parapet that reads Williamson-Dickie. By 1951, a concrete block addition had been added onto the southwest portion of the building. This section has been further enlarged with a metal-sided addition (photo 16). The original multi-light steel industrial windows were replaced c. 1990. The storefront windows and entrances originally on the first floor of the north elevation have been infilled with the replacement windows. The window replacements were part of a larger renovation project that included the demolition of adjacent one- and two-story buildings located to the west. A courtyard fronting a new cafeteria building was added in this area. A brick and cast stone arched gate with imprints of the Dickies logo fronts the courtyard (photo 7). The large illuminated "Williamson-Dickie" sign on the roof of the building is a familiar landmark to motorists on Interstate 30. The complex is significant for its association with an internationally

[1] See "UP-Jennings Avenue Overpass #1" (http://bridgehunter.com/tx/tarrant/bh58110) and "Jennings Boulevard [sic] Overpass" (http://bridgehunter.com/tx/tarrant/vickery-blvd) accessed March 22, 2016. For a contemporary description of the structure see "Underpass is Texas' Largest," *Fort Worth Star-Telegram*, November 1, 1931.
[2] "Workmen Raze Two 'Traffic Islands'", *Fort Worth Star-Telegram* (evening edition, April 22, 1937, AR406-7-61-96, Fort Worth Star-Telegram Clippings Collection, Special Collections, University of Texas at Arlington Library.

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known clothing manufacturer. The factory building is counted as a contributing building. Because they were not constructed during the period of significance, the courtyard gate (Resource #5) and cafeteria building (Resource #6) are counted as a noncontributing object and noncontributing building, respectively.

7. Garage Building, 521 W. Vickery Boulevard, c. 1920 (possibly earlier as a brick building housing a tin smith appears on this site on the 1910 Sanborn Map). The façade of this One-Part Commercial Block is of red brick. It sits on a high concrete base and has concrete pilasters at the east and west ends. It has a shaped parapet at the center of the façade with cast stone ornamentation. There is a garage bay in the center and multiple light windows flanking it. The bay is infilled with what appears to be four panels with multiple-light windows. The panels create the sense of an early garage door. The building has a sawtooth roof. The 1951 Sanborn Map indicates it housed an auto repair shop. It now serves as an outlet store for the Williamson-Dickie Company (photo 7). It is a contributing building.

100/200 Block St. Louis Avenue, west side

A parking lot occupies the north end of the block. It has blue carport canopies.

8. Commercial Building, 110 St. Louis Avenue, 1953. This One-part Commercial Block is a rectangular-massed building constructed of concrete block faced with brick. The brick is painted a mauve color on the facade. The façade has a centered entrance that is flanked by rectangular window openings, all shielded by fabric awnings. A mural featuring a cowboy on a horse in western landscape and a graphic for the current occupant (a sportswear graphic shop) covers the north elevation. This building is an example of a post-World War II building that departed from the traditional use of large storefront windows on the primary elevation. It is a contributing building (photo 8).

9. Commercial Building, 112 St. Louis Avenue, c. 1925. A rectangular-massed, One-part Commercial Block that was constructed c. 1925. The brick façade is painted gray. It features a centered entrance with paired French doors flanked by large storefront windows with clerestories. These features are not original but are sympathetic to the style of the building. An early occupant was a broom manufacturer. It is now occupied by a brewery and taproom. It is a contributing building (photo 8).

10. Branch-Smith Printing Company Building, north of Dickson-Jenkins Building (formerly 120 St. Louis Avenue), various dates. This building has an L-shape and was constructed in three phases. Prior to 1951, a brick and clay tile addition was built behind a one-story house at 120 St. Louis Avenue that was being used as a printing plant. Between 1951 and c. 1961, a brick and clay tile addition was added to the south end. This addition abutted the northwest corner of the Dickson-Jenkins Building (see below) and had multiple-light windows on its east elevation. In 1964, a concrete block building was added perpendicularly to the north end of the addition behind the house (photo 8). It had an entrance with an overhang on the east elevation that fronted St. Louis Avenue (Figure 6**).** This entrance has been infilled with concrete blocks and the overhang removed. In addition, windows on the south segment of the building have been infilled. The one-story house was removed between 1979 and 1990 according to aerial photographs. It was likely removed c. 1983 when Branch-Smith acquired the Dickson-Jenkins Building. That is likely the same time that an interior connection between the Dickson-Jenkins Building and the L-shaped portion of the Branch-Smith Building was created. The Branch-Smith Building is a noncontributing building due to the loss of the house and the infilling of windows and the entrance on the east end of the concrete block addition, all alterations made after the end of the period of significance.

11. Dickson-Jenkins Manufacturing Co. Building, 120 St. Louis Avenue (historically 202-08 St. Louis Avenue), 1927/1929. The Dickson-Jenkins Manufacturing Co. Building is a three-story warehouse/factory building constructed of reinforced concrete with a brick veneer façade (east elevation, see photo 9 and Figure 4). The concrete walls are twelve inches thick. According to a Sanborn Fire Insurance Company Map, the factory was first constructed with two-stories in 1927 with the third floor added in 1929. The building is characterized by large window openings. Cast stone lintels are

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above the windows on the façade. The third floor windows on the front and north elevations are historic multi-light steel industrial style windows. The windows on the first and second floors of the façade and the second floor of the north elevation have been replaced with fixed units. There are two entrances on the façade; one at either end of the building. An arched, multiple-light transom is above each door which consists of contemporary aluminum storefront doors flanked by full-length side lights. Currently, there are awnings above the first floor windows and entrances on the façade. The first floor of the north elevation retains historic multi-light industrial windows. The walls of the other elevations are of reinforced concrete that show the impressions from the wood forms used for their construction. Windows on the first floor of the south elevation have been infilled but the windows on the second and third floors are mostly intact. The rear (west) elevation has numerous multi-light windows although the first floor windows have been infilled and the second story windows near the north end of the building have fixed units like those on the front and north elevations. Two concrete loading docks are on the rear as is a small concrete block addition that appears on the 1951 Sanborn Map. The building is currently vacant and is being renovated into condominiums through the use of state tax credits for historic buildings. Rehabilitation plans include the restoration of the multiple-light industrial style windows.

12-13. The Markeen Apartments, 210-14 St. Louis Avenue and 406-10 W. Daggett Avenue, 1910, 2000-2001. This resource consists of two, two-story iron-flecked brick apartment buildings; one with eight units and the other with six. They are notable for the full-height porches/balconies that have square brick columns and slatted-wood balustrades. Faux hipped roofs covered with clay tile extend from the parapets. Large 1/1 double-hung wood windows illuminate the interior. Constructed in 1910 in a Prairie School-influenced design, they are excellent examples of early 20-century apartments built to meet the city's growing population and were part of the rebuilding effort that occurred on the Southside following the fire in 1909 that destroyed 20 blocks. The buildings were rehabilitated in 2000-2001. They are contributing resources but are not included in the resource count in Section 5 because they were individually listed on the National Register in 2001 at the local level for their architectural significance (photo 10).

14-15. Hitching Posts at the Markeen Apartments, 210-14 St. Louis Avenue, c. 1910. Two obelisk-shaped concrete hitching posts were counted as contributing objects in the National Register nomination for the Markeen Apartments. They are located near the curb along St. Louis Avenue. They are contributing resources to the Jennings-Vickery Historic District but are not included in the resource count in Section 5 (photo 10).

100 and 200 blocks of South Jennings Avenue

16. Modern Apartments, 101 S. Jennings Avenue, 1907, c. 1980. Located at the southeast corner of W. Vickery Boulevard and South Jennings Avenue, this three-story Two-part Commercial Block was used for retail and residential use. A dentilled cornice runs below the parapet on the west (front) and north elevations. Cast lion heads are located on the pilasters below the cornice. Large segmental-arched window openings are on the third floor. "THE MODERN APARTMENTS" is written above the two center windows on the third floor. Historically, the first floor facing Jennings was divided into three storefronts and the upper floors were used as apartments. A two-story light well interrupts the wall plane of the north elevation. A two-story section to the east had four storefronts fronting Vickery Boulevard (called West Railroad Avenue at the time the building was constructed). The brick is painted white. When the building was rehabilitated c. 1980, the light well was converted to an atrium and the double hung windows were replaced with fixed units. The Jennings Avenue storefronts are recessed behind the wall plane of the upper floors. The building is an excellent example of an early twentieth-century Two-part Commercial Block and contributes to the proposed district (photo 11).

17. Commercial Building, 117 S. Jennings Avenue, c. 1915. A parking lot separates this building from The Modern Apartments. It is a One-part Commercial Block that originally had three storefronts; the left storefront is partially filled in, the center storefront is bricked in, and the right storefront has a divided-light clerestory over storefront windows that flank an entrance with a steel door. Brick corbelling runs across the parapet. The brick is painted white. The building is noncontributing because of alterations (photo 12).

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18. Commercial Building, 121 S. Jennings Avenue, c. 1915. The same brick corbelling as seen on 117 S. Jennings runs across the parapet of this One-part Commercial Block. The façade is divided into two storefronts with divided-light clerestories, large storefront windows, and glazed paneled doors. Orange ceramic tile covers the bulkheads beneath the windows and the lower portion of the pilasters that frame the storefronts. The brick is painted white. This is a contributing building within the proposed district (photo 12).

19. Big State Garment Factory/S. Herzfeld Manufacturing Company Building, 125 S. Jennings Avenue, 1946. This asymmetrical building is constructed of concrete block covered with a stucco finish on the façade. It has an off-centered recessed entrance flanked by glass block sidelights on the front wall plane and two rectangular window openings infilled with glass block. A third glass block window is located near the north end of the building. These window openings are smaller than the storefront style windows common on pre-World War II commercial buildings. This may be partially attributed to the fact that this building was constructed as a garment factory and not for retail or other commercial functions. The building represents the propensity for garment manufacturers to locate in this area. It is a contributing building (photo 12).

20. Commercial Building, 200 S. Jennings Avenue, c. 1925. Located on the southwest corner of Jennings Avenue and Jarvis Street, this One-part Commercial Block is the only building in the district fronting the west side of the South Jennings Avenue. It reflects a popular trend of the 1920s to design small commercial buildings with Period Revival features that made them compatible with surrounding residential neighborhoods. The brown brick building has a faux hipped-roof that extends from the parapet and wraps around to the north elevation. The roof is pierced by two triangular-shaped parapets edged with cast stone coping. The wall plane is divided into two storefronts. The entrances align with the shaped parapets and are surmounted by rounded arched transoms with divided lights. The entrances are flanked by large storefront windows with divided light clerestories with rounded corners. There are three similar windows on the north elevation facing Jarvis Street. The storefront windows have been replaced with glass block. The clay tile formerly on the hipped roof has been replaced with standing seam metal. The building originally housed a building supply company. It is a contributing building (photo 13).

21. Commercial Building, 207 (205-07) S. Jennings, c. 1915. This One-part Commercial Block was constructed of red brick and is divided into three bays but currently has two storefronts. Brick corbelling runs across the top of the parapet. The building does not appear on the 1910 Sanborn Map. However, the Tarrant Appraisal District gives the date of construction as 1910 and the County Assessor's abstract gives the date as 1918. This is a contributing building (photo 14).

22. Bicocchi Building, 217 (209-15) S. Jennings Avenue, 1907, c. 1985. Cast stone Art Nouveau cartouches along the shaped parapet make the Bicocchi Building a unique example of a brick Two-part Commercial Block in the district and the near Southside. Four of the cartouches contain the letter "B" and one features the head of a woman. The two-story building originally had four storefronts along Jennings Avenue. Early occupants included grocers, Fort Worth Art Glass Company, a furniture and hardware store, a liquor store, and a variety store. The second floor was used as a hotel and for apartments with the primary entrance from West Daggett Avenue. The building was rehabilitated in the mid-1980s using the federal Investment Tax Credits. Many of the double-hung windows were missing on the upper floor. As part of the rehab project, fixed windows were placed in the openings and the exterior brick was painted a light color. It is counted as one contributing building (photo 14).

West Daggett Avenue

23. Justin Boot Company Building, 610 W. Daggett Avenue, c. 1911. This is a two-story brick warehouse with a one-story wing on the north side. It is notable for its massive size, limestone foundation, numerous segmental arched window openings, and decorative brick corbelling on the west and south elevations. The symmetrical façade is organized into

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fourteen bays divided by brick pilasters. The end bays are blank walls with no window or door openings. The other bays each have paired segmental arched window openings on each floor with the exception of entrances located on the first floor of the center two bays (these entrances consist of modern aluminum-framed storefront style doors that are covered by a shed roof awning of corrugated metal). The center two bays also share a shaped parapet that contains a sign reading "Justin Boot Co./Since 1879." Brick pilasters also divide the west elevation into bays that feature paired segmental arched windows. Satellite photos indicate that the building retains its rooftop skylights. It is an excellent example of an early twentieth century manufacturing/industrial building—one constructed with wood columns instead of a reinforced concrete structural system. It was originally constructed for the Exline-Reimers Company, a printing and lithograph firm. It later housed several relief programs during the Great Depression. In 1939, it was leased to, and later purchased by, H. J. Justin & Sons, manufacturer of boots and shoes (photos 15 and 16 and Figure 5).

The building was constructed on the site of Fort Worth's high school for white students. The high school was constructed in 1891 and burned on December 2, 1910 as a new high school was being constructed seven blocks south. The construction of this factory building reflects the changing make-up of the near Southside from residential to commercial and industrial uses during the early decades of the twentieth century.

Attached to the east elevation of 610 W. Daggett Avenue is a brick warehouse addition that aerial photographs reveal was constructed between 1970 and 1979. It replicates features of its historic neighbor such as its massing, scale, and color, although it lacks window openings. The rhythm of the brick pilasters on the south elevation tie it to the original 1911 portion of the building (see photo).

Historic photos reveal that the 1911 portion had double hung multiple-light windows at the time it was occupied by Justin Boots **(see Figure).** Although its historic windows have been replaced with 1/1 metal units with tinted glass, the building retains a high degree of integrity on the exterior. It is also significant for its association with a prominent industry that has occupied it for more than 75 years. The Justin Boot Company Building is a contributing building in the proposed Jennings-Vickery Historic District.

Integrity of the Jennings-Vickery Historic District

The Jennings-Vickery Historic District retains much of its historic integrity. It started as a residential area south of the Central Business District and the Texas & Pacific Railway reservation. As the twentieth century progressed, it transitioned to a commercial and industrial area. Historic resources date from 1907 to 1953. Their massing and scale help to unify the district. Within the district there are nineteen contributing resources and four noncontributing resources. The district retains its integrity of location as there have been no substantial changes to its layout and proximity to the Central Business District and the railroad lines. It retains its integrity of design through its spatial arrangement and the physical qualities of the contributing resources. The setting has been impacted with the demolition of buildings along the west side of South Jennings Avenue although there has been no infill within the district with the exception of a building associated with the Williamson-Dickie complex. Although thousands of cars on Interstate 30 pass over the Jennings Avenue Underpass daily, the structure itself has not been significantly altered. The district's historic resources retain integrity of materials as the use of brick, reinforced concrete, and concrete block are still widely evident. Many of the buildings have lost their original windows but this is a common occurrence in commercial and industrial resources. Some brick has been painted which is also a common occurrence as owners and occupants sought to give their buildings a modern appearance. Workmanship remains evident in resources such as the Jennings Avenue Underpass which retains its concrete retaining walls and balustrade along the approaches; in the brickwork on the Justin Boot Company building; and the Art Nouveau embellishments on the parapet of the Bococchi Building. The district retains its integrity of feeling as it still represents a commercial and industrial area that developed during the first half of the twentieth century and has had little infill. It retains its integrity of association as it is still dominated by two complexes associated with the apparel industry.

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Inventory of Resources: ID # corresponds to the maps on pages 31 and 32.

ID #	Address	Resource Name	Date of Construction	Resource Type	Contributing Status
1	Jennings Avenue & W. Vickery Boulevard	Jennings Avenue Underpass	1931	Structure	Contributing
2	400 W. Vickery Blvd	Service Life Insurance Company Building	c. 1951-52	Building	Contributing
3	409 W. Vickery Blvd	Commercial Building	1920	Building	Contributing
4	509 W. Vickery Blvd	Williamson-Dickie Manufacturing Co.	1924, 1926, 1928, c. 1990	Building	Contributing
5	509 W. Vickery Blvd	Williamson-Dickie Mfg Co. Courtyard Gate	c. 1990	Object	Noncontributing
6	509 W. Vickery Blvd	Williamson-Dickie Mfg Co. Cafeteria Building	c.1990	Building	Noncontributing
7	521 W. Vickery Blvd	Garage Building/Williamson-Dickie Outlet Store	c. 1920	Building	Contributing
8	110 St. Louis Ave	Commercial Building	1953	Building	Contributing
9	112 St. Louis Ave	Commercial Building	c. 1925	Building	Contributing
10	120 St. Louis Ave (historically)	Branch-Smith Co. Building	Various dates	Building	Noncontributing
11	202-08 St. Louis Ave (historically)	Dickson-Jenkins Mfg Co. Building	1927/1929	Building	Contributing
12	210-14 St. Louis Ave	Markeen Apartments	1910, 2000	Building	Contributing (previously listed on NR)
13	406-10 W. Daggett Ave	Markeen Apartments	1910, 2000	Building	Contributing (previously listed on NR)
14-15	210-14 St. Louis Ave	Hitching Posts at the Markeen Apartments	c. 1910	Objects (2)	Contributing (previously listed on NR)
16	101 S. Jennings Ave	Modern Apartments	1907, c. 1980	Building	Contributing
17	117 S. Jennings Ave	Commercial Building	c. 1915	Building	Noncontributing
18	121 S. Jennings Ave.	Commercial Building	c. 1915	Building	Contributing
19	125 S. Jennings Ave.	Big State Garment Factory/S. Herzfeld Manufacturing Co. Bldg	1946	Building	Contributing
20	200 S. Jennings Ave	Commercial Building	c. 1925	Building	Contributing
21	207 S. Jennings Ave	Commercial Building	c. 1915	Building	Contributing
22	217 S. Jennings Ave	Bicocchi Building	1907, c. 1985	Building	Contributing
23	610 W. Daggett Ave	Justin Boot Company Bldg	1911, c. 1975	Building	Contributing

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Statement of Significance

The Jennings-Vickery Historic District is eligible for the National Register of Historic Places at the local level of significance under Criterion A in the field of Industry. In the late nineteenth century, the area was mainly residential but by the early twentieth century, it began to transition to one that was primarily commercial and industrial. In the 1920s and 1930s, two large industrial facilities associated with the manufacture of work clothing and footwear located in the district. These two companies became internationally known for their products. Other garment factories also were located within the district as were commercial and residential buildings. The district is south of Fort Worth's central business district and is connected to it by a 1931 underpass that is one of three historic gateways to the Southside and is included within the boundaries of the district. The period of significance is 1907 to 1966. The earlier date corresponds to the construction of the oldest extant resources in the district. The later date corresponds with the National Register's 50-year criterion and recognizes the district's continued significance as an apparel manufacturing center.

In 1849, Fort Worth was established as a military outpost on the North Texas frontier on a bluff above the confluence of the Clear and West Forks of the Trinity River. In 1853, the military moved further west but the community that had grown up around the post remained. During the Civil War, the town's population dwindled but by 1873, Fort Worth was incorporated as a city. The arrival of the Texas & Pacific (T&P) Railway in 1876 helped to give it a firm footing. Soon other railroads were serving the city and facilitating the expansion of its economic and industrial base. By 1900, the city had a population of over 23,000 residents and was served by nine railroad lines.[3]

The Growth of Fort Worth's Near Southside

Initially, Fort Worth was surrounded on the west, north, and east sides by the Trinity River and its tributaries. After the arrival of the Texas & Pacific Railway in 1876, the company's reservation provided a barrier to areas to the south of the Central Business District but less so than the river did to the other sides of the city. With the expansion of the city's streetcar system, residential development in the Southside picked up in the 1880s, and in 1890 and 1891, the city undertook three major annexations of land, extending the city limits south to Jessamine Street, which is now the southern boundary of the Fairmount-Southside Historic District, the largest historic district in Fort Worth.[4]

In the early twentieth century, travel across the T&P tracks to the Southside was eased with the construction of the Jennings Avenue Viaduct, although its actual construction brought frustration to city leaders and the public. It was initially thought that the project would be completed in February 1902 at a cost of $70,000. But design changes, difficulty securing steel from the supplier in Roanoke, Virginia, and weather conditions delayed the project's completion until early 1903 and drove its cost to an estimated $100,000. When completed, the *Fort Worth Telegram* proclaimed the structure to be the finest in the South and that it rivaled similar public improvements in "Greater New York." The newspaper expressed the opinion that the project was a "conspicuous example" of the type of enterprise that added to Fort Worth's fame. The viaduct carried the Jennings Avenue streetcars and other modes of transportation from downtown to the Southside.[5]

The arrival of the Armour and Swift packing plants in North Fort Worth in 1902 resulted in an economic boom for the entire city. Fort Worth's population grew to 73,312 by 1910 and much of the residential growth occurred on the Southside. The growing neighborhoods were served by several streetcar lines, one of which traveled down Main Street

[3] *Handbook of Texas Online*, "Fort Worth, Texas," accessed August 20, 2008, http://www.tshaonline.org/handbook/online/FF/hdfl.html.
[4] *Tarrant County Historic Resources Survey: Phase III Fort Worth's Southside* (Historic Preservation Council for Tarrant County, 1986), 2-3.
[5] *Fort Worth Telegram*, December 14, 1902.

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and across the T&P's tracks where it continued along South Main Street to Magnolia Avenue. Four blocks west of South Main Street was the previously mentioned Jennings Avenue line. That branch extended from downtown south to West Daggett Avenue where the line continued to the west to Henderson and then south to Magnolia. Other branches reached points further south. As the population swelled and moved further south, commercial establishments appeared along the streetcar lines and in scattered locations within the neighborhoods to meet the needs of nearby residents. Many of the commercial buildings were wood-framed structures that were limited to one or two stories. These were later replaced by brick buildings as areas became more established.

An excellent example of a second generation building within the Jennings-Vickery Historic District is the Modern Apartments at 101 South Jennings Avenue. The Sanborn Map from 1898 indicated that there was a one-story frame dwelling at this location.[6] In March 1907, J. B. Gray took out a building permit for the construction of a three-story brick building on the site estimated to cost $30,000. The Two-part Commercial Block building had a frontage of 50 feet along Jennings and 100 feet along Railroad Avenue (later named Rio Grande Avenue and then Vickery Boulevard). It had three storefronts facing South Jennings Avenue. The rear of the building was only two stories high and had three storefronts facing Railroad Avenue. The upper stories of the building were used as a hotel or apartments.[7]

Fires helped to reshape the near Southside and what is today the Jennings-Vickery Historic District. On April 21, 1907, a fire destroyed a frame, two-story building at the northeast corner of South Jennings Avenue and West Daggett Avenue. The building had previously housed Louis Bicocchi's grocery store as well as a paste (pasta) factory to at least 1904 when Mr. Bicocchi announced plans to move the factory to a new location. Other businesses were in the building at the time of the fire. In late July 1907, Bicocchi announced plans to construct a new building on the site.[8] The two-story Two-part Commercial Block brick building fronted 100 feet along South Jennings Avenue and 60 feet along West Daggett Avenue. The building had four storefronts facing Jennings Avenue and the second story was used as a hotel and then for apartments. The name "Bicocchi" appears below the parapet. Unusual features of the building were Art Nouveau cartouches along the shaped parapet. One cartouche was ornamented with a woman's face and four contained the letter "B". The Bicocchi Building is an excellent example of the second generation of commercial buildings that replaced wood-framed buildings along the streetcar lines and within Southside neighborhoods.

A massive fire in the near Southside further influenced the commercial and industrial development of the area in the early twentieth century. On Saturday, April 3, 1909, a fire started at South Jennings and Peter Smith (two blocks from the southern border of the proposed historic district). Strong winds quickly carried the fire to the northeast. Although the recently constructed Modern Apartments and the Bicocchi buildings were spared, buildings to the east of them were not. By the time the fire was contained, approximately 295 residences and business houses over a twenty block area were destroyed, including two churches and the Texas & Pacific's shops and roundhouse. Fortunately, the T&P's reservation, located on the southern edge of the central business district, served as a buffer between the fire and the downtown's warehouse district.[9]

Rebuilding of the south side began quickly after the fire. This coincided with a general building boom throughout the city. The fire created an awareness of the need to construct more fire-resistant buildings. By October 1909, it was noted that business buildings were being constructed of solid masonry with tin and tile roofing. These buildings tended to be of better quality than those from previous years. Among the buildings constructed soon after the fire were the Markeen

[6] Sanborn Fire Insurance Company Map, Fort Worth, Texas, 1898, Sheet 33.
[7] *Fort Worth Telegram*, March 28, 1907; Sanborn Fire Insurance Company Map, Fort Worth, Texas, 1910, Sheet 27.
[8] *Fort Worth Telegram*, April 25, 1907 and July 26, 1907. Bicocchi and Giovanni Bastista Laneri had formed the Fort Worth Macaroni Company in 1899 with Laneri as the president. The company's name was changed in 1959 to O. B. [Our Best] Macaroni. The company still exists. See "Over 115 Years of History" (http://www.obmacaroni.com/history.html), accessed August 25, 2015.
[9] *Fort Worth* (Texas) *Record*, April 4 1909 and April 5, 1909.

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Apartments at 210-14 St. Louis Avenue and 406-10 W. Daggett Avenue, completed in 1910. The construction of the apartments also coincided with Fort Worth's rapid population growth and the need for more housing. Early residents included professionals and traveling salesmen but as the area became more industrial, workers in the nearby factories also resided there.[10]

A fire eighteen months later destroyed the city's high school for white students, bringing more changes to the physical characteristics of the area. This school was constructed in 1891 in the near Southside instead of in the central business district. The school property took up an entire block bounded by Jarvis Street on the north, South Jennings Avenue on the east, West Daggett Avenue on the south, and Hemphill Street on the west with the three-and-one-half-story building placed in the center of the block. In less than twenty years it was apparent that the structure could not keep up with the population growth. In 1910, construction began on a new high school seven blocks to the south. Before the new school was completed, the 1891 building was destroyed by fire in December 1910. As a reflection of the area's changing demographics, the school board sold the block on which the school stood to pioneer physician Dr. Bacon Saunders. Dr. Saunders had a 70,000 square foot factory built on the site for the Exline-Reimers Company, a printing and lithography firm. A contractor by the name of Guinn began construction on the building in the spring of 1911 and the company moved into it in October of that year. The building was specifically sited on the west side of the block so that the east side could be available for other buildings.[11]

Other development along South Jennings Avenue

The 1910 Sanborn Map indicates that there were six dwellings located between the Modern Apartments at 101-05 S. Jennings and the Bicocchi Building at 209-15 S. Jennings, as well as a house located behind the Bicocchi Building. The houses fronting South Jennings Avenue would be replaced with commercial and industrial buildings or parking lots. Brick One-part Commercial Blocks began to appear in the 1910s. These included 111-15 S. Jennings and 117-119 S. Jennings, both constructed c. 1915 (now designated as 117 and 121 S. Jennings, respectively). A red brick building immediately north of the Bicocchi Building, 207 S. Jennings Avenue (originally 205, 207A, and 207B), was also constructed around this time. In the 1920s, a brown brick One-part Commercial Block was constructed at the southwest corner of South Jennings Avenue and Jarvis Street. The design of this building was a departure from the blocky appearance of the buildings across the street. It echoed the trend of designing small commercial buildings that complemented residential areas by incorporating Period Revival details such as shaped parapets and clay tile hipped roofs reflecting a Mission influence. Multiple-light arched transoms above entrances and clerestories with rounded corners added additional details to this building. An early tenant was a building supply company. The last extant building to be constructed within the district on South Jennings Avenue was the previously mentioned Big State Garment Factory. The house behind the Bicocchi Building survived into the 1970s.[12]

Transformation of 100 and 200 block of St. Louis Avenue and 400 block of West Vickery Boulevard from Residential to Commercial and Industrial

The 1898 Sanborn Fire Insurance Company Map indicates that the north half of the west side of the 100/200 block of St. Louis Avenue had five one-story, single family residences and no buildings to the south. The 1910 Sanborn Map reveals that those houses had been replaced by buildings associated with the Darnell Lumber Company, perhaps as victims of the great Southside fire of 1909. Two houses were located south of the lumber yard and the two-story brick Markeen

[10] Sanborn Fire Insurance Map, Fort Worth, Texas. Volume 2, p. 129; Susan Allen Kline, "Markeen Apartments, Fort Worth, Tarrant County, Texas, National Register of Historic Places Registration Form, NRIS 20010502."
[11] Quentin McGown, *Fort Worth in Vintage Postcards* (Charleston, SC: Arcadia Publishing), 118; *Fort Worth Star-Telegram*, March 30, 1911, September 15, 1911, and October 15, 1911.
[12] An aerial photograph from 1970 shows the house behind the Bicocchi Building. See www.historicaerials.com.

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Apartments were located at the end of the block. By c. 1920, the lumber yard had been replaced by a red brick One-part Commercial Block building facing West Railroad Avenue (West Vickery Boulevard) that housed Manning's Dyeing and Cleaning Company. During the 1920s, commercial and light industrial establishments began to appear on the west side of St. Louis Avenue. The Southern Publishing Association was located at 112-14 St. Louis. Avenue. As mentioned previously, the Dickson-Jenkins Company constructed its factory at 202-08 St. Louis Avenue in 1927 and enlarged it in 1929. By 1933, the Branch-Smith Publishing Company was operating out of a one-story house at 120 St. Louis and by 1951, the house located between it and the Dickson-Jenkins Building had been removed. In 1953, a one-story concrete block building was constructed at 110 St. Louis. This building adjoined the north elevation of 112 St. Louis, a One-part Commercial Block that had been constructed in the mid-1920s. By mid-century, 112 St. Louis housed a broom factory. Around 1964, Branch-Smith built a one-story concrete block addition on the site of a two-story apartment house. By that date, the only residential building left on that side of the block was the Markeen Apartments.

In 1951-52, a complex of five large reinforced concrete warehouse/office buildings were constructed on the north side of West Vickery Boulevard between South Jennings Avenue and South Main Street and just south of the T&P tracks. They were privately built by the O. P. and Marvin Leonard interests and a few years later were owned by the Service Life Insurance Company which maintained its headquarters there. It was said that the complex of interconnected buildings was the second largest structure in Tarrant County. Sections A through D housed offices and warehouses for the federal government. The agencies included the Federal Supply Service, Records Management Service and Public Buildings Service of the General Services Administration which supervised maintenance of the entire eleven acre complex; the Housing and Home Finance Agency; Interstate Commerce Commission, Federal Power Commission, National Labor Relations Board, Selective Service System, Fish and Wildlife, Geological Survey, and the Department of Agriculture's Fruit and Vegetable Division. A unique feature of the complex was rooftop parking that could accommodate 1,000 automobiles. The building at the northeast corner of South Jennings and West Vickery was known as "Section E" and housed the Service Life Insurance Company. At the same time that the warehouses were constructed, Vickery Boulevard was widened sixteen feet between South Jennings Avenue and South Main Street. In the 1990s, all but Section E of the Service Life Complex was demolished for the relocation of Interstate 30.[13]

Improving the Southside's Connection to the Central Business District

In the late 1920s, the Fort Worth Chamber of Commerce embarked on an ambitious program to improve the city's transportation infrastructure and to provide better rail service for passengers and commercial purposes. The crown jewels of the improvement program were the construction of new passenger and freight terminals. The twelve-story Art Deco passenger terminal was located on the north side of the T&P tracks between South Main and Jennings Avenue, just to the east of the recently completed U. S. Post Office. The eight-story Freight Terminal was located along West Lancaster Avenue on the west side of Jennings Avenue. Other projects included the construction of grade separations at the T&P tracks—projects that were undertaken in conjunction with the Texas & Pacific Railway. The most elaborate of these was the Jennings Avenue Underpass. This reinforced concrete structure had a length of nearly 1,000 feet and included 80-foot-wide roadbeds with streetcar tracks that traveled beneath the T&P tracks. Constructed in 1931by Butcher and Sweeney, the structure included protected pedestrian passageways. An unusual feature was the incorporation of a tunnel from the eastbound lane of West Vickery Avenue that merged with Jennings Avenue within the underpass. In addition to the one at Jennings Avenue, other underpasses were constructed at South Main, Ballinger Street, Summit Avenue, Henderson Street, Daggett Avenue, and Tennessee Avenue.[14]

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[13] Sanborn Fire Insurance Company Map, Volume 1, Sheet 89, 1951, updated to 1961; "Uncle Sam's Big Store," *Fort Worth Magazine*, 31(March 1955): 18-19; "Widening of W. Vickery is Given O.K.," *Fort Worth Star-Telegram* (evening edition), July 25, 1951, AR406-7-61-90, Fort Worth Star-Telegram Clippings Collection, Special Collections, University of Texas at Arlington Library.
[14] McGown, *Fort Worth in Vintage Postcards*, 116. The Ballinger and Summit underpasses were demolished as a result of the realignment of Interstate 30 in the late 1990s-early 2000s.

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The Apparel Industry in Fort Worth

In the twentieth century, a vibrant and economically vital garment industry appeared in Texas. Although never as great as the garment markets of the east and west coasts, Texas manufacturers provided needed jobs for their communities and were eager consumers of materials produced in the state's cotton mills. In particular, Texas manufacturers became leaders in the production of men's clothing and work clothing. Familiar brands produced in the state included Farah (1920, El Paso) and Haggar (1926, Dallas). By 1963, the manufacture of apparel and related products was the fourth largest industry in Texas in regards to the number of employees and payroll. The opening of the Apparel Mart building in Dallas in 1964 attracting thousands of buyers to two thousand individual showrooms and provided further exposure for local and national manufacturers.[15]

The apparel industry, particularly the manufacture of work clothing, became an important industry in Fort Worth in the early decades of the twentieth century. Local industries such as the Armour and Swift plants and the city's growth as a railroad center with strong ties to West Texas meant that the city's garment factories found local and distant markets for their products.

The Hawkins-Miller Manufacturing Company was chartered in October 1903 with a capital stock valued at $30,000. It reputedly was the first overalls and pants factory in Fort Worth and the first to employ union labor. In 1904, it began operating out of a new building on South Boaz Street on the city's east side in what was then the community of Glenwood. In July 1905, the company officially changed its name to the Miller Manufacturing Company.[16] A year later, the company had seventy-five employees and an output of six hundred garments a day. Fort Worth's continued growth as a rail hub made it convenient for the company to ship to other markets. Shortly thereafter, it constructed a two-story brick building in the city's Central Business District at Eleventh and Throckmorton streets.[17] Officers of the Miller Manufacturing Company organized the Texas Overall Company in 1907. It was the third overall factory in the city with a fourth factory in North Fort Worth which at that time was not a part of Fort Worth proper. By 1913, Texas Overall Company's name had changed to C. R. Miller & Bro. and the company's operation was moved to Dallas.[18]

In 1911, the Miller Manufacturing Company moved from its downtown factory to a building constructed specifically for the company at 311 Bryan Avenue (five blocks west of the proposed district). The all-concrete building was a further reflection of the desire to construct fireproof buildings in the area. In 1920, the Miller Manufacturing Company's capital was doubled from $750,000 to $1,500,000. It was Fort Worth's largest manufacturer of work clothes until 1922 when a competitor lured away its striking workers after signing a contract with the local chapter of the United Garment Workers of America. Miller Manufacturing Company then moved its factory to Paris, Texas.[19]

That competitor, the Williamson-Dickie Company, was organized in 1922 when C. N. Williamson and E. E. (Colonel) Dickie purchased the U. S. Overall Company for $12,000. The U. S. Overall Company was organized in 1918 and operated out of a small wood-framed building at 115 S. Boaz Street. In addition to work clothes, it also manufactured

[15] *Handbook of Texas Online*, Dororthy D. DeMoss, "Clothing Manufacture," accessed June 8, 2016, http://www.tshaonline.org/handbook/online/articles/dlc02.
[16] *Fort Worth* (Texas) *Telegram*, October 18, 1903 and January 3, 1904; *Dallas* (Texas) *Morning News*, July 18, 1905; *Makers of Fort Worth* (Fort Worth Newspaper Artists' Association, 1914), n.p.
[17] *Fort Worth Telegram*, July 1, 1906; Morrison and Fourmy, *Fort Worth City Directory*, 1911.
[18] *Fort Worth Telegram*, July31, 1907*; Dallas Morning News*, January 17. 1913 and December 25, 1952; *Fort Worth* (Texas) *Star-Telegram*, June 8, 1920.
[19] Susan Allen Kline, "Miller Manufacturing Company Building, Fort Worth, Tarrant County, Texas, National Register of Historic Places Registration Form, NRIS #20101088." The Miller Manufacturing Company was listed on the National Register of Historic Places at the local level of significance under Criterion A in the area of Industry and under Criterion C as an excellent example of an early twentieth-century reinforced concrete factory building.

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children's play clothes. In 1922, Williamson and Dickie bought out the other investors and made C. Donovan Williamson general manager. The company's name was changed to the Williamson-Dickie Manufacturing Company and it employed approximately thirty-five people. In 1924, it constructed a three-story brick and reinforced concrete factory just west of South Jennings Avenue and facing north on Rio Grande Avenue (previously known as Railroad Avenue; now known as West Vickery Boulevard). The design of the building reflected the early-twentieth century trend of constructing factory and industrial buildings of reinforced concrete that was articulated in a grid pattern of columns and floors on the exterior walls. The building received a reinforced concrete three-story addition on the rear in 1926, and in 1928, a fourth floor was added to a portion of the building.[20]

By 1925, Williamson-Dickie had a workforce of 400. Except for during the depths of the Great Depression, the factory typically operated twenty-four hours a day in three shifts. Production of overalls stopped during World War II because of a scarcity of materials. However, a new market was found with the manufacture of uniforms for the military and clothing for defense workers. After the war, the company was an innovator in the use of market research to create products that met customer needs and received patents for wrinkle-free fabrics. In the 1950s, it established manufacturing plants in the south Texas towns of Weslaco and McAllen. It also expanded its Fort Worth facilities to nearby buildings. By 1960, it was the world's largest producer of matched work shirts and pants.[21]

The Dickson-Webb Company, a garment manufacturer, was formed in 1924. In 1927, it merged with the Jenkins Manufacturing Company, another garment company that was organized in 1922. The new company was named the Dickson-Jenkins Manufacturing Company. It constructed a two-story brick and reinforced concrete factory in 1927 next to the Markeen Apartments on land owned by J. Jenkins, one of the original founders of the Jenkins Manufacturing Company. In 1929, a third story was added to the building. The company remained at this location throughout the period of significance.[22]

Early on, the Dickson-Jenkins Company's Kangaroo brand of work clothes and overalls was principally marketed in Texas, Oklahoma, Arkansas, and Louisiana. By the 1930s, the company produced work clothes, dress and semi-dress clothes, and sportswear, and was divided into the following departments: sportswear, ladies' slacks, overalls, work pants, dress and semi-dress pants, and shirts. During World War II, it was under contract to produce shirts and pants for the army.[23]

Big State Garment Company began operating a factory at 125 S. Jennings in April 1946. Its new facility was constructed of concrete block at a cost of $100,000 and was equipped with the latest machinery. The company manufactured work clothes and children's garments and it was expected that its 200 employees would produce 25,000 garments per week with the hopes of increasing production to 100,000 garments per week.[24] In 1950, the S. Herzfeld Manufacturing Company purchased the building. Herzfeld's company began operation in Fort Worth in 1940. It produced a "complete line of sports clothes for women and girls . . . under the 'Tex-Classics' trade mark." These products were sold across the country. Herzfeld's company continued to operate at this location through the period of significance.[25]

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[20] See Sanborn Fire Insurance Company Map, Fort Worth, Texas, 1951, Volume 1, Sheet 27.
[21] Michael Peliecchia and Nancy Brownlee, *Fort Worth: Catching the World's Attention* (Montgomery, Alabama: Community Communications, 1995): 205-06; "New Industries Spark South Texas Expansion," *Dallas Morning News*, January 16, 1955; "Fort Worth's Apparel Manufacturing, 2000 Work in $30 Million Industry," *Fort Worth Magazine* 36 (March 1960): 7.
[22] *Fort Worth Star-Telegram*, June 18, 1922.
[23] *Fort Worth Star-Telegram*, February 2, 1941 (morning edition), AR406-7-40-110.
[24] *Fort Worth Star-Telegram*, April 1, 1946.
[25] "Fort Worth's Apparel Manufacturing, 2000 Work in $30 Million Industry," 7.

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The garment industry in Fort Worth was undergoing significant change in the late 1950s and early 1960s. In particular, Williamson-Dickie and the Dickson-Jenkins Manufacturing Company were profiting from changes in the fashion industry as "casual wear" grew in popularity. Blue jeans and khaki pants, clothes previously considered appropriate for work wear, were becoming popular with the general public. By this date, the Dickson-Jenkins Company had expanded its production to western wear sold under the "Longhorn" brand. The company's products were sold in 40 states.[26]

By 1960, 2,000 people were employed in the $30 million garment industry in Fort Worth. More than half of those employees worked for companies located within the boundaries of the proposed Jennings-Vickery Historic District. At that time, Williamson-Dickie employed 800 workers in its factories and warehouses and 100 were in sales. The Dickson-Jenkins Company employed 250 people, 98 per cent of whom were "older women." The S. Herzfeld Manufacturing Company Building employed approximately 60 workers by this date.[27]

The garment factories within the district were joined by a boot factory in 1939 when H. J. Justin & Sons moved into the former Exline-Reimers Company building at 610 W. Daggett Avenue which was originally constructed in 1911. During the 1930s, the building housed several New Deal programs, including a Works Progress Administration (WPA) Sewing Room. Employees of the sewing room made clothes and other household goods for Tarrant County residents on the relief rolls. Although a public program, this was another instance of the production of garments within the Jennings-Vickery Historic District.

H. J. Justin & Sons was founded in 1879 when Herman J. Justin started making custom boots for trailhands at Spanish Fort along the Chisholm Trail. Stitching across the tops of the boots that was initially used for reinforcement turned into decoration, making the boots distinctive and desirable. In 1889, the business moved to Nocona, Texas and in 1908, the company's name was changed to H. J. Justin & Sons after Justin's oldest sons became full partners. Handcrafting of boots was replaced with innovative machine production that allowed the company to increase its output. With encouragement from the Industrial Board of the Fort Worth Chamber of Commerce, the company moved to a facility at West Broadway Avenue and South Lake Street in Fort Worth in 1925 in order to take advantage of the city's transportation network, better financing, and larger workforce. Just in time for its sixtieth anniversary in 1939, it moved to the Hemphill Street and West Daggett Avenue location. The company spent $15,000 renovating the building to provide "daylight" working conditions (perhaps a reference to the skylights on the roof) and installing motors for its many machines. The new facility more than doubled the company's former factory space from 28,000 to 63,000 square feet, and increased its output from 200 pairs of shoes and boots to 1,000 pairs per day. At the time of this move, the company claimed to be the world's largest manufacturer of cowboy boots. The company initially leased the building and then purchased it in 1945. Advertising efforts after World War II exploited the mystic of the American West and the company's markets expanded beyond Texas and the Southwest. By 1960, it had sales amounting to three million dollars with a payroll of one million dollars for three hundred employees. With growth, Justin Industries diversified to include building products such as Acme Brick, the Justin and Nocona Boot companies, Tradewinds Technologies, and Northland Publishing which specializes in books on the American West and Southwest, art, history, and Native American cultures. Justin Boots remains closely tied to Fort Worth's "Cowtown" image and it continues to operate from its historic building on West Daggett Avenue. The building was enlarged with a sympathetic addition in the 1970s.[28]

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[26] Ibid: 7, 9.
[27] Ibid: 7-10. Some of the Williamson-Dickie employees may have worked at locations elsewhere in Fort Worth.
[28] "John Justin Remembers First Payday," *Fort Worth Star-Telegram*, October 30, 1949, in the file "610 W. Daggett Avenue," Tarrant County Historic Resources Survey, Preservation Resource Center, Historic Fort Worth, Inc. [HFW]; *Handbook of Texas Online*, Diana J. Kleiner, "Justin Industries," accessed June 8, 2016, http://www.tshaonline.org/handbook/online/articles/dqj01; "Justin Boots," *Fort Worth Magazine* 13 (February 1939): 16; "Boot Factory Plans 60th Anniversary Open House," *Fort Worth Star-Telegram*, (morning edition), October 15, 1939; "Justins in New Plant," *Fort Worth Magazine* 13 (May 1939): 5; Transcribed deed record in the file "610 W. Daggett Avenue," HFW.; "Fort Worth's Apparel Manufacturing, 2000 Work in $30 Million Industry," 10.

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Industrial Significance of the Jennings-Vickery Historic District

The Jennings-Vickery Historic District is eligible for listing on the National Register of Historic Places at the local level of significance under Criterion A in the area of Industry. It has a unique role in Fort Worth's industrial history as it possessed the largest concentration of manufacturing facilities associated with the apparel industry. Two of those manufacturers, the Justin Boot Company and the Williamson-Dickie Company, continue to operate in the district. The Dickson-Jenkins Manufacturing Company and the Big State Garment Company also built clothing factories within the district. Although these two companies have disappeared, the buildings that housed them are contributing resources in the district. Other commercial and light industrial facilities were also in the district. The Markeen Apartments and the hotels and apartments that operated on the upper floors of the Modern Apartments Building and the Bicocchi Building provided housing for the city's expanding population in the early decades of the twentieth century. Some of their residents worked in the nearby apparel factories. The district also includes the 1931 Jennings Avenue Underpass which provided an important connection from the district and the Southside to Fort Worth's Central Business District. The period of significance is from 1907 to 1966. The date of 1907 corresponds to the year that the two oldest buildings were constructed; the year of 1966 corresponds to the National Register's 50-year criterion and recognizes the district's continued importance as a center for the apparel industry in Fort Worth.

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Section 10: Boundary Continuation Sheet

Verbal Boundary Description:

The Jennings-Vickery Historic District includes an area roughly bounded by West Vickery Boulevard, Hemphill Street, West Daggett Avenue, and St. Louis Avenue, and includes that portion of Jennings Avenue north to West Lancaster Avenue to include the right-of-way and retaining walls for the Jennings Avenue Underpass. Specifically the district includes the Service Life Insurance Co. Block Addition; all of Block 1, Smith-Jones & Daggett Addition; all of Blocks 1 and 18, Jennings South Addition; all of Smith & Meade Subdivision; and the Jennings Avenue Underpass, including the right-of-way north to West Lancaster Avenue, the right-of-way on West Vickery Boulevard west of South Jennings Avenue and the South Jennings Avenue Overpass at the intersection of South Jennings Avenue and West Vickery Boulevard.

Boundary Justification:

The boundaries capture the highest concentration of buildings associated with the apparel industry on the city's Southside. Within these boundaries are other industrial, commercial, and apartment buildings that were part of the transformation of this section of the Near Southside from residential to industrial and commercial uses. Also included in the boundaries is the Jennings Avenue Underpass, a vital link between Fort Worth's Central Business District and the Southside.

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Map 1: Scaled Google Earth locational map indicating boundaries for the Jennings-Vickery Historic District and coordinate points indication and latitude and longitude in decimal degrees. Lettered coordinate points (1 to 7) correspond with those provided on page 4. Map retrieved June 16, 2016.

	Latitude	Longitude
1.	32.742162°	-97.331537°
2.	32.743566°	-97.331467°
3.	32.746615°	-97.330427°
4.	32.746623°	-97.330148°
5.	32.744361°	-97.329002°
6.	32.743659°	-97.328767°
7.	32.742129°	-97.328759°

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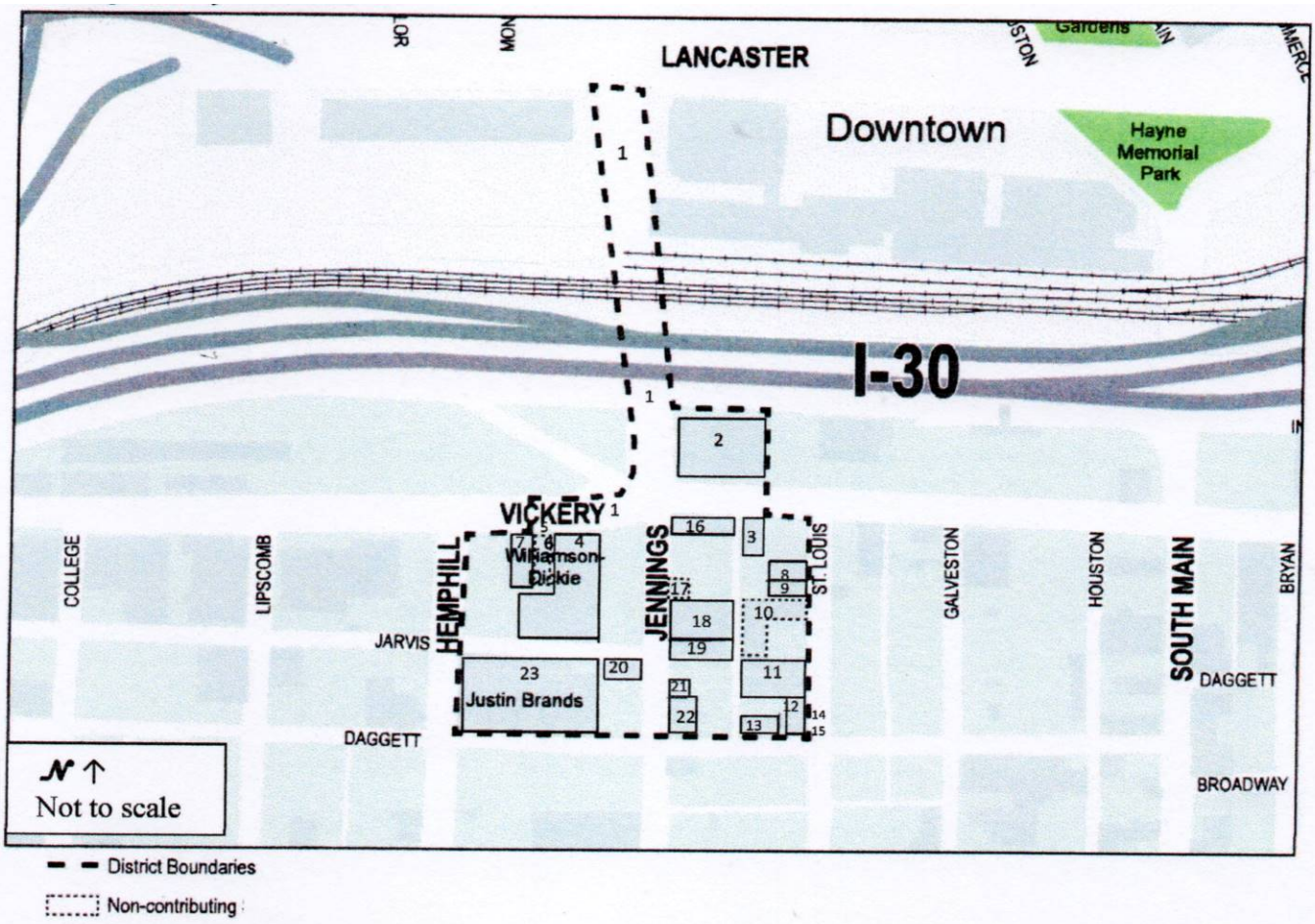
Map 2: Map of Jennings-Vickery Historic District with contributing and noncontributing resources. Base map courtesy Mike Brennan, Near Southside Community, Fort Worth, Texas.



1. Jennings Avenue Underpass	12. 210-14 St. Louis Avenue
2. 400 W. Vickery Boulevard	13. 406-10 W. Daggett Avenue
3. 409 W. Vickery Boulevard	14-15. 210 W. Daggett Avenue—Hitching Posts
4. 509 W. Vickery Boulevard	16. 101 S. Jennings Avenue
5. 509 W. Vickery Boulevard Courtyard Gate	17. 117 S. Jennings Avenue
6. 509 W. Vickery Boulevard Cafeteria Bldg	18. 121 S. Jennings Avenue
7. 521 W. Vickery Boulevard	19. 125 S. Jennings Avenue
8. 110 St. Louis Avenue	20. 200 S. Jennings Avenue
9. 112 St. Louis Avenue	21. 207 S. Jennings Avenue
10. 120 St. Louis Avenue (historically)	22. 217 S. Jennings Avenue
11. 202-08 St. Louis Avenue (historically)	23. 610 W. Daggett Avenue

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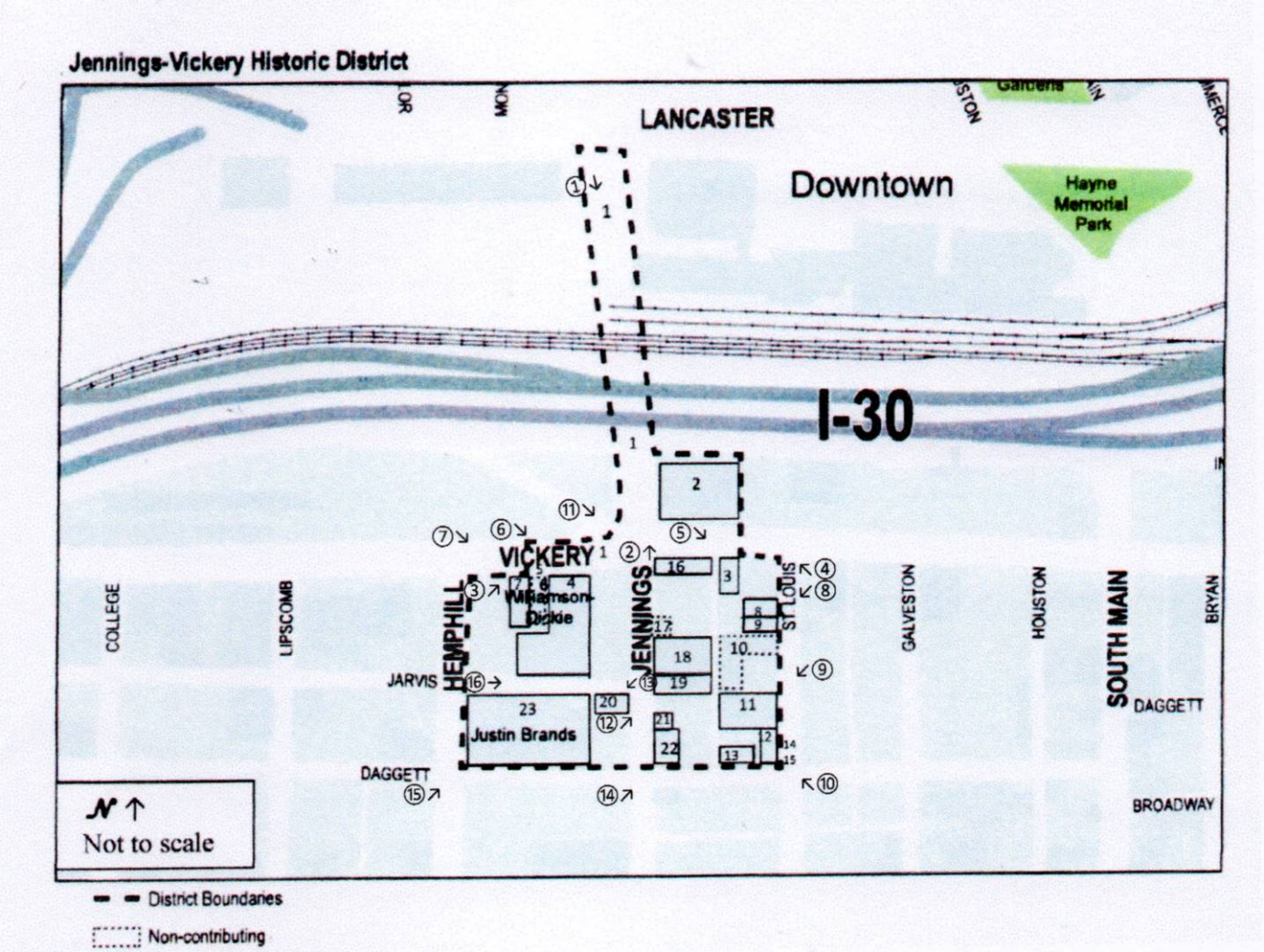
Map 3: Jennings-Vickery Historic District photo key. Base map courtesy Mike Brennan, Near Southside Community, Fort Worth, Texas.

①↑ photo number and view



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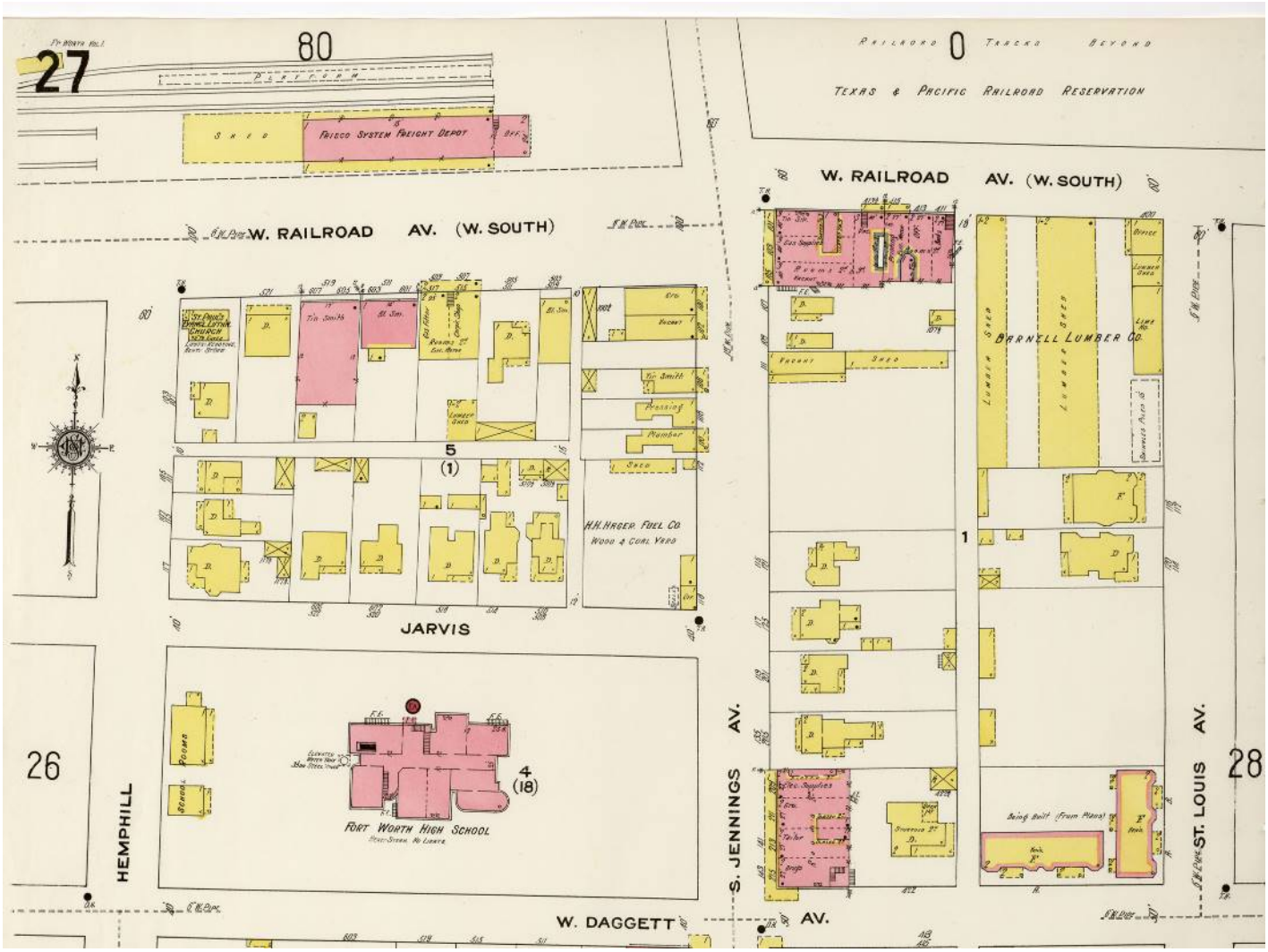
Map 4: This 1910 map features the three main blocks of the district and illustrates the residential nature of the area before it transitioned to commercial and industrial. The Modern Apartments and Bicocchi Building are located at 101-05 and 209-15 S. Jennings Avenue, respectively. A year later, the Fort Worth High School would be replaced by what is now the Justin Boot Factory. Sanborn Fire Insurance Map, Fort Worth, Texas, 1910, Volume 1, Sheet 27. Dolph Briscoe Center for American History, University of Texas at Austin.



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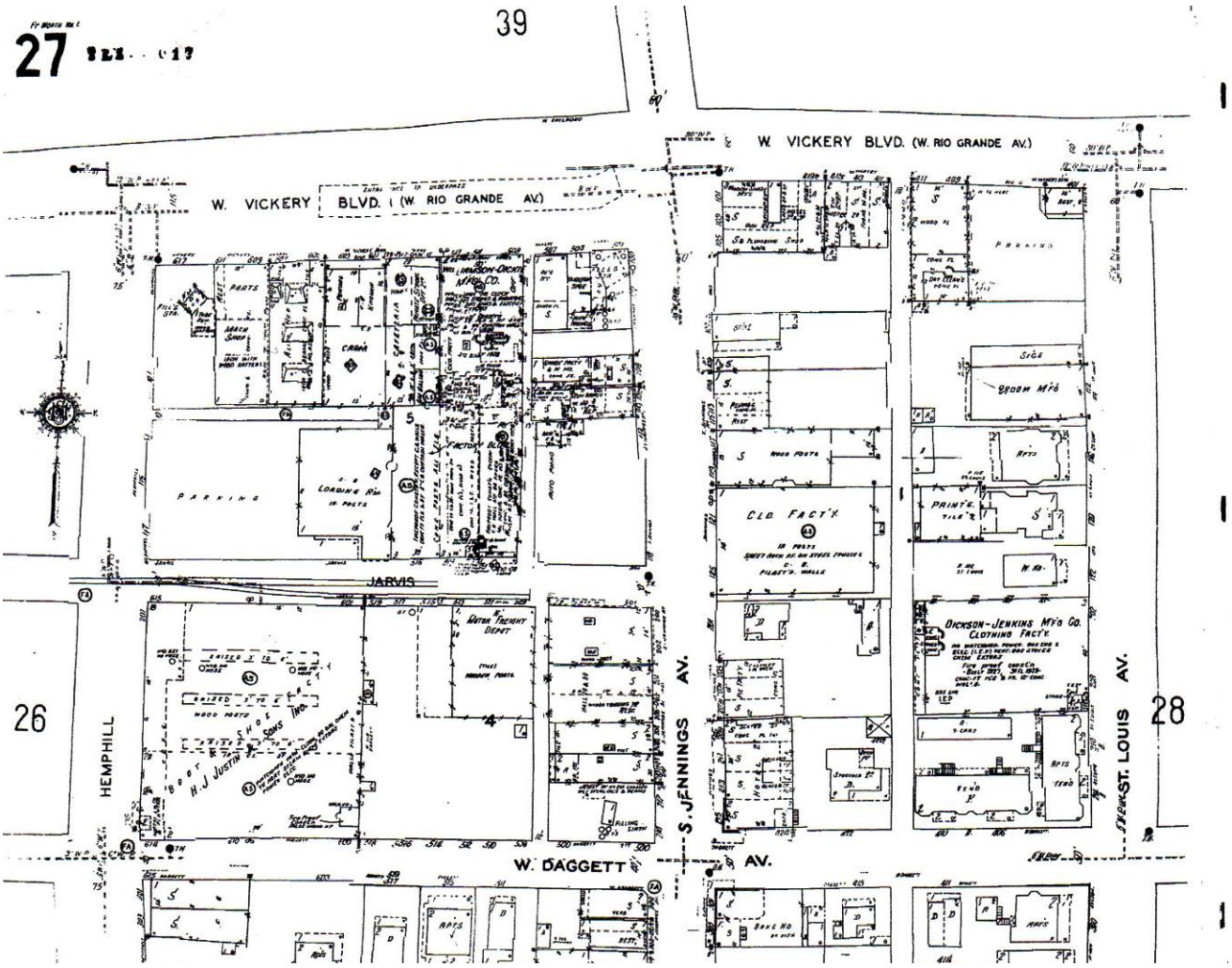
Map 5: 1951 map shows the district is largely commercial and industrial with a few houses left on St. Louis Avenue and scattered undeveloped lots. Also shown is the West Vickery Boulevard approach to the Jennings Avenue Underpass. All of the buildings bordering the west side of South Jennings Avenue, with the exception of 200 S. Jennings Avenue, have been demolished. Sanborn Fire Insurance Map, Fort Worth, Texas, 1951, Volume 1, Sheet 27.



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Map 6: Updated Sanborn Fire Insurance Co. Map, c. 1961 depicting the Service Life Insurance Co. development on the north side of West Vickery Boulevard. All but the building in the southwest corner (Section E) were demolished in the 1990s for the relocation of Interstate 30. Along the left side of the map is the Jennings Avenue Underpass. Courtesy Historic Fort Worth, Inc. N↑

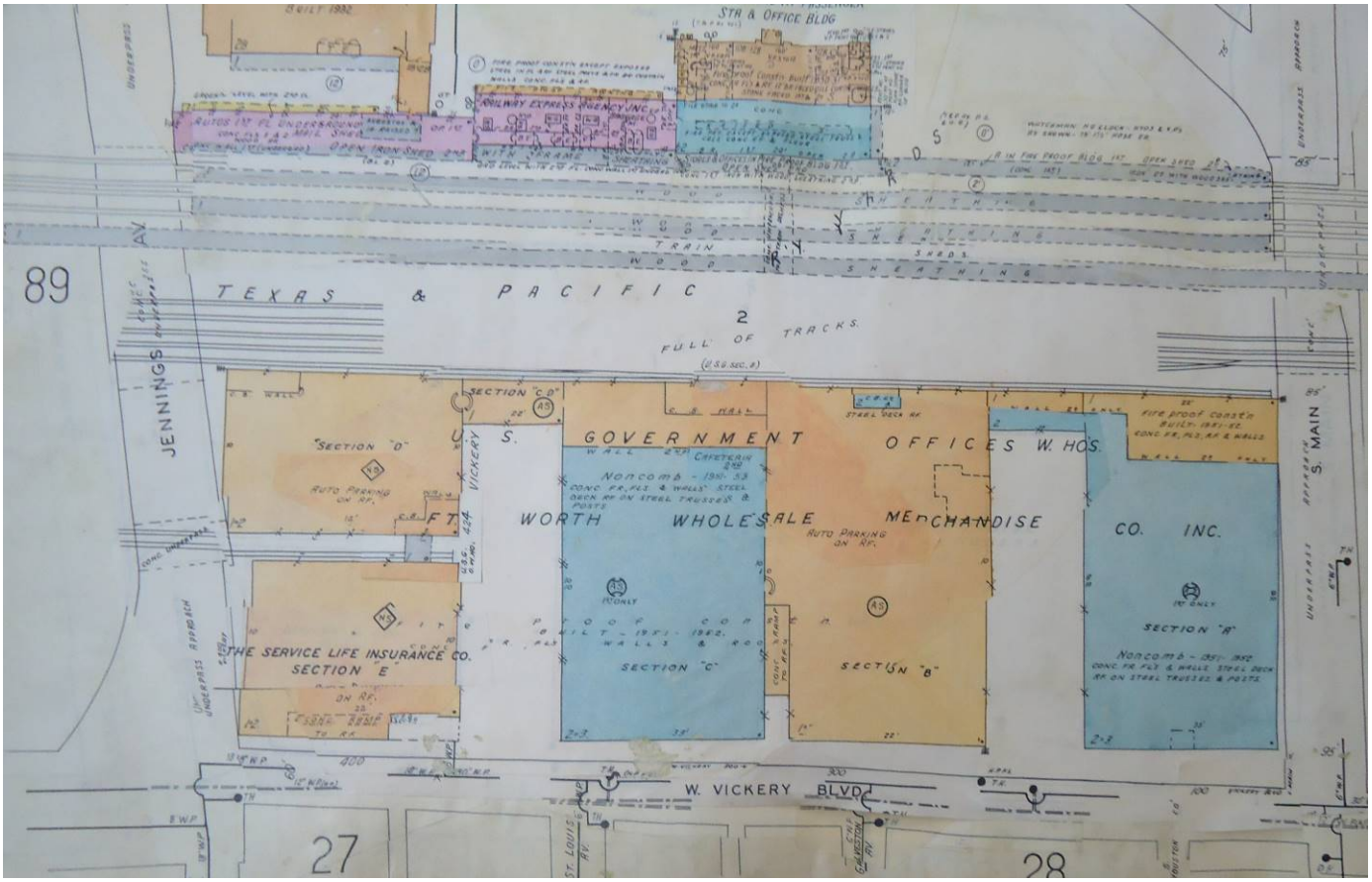

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Figure 1: Night view of the Jennings Avenue Underpass, looking south down Jennings Avenue. The underpass was said to be the largest underpass in Texas when it was completed in 1931. From *Five Years of Progress: A Final Report of the Five-Year Work Program of the Fort Worth Chamber of Commerce and a Pictorial Record of Growth and Development of Fort Worth in the Last Five Years, 1928-1932* [Fort Worth Chamber of Commerce, 1932]. Courtesy Fort Worth Library.

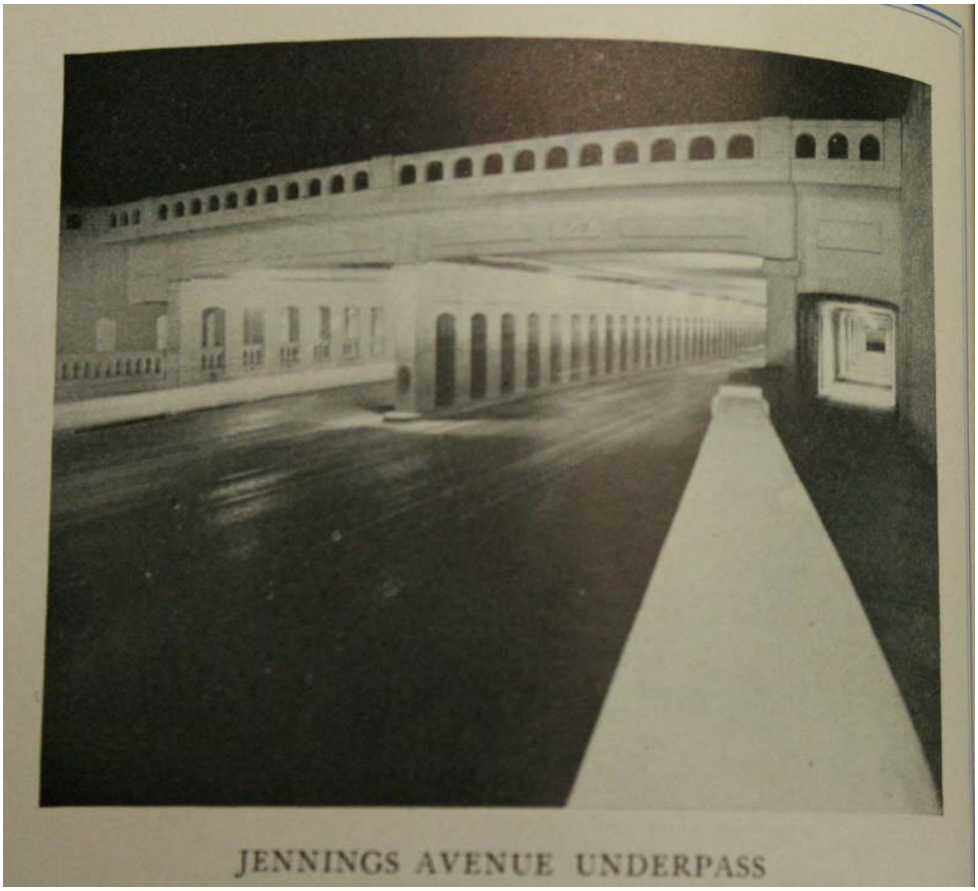

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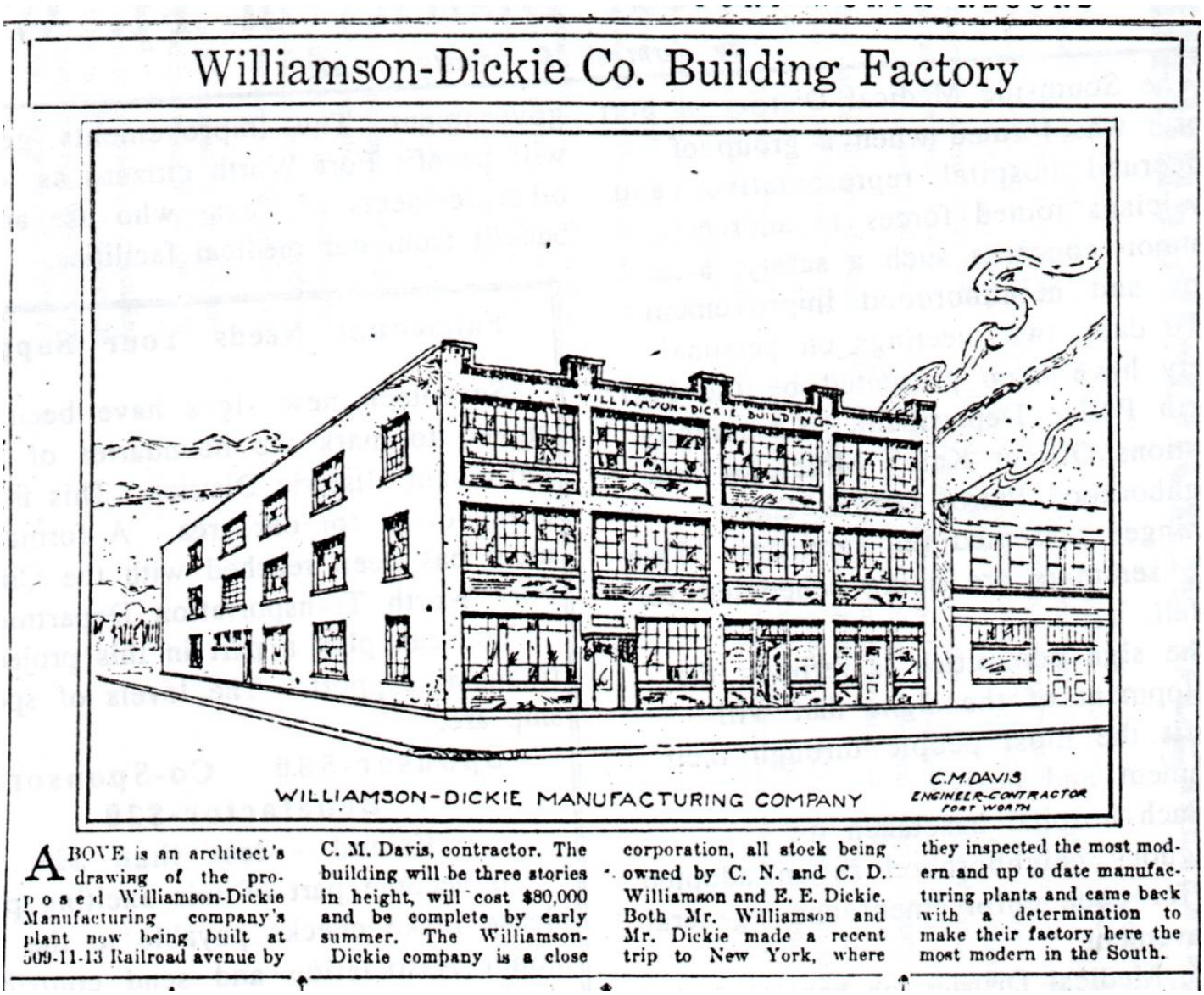
Figure 2: Drawing of the Williamson-Dickie Manufacturing Company Building from *Fort Worth Record*, February 3, 1924. Note the three stories.



ABOVE is an architect's drawing of the proposed Williamson-Dickie Manufacturing company's plant now being built at 509-11-13 Railroad avenue by C. M. Davis, contractor. The building will be three stories in height, will cost $80,000 and be complete by early summer. The Williamson-Dickie company is a close corporation, all stock being owned by C. N. and C. D. Williamson and E. E. Dickie. Both Mr. Williamson and Mr. Dickie made a recent trip to New York, where they inspected the most modern and up to date manufacturing plants and came back with a determination to make their factory here the most modern in the South.

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Figure 3: Williamson-Dickie Company Building before the addition of the fourth floor. 10004152, 2004-9, Charles M. Davis Photographs, Special Collections, The University of Texas at Arlington Library, Arlington, Texas [UTA].

Figure 4: Dickson-Jenkins Manufacturing Company Building. AR430 42-374-1, June 21, 1942. Courtesy W. D. Smith Commercial Photography Collection, Special Collections, UTA.

Figure 5: Justin Boot Company Building, 610 W. Daggett Avenue. AR 430452471, March 7, 1945, W.D. Smith Commercial Photography, Courtesy Special Collections, UTA.

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Figure 6: Branch-Smith Printing Plant, from *Fort Worth Magazine* (February 1964). The house was demolished after the period of significance.

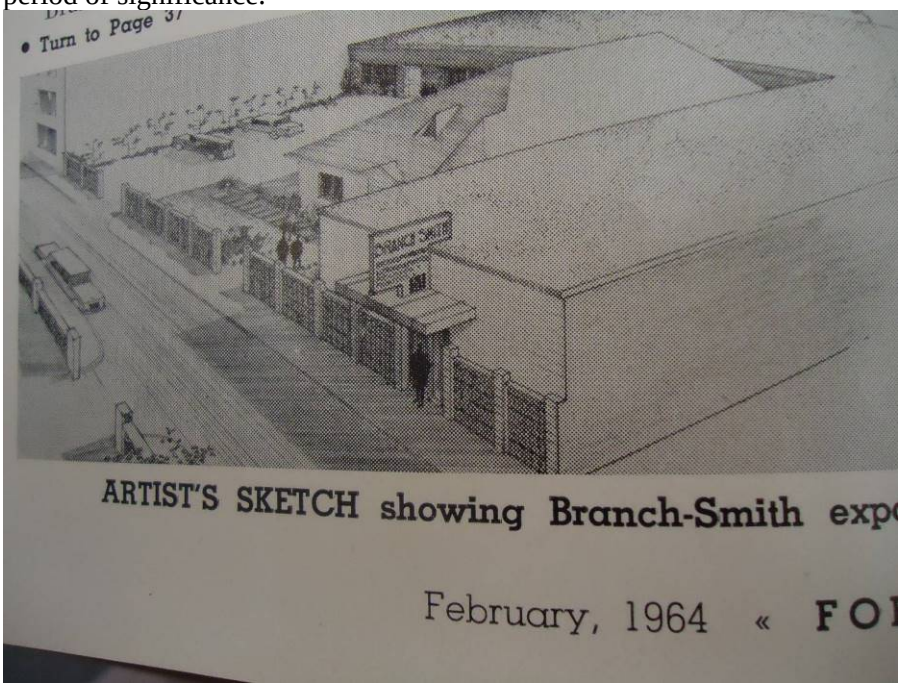

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Photo 1
Jennings Avenue Underpass, August 18, 2015, looking south

Photo 2
Jennings Avenue Underpass, August 5, 2015, looking north

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Photo 3
Jennings Avenue Underpass, August 5, 2015, looking northeast at approach to tunnel from West Vickery Boulevard

Photo 4
400 W. Vickery Boulevard, June 9, 2016, looking northwest

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Photo 5
409 W. Vickery Boulevard, July 30, 2015, looking southeast

Photo 6
507 W. Vickery Boulevard, August 8, 2015, looking southeast

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Photo 7
507 W. Vickery Boulevard (gate & cafeteria building) and 521 W. Vickery Boulevard, looking southeast

Photo 8
120, 112, and 110 St. Louis Avenue (left to right), June 9, 2016, looking southwest

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Photo 9
202-08 St. Louis Avenue (historically, 120 St. Louis Avenue currently), August 18, 2015, looking southwest

Photo 10
406-10 W. Daggett Avenue and 210-14 St. Louis Avenue (left to right) and hitching post at corner, January 26, 2012, looking northwest

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Photo 11
101 S. Jennings Avenue, July 30, 2015, looking southeast

Photo 12
117, 121, 125 S. Jennings Avenue (left to right), July 30, 2015, looking northeast

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Photo 13
200 S. Jennings Avenue, July 30, 2015, looking southwest

Photo 14
207 and 217 S. Jennings Avenue (left to right), July 30, 2015, looking northeast

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Photo 15
610 W. Daggett Avenue, June 9, 2016, looking northeast

Photo 16
Jarvis Street from Hemphill Street (rear of Williamson-Dickie Manufacturing Co. on left and rear of Justin Boots Co. Building on right), June 9, 2016, looking east

-fin-

B. GLEN WHITLEY
COUNTY JUDGE
of
TARRANT COUNTY

August 2, 2016

Gregory W. Smith
National Register Coordinator
History Programs Division
P.O. Box 122276
Austin, Texas 78711-2276

Re: Nomination to the National Register of Historic Places, Fort Worth, Tarrant County, Texas

Dear Mr. Smith:

It is with pleasure that I, on behalf of the Tarrant County Commissioners Court, support the nomination of the Jennings-Vickery Historic District to the Register of Historic Places.

This designation is a distinct honor and allows Tarrant County residents and visitors alike to know the rich history of this great institution!

This nomination has been reviewed by the County's Certified Local Government (CLG) representative, as well as the local landmark board.

If Tarrant County can provide additional assistance, please contact my office or our CLG representative, Debbie Fillmore at DJFillmore@tarrantcounty.com.

Sincerely,

B. Glen Whitley
County Judge
Tarrant County

cc: Cindy Wilson Arrick, CLG representative, Tarrant County
Debbie Fillmore, CLG representative, Tarrant County

County Administration Building, 100 East Weatherford Street Fort Worth, Texas 76196-010 1 • (817) 884-1441 • FAX: (817) 884-2793
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