

Finished

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

historic: Standard - Tilton Mill
and/or common: _____ date: _____

2. Location

address: _____
location/neighborhood: _____
blocks: _____ survey: _____ tract size: _____

3. Current Zoning

4. Classification

Category	Ownership	Status	Present Use	<input type="checkbox"/> museum
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> park
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> residence
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in	<input type="checkbox"/> educational	<input type="checkbox"/> religious
<input type="checkbox"/> site	Public	<input type="checkbox"/> progress	<input type="checkbox"/> entertainment	<input type="checkbox"/> scientific
<input type="checkbox"/> object	Acquisition	Accessibility	<input type="checkbox"/> government	<input type="checkbox"/> transportation
	<input type="checkbox"/> in progress	<input type="checkbox"/> yes:restricted	<input type="checkbox"/> industrial	<input type="checkbox"/> other, specify
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes:unrestricted	<input type="checkbox"/> military	_____
		<input type="checkbox"/> no		

5. Ownership

Current Owner: _____
Contact: _____ Phone: _____
Address: _____

6. Form Preparation

Date: _____
Name & Title: _____
Organization: _____
Contact: _____ Phone: _____

7. Representation on Existing Surveys

Alexander Survey (citywide) local state national National Register
H.P.L. Survey (CBD) A B C D Recorded TX Historic Ldmk
Oak Cliff TX Archaeological Ldmk
Victorian Survey
Dallas Historic Resources Survey, Phase high medium low

For Office Use Only

Date Rec'd: _____ Survey Verified: Y N by: _____ Field Check by: _____ Petitions Needed: Y N
Nomination: Archaeological Site Structure(s) Structure & Site District

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The buildings are served by a 250 foot train dock and eight truck docks. One of the truck docks and a truck scale located south of the building, are serviced by dump cavities opening into hoppers, and connected to tunnels under the warehouse floor. These tunnels lead to the basement of the elevator head house, where vertical conveyors moved grain to either the silos or processing areas. Loading dock doors were wood, with reinforced muntins and rails, and glass inserts. They hang on pipe rails and open and close by sliding horizontally. All docks are sheltered by steel framed sheet metal awnings. Windows in the original building are all steel framed awning type. The warehouse building's windows are two pane transom windows just below ceiling height. The other buildings' windows are full height. The mechanical building is at grade with no dock doors, but rather ten foot steel doors with framed windows above, opening outward. The eastward portion is a boiler room with a steel stack. It contains a 1914 Casey-Hedges, Chattanooga, Tennessee, gas fired boiler with 54 tubes and a brick fire box. It is separated from the rest of the building with a fire wall and double Underwriter Laboratory (ULI) rated fire doors. (Photos 9-26, 39-42, 80, 86-88)

A twenty four hundred square foot second story office is placed at the street edge of the main warehouse building. It is accessed by a stair from grade level. The interior walls of the stairwell and the office itself are plastered, including the original ceiling. Wood trim include door jambs and headers, chair rail, and base molding. A walk-in vault once occupied a small room, but has been removed. A false concrete arch with voussoir and keystone distinguish the exterior office entry. The double entry doors are at grade, leading to a small raised vestibule and stairway to the second floor. (Photos 31-37)

Upper floors of the mill are served by two stairwells, a cable hoist freight elevator, and two belt-type man-lifts. (Photo 24) The elevator and west stairwell were added as part of the corn mill in 1948, and have steel accessories not available in 1914. Locker rooms with showers for employees are on the second floor. The original locker room appeared to accommodate no more than thirty lockers and two showers. A second locker room was added in space over the main entry in the 1950's with tile and more contemporary shower and washing facilities. Approximately one hundred eighty men were employed when the mill closed in 1974. (Photos 27-29)

Because of the danger of explosion with grain dust, there are numerous weighted fire doors with fusible links. This includes sliding, swinging, and rolling fire doors. The flat doors are all wood covered with seamed sheet metal and reinforced with steel strapping. Sliding doors were made by American Sheet Metal Works of New Orleans, Louisiana, and are ULI rated. Swinging doors were made by Philip Manufacturing Company of East Hampton, Massachusetts. Each has a latching device to hold the closed door in place. Roll drop doors are corrugated with linked horizontal steel panels. All stairwells, building separations, and elevator openings are so protected. (Photos 28, 46, 69, 81)

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The site is approximately one half mile east of the escarpment defining the Trinity River original course and flood plain. A major Dallas flood in 1908 which destroyed the company's original mill on the banks of the river prompted this choice of location, when the mill was planned in 1913.

The property is a 118,461 square foot site divided into two tracts. The first, containing the mill, is 90,296 square feet. The second tract, with 28,185 square feet is immediately north of the mill, across the GC&FE tracks, fronting on Kelly Street. This parcel contains only the remaining foundation of an ice plant that operated to a date in the 1920's. The original building has four sections: a 25,000 square foot warehouse, a 7,000 square foot mechanical shop and power building, a six story mill with 6,000 square foot floors, and a seven story elevator head house directing grain to eighteen, 100 foot tall grain silos, eighteen feet in diameter. These buildings were constructed in two distinct stages. The first, in 1913, were one, two and six story structures that contained all activities, along with an elevator tower and grain silos. The seven story corn mill and silo building was added after World War II, supported by massive structural columns above the western portion of the original warehouse. According to company records, after the 1948 completion of the corn mill, general renovation of the rest of the plant continued until 1954. Three auxiliary metal sheds are on the site, one to cover a truck scale, one a vehicle repair shop and one used to store empty grain sacks. (Photos 1-8)

The milling and distribution process involved delivering grain from either rail car or truck. The grain was then carried vertically to a silo for storage or to processing. Grain was moved either vertically in a bucket attached to a belt inside a sheet metal sleeve, or horizontally in a trough by means of a rotating auger. The process of rotary grinding, cleaning, refining and sifting took place in a vertical sequence. The upper floors did the initial work. Movement down to the next operation was generally by gravity feed. Though in the sifting and refining process, product was raised to higher levels by blower as needed. Bags of refined flour and meal were filled on the lower floors and sent to the warehouse for storage and distribution. Wheat and corn were milled at this plant and the finished products included yellow corn meal; feed meal; bran meal; white, medium and dark rye flour; pumpernickel flour; cake, pastry, cracker and cookie flour; plain bread dough flour, and self-rising bread dough flour.

The mill, warehouse, and mechanical buildings are of reinforced concrete with some brick infill, and brick parapets. The reddish -brown brick is laid in a running bond. Brick markings are "GLOBE", identification of the Globe Brick Company of El Paso, Texas. The brick parapets are crenelated, with concrete coping, capped by tiles. Floors on all but the mechanical building are four feet above grade. Continuity is provided by a twelve inch beltcourse at dock height around the latter structure. (Photos 1-8)

8. Historic Ownership

original owner: _____

significant later owner(s): _____

9. Construction Dates

original: _____

alterations/additions: _____

10. Architect

original construction: _____

alterations/additions: _____

11. Site Features

natural: _____

urban design: _____

12. Physical Description

Condition, check one:

 excellent good fair deteriorated ruins unexposed unaltered altered

Check one:

 original site moved (date _____)

Describe present and original (if known) physical appearance. Include style(s) of architecture, current condition and relationship to surrounding fabric (structures, objects, etc.) elaborate on pertinent materials used and style(s) of architectural detailing, embellishments and site details.

The Stanard-Tilton (American Beauty) Mill is an intact example of an early 20th century industrial building. The first building permit for the new mill was taken out on June 4, 1913 by Stanard-Tilton Milling Company for a six story brick building with a basement at a cost of \$50,000. The next building permit, No. 1887, was issued on October 24, 1913, for a building on lots 1-6 of Block C/874 of the City of Dallas. The lot is described as being 190 X 234 X 250 X 330 feet. The estimated cost was \$115,000. An annotation read "Elevators will cost \$56,000". Three days later on October 27, 1913, another permit, No. 1910, was issued for the grain elevators at an estimated cost of \$60,000.

The mill is located in the J.M. Regan Subdivision of the City of Dallas, approximately one mile due south of the central business district. With the exception of a small parcel north of the original tracks, the site lies between the right-of-way of the original Gulf-Colorado and Santa Fe Railroad (GCSF), and the Dallas Terminal Railway and Union Depot Company (DTR&UDC), now owned by the Dallas Area Rapid Transit System (DART) and the Santa Fe Southern Pacific Railroad Corporation, respectively. The street address, 2400 South Ervay Street, was established in 1913 when the main north-south thoroughfare was at grade. In 1952, the city of Dallas cut an underpass beneath the GC&SF tracks which removed service from the UTR&UDC tracks going west beyond the mill. Today, north-south automobile and pedestrian traffic pass beneath the mill's western property line. The DTR&UDC track is imbedded in Coombs Street, which was abandoned to the railroad in 1895. The track is occasionally used to service a functioning steel fabrication plant bordering on the mill's eastern property line.

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The original finishes are simple. Either raw masonry or paint cover all interior walls, except the office, which is plastered. The exterior, is either bare or painted concrete, with some exposed brick (particularly on the street facades) or coated with a weatherproof sealer. The entire six story original flour mill is coated to prevent moisture penetration. (Photos 1-88)

After World War II, a corn mill was added. It was built entirely from reinforced concrete. There are thirty rectangular internal silos, occupying about thirty percent of the floor space from stories three through six. The six story structure is mounted on the original 1914 warehouse building, supported by ten, three foot diameter reinforced concrete columns. It operated the same way the flour mill did by moving grain to the top, and refining it as it gradually moved down. The building itself is an unadorned modified Art Deco style with thirteen pilasters rising from the base, narrowing slightly to a point six inches above the parapet. Windows are all glass block, with a frosted glass panel insert in most openings for ventilation. (Photos 1-8, 38-41, 43-49, 57-58, 64-69, 74-79)

13. Historical Significance

Statement of historical and cultural significance. Include: cultural influences, special events and important personages, influences on neighborhood, on the city, etc.

The Stanard-Tilton (American Beauty) Flour Mill, 2400 South Ervay Street, has historical and architectural significance representing important factors in Dallas development. Constructed in 1913 with additions from 1948 to 1954, the mill is one of Dallas' two remaining massive turn of the century structures built with prominent parapets and castle-like detail so often seen in old mill towns of England and older American cities. The mill signifies the industrial recovery and redevelopment of Dallas after the devastating flood of 1908. It was the successor to a business of one of the city's most influential and productive pioneer families, Alexander and Sarah Cockrell. This mill was the largest flour mill in Dallas. The 1948 corn mill addition is a symbol of the City's post World War II expansion, serving a world economy craving American products.

The origins of the grain mill at 2400 South Ervay Street date to the earliest days of the city's history. The original business, Todd Flour Mills, was a creation of one of Dallas' most influential and productive pioneer families, the Cockrells. The contribution was even more significant because it was not only Alexander, but his wife and widow, Sarah Horton Cockrell, who in a male dominated pioneer village made flour milling the town's first large commercial venture.

Mr. Cockrell came to Texas from Kentucky in 1845, and settled in the Mountain Creek area across the Trinity River from Dallas. Cockrell became friendly with John Neely Bryan, the man considered the founder of Dallas. In 1853 Cockrell purchased Bryan's interest in the Dallas land, as well as ferry rights across the Trinity River for \$7,000. He moved across the river to the village called Dallas, and engaged himself with a number of enterprises, including a small grist mill, a river ferry, a sawmill, a hotel, a brick yard, a contracting business, and several commercial buildings.

Alexander Cockrell died an untimely death in 1858, when because of a disputed payment on a debt past due from a newly elected town marshal, Cockrell was shot and killed on the street. After his death, Sarah Horton Cockrell, his widow assumed control of his various enterprises and managed them successfully until her death in 1892.

In 1863, Mrs. Cockrell assumed control of the flour mill in which Alexander had a partial interest. She bought the interests of partners O.Y. Ellis and H. K. Williams, as well as managing partner Thomas E. Sherwood for \$3,400. The mill, known as Todd Mill, is not listed by name in any recorded document until the 1875 edition of the Dallas City Directory, the city's first. The only connection is the fact that Robert Cockrell, a son, was listed as working at the mill. There is a document on the stationary of the Todd Mills: S.H. Cockrell., Proprietors, written in 1875 conveying the interest of one J.H. Kimball, an apparent partner, to Mrs. Cockrell for \$2,300. The mill was located on Pacific Avenue, (actually the Southern Pacific Railroad tracks) and Broadway (one block from Water Street at the river's edge) is now site of the Triple underpass (Main, Elm and Commerce Streets). The milling business was eventually managed by son Frank M. Cockrell and son-in-law Mitchell Gray, husband of the eldest Cockrell daughter Aurelia. Sarah Horton Cockrell is said to be responsible for the

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first major commercial flour mill in Dallas, and in the mid-1870's, the largest commercial enterprise in the city.

The mill complex was sold in 1892, the year of Mrs. Cockrell's death by Frank Cockrell, aged 38. He was listed as president and general manager to E.O. Stanard of St. Louis Missouri. At that time the enterprise was listed as Empire Milling Company.

In 1908 Dallas experienced a devastating flood which destroyed most of the local industries. Relocation and the subsequent expansion of Dallas' industrial area took place in the years following the flood. By 1913 when the mill was constructed, many of the local industries had expanded to this area of South Dallas to be better served by the railroad, safe from floods and close to the necessary worker population.

The Dallas Chamber of Commerce chronicled this industrial growth in an article in Dallas Spirit Magazine published January 1914. The Chamber had recorded location of 112 industries in Dallas from 1910 to 1913. The volume of goods distributed from Dallas went from \$131,000,000 in 1910 to \$211,000,000 in 1913. The Chamber noted there was a total of 393 industries in Dallas for 1913 with a total of \$42.6 million in products. These industries employed close to 9,000 people.

After the flood the Mill closed and moved to a temporary location at Main and Houston Streets. In 1912, new plans were drawn and land was purchases half a mile from the flood plain on the tracks of the Gulf, Colorado and Santa Fe Railroad with direct links to the southern and southeastern states and by the Texas and Pacific Railroad tracks to St. Louis. The tracks intersected at grade with South Ervay Street, at the southern edge of the Cedars area, a little under a mile south of the Central Business District. The building permits were issued in June and October of 1913. The June building permit was for a six story brick structure with a basement at the cost of \$50,000. The October permit was for a brick mill, warehouse and office at the cost of \$115,000. The elevators, noted in pencil on this permit, were at the cost of \$56,000. The total cost of this mill at the time was \$221,000.

E.O. Stanard who purchased the mill from Frank Cockrell was born in New Hampshire in 1832. He purchased the Eagle Steam Mill in St. Louis in 1857. Shortly thereafter he purchased the Alton City Mills, also on the Mississippi River on the Illinois side, a few miles north of St. Louis. In 1882, he incorporated these businesses as the E.O. Stanard Milling Company. His son-in-law, Edgar D. Tilton joined him soon thereafter. The name was then changed to Stanard-Tilton Milling Company. The 1892 purchase of Empire Mills in Dallas allowed his company to better serve the southern and southeastern states, and supplement his Midwest milling capacity. St. Louis was the milling center due to its proximity to the grain farmers of the Midwest. The southern United States had few grain farmers, therefore few mills. Several Midwest millers, like Stanard, used Texas plants to service both the south and

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southeast, as well as their own needs, because of the newly efficient railway system linking Dallas to St. Louis.

Besides milling, E.O. Stanard distinguished himself as lieutenant governor of Missouri from 1869 to 1871, and as a U.S. Congressman for one term in 1873. The Stanard family continued run the mill until 1941.

The Dallas mill was acquired by the Russell-Miller Milling Company in 1941 along with three other Stanard-Tilton mills. Russell-Miller was formed in 1897 in the Dakotas as an assembly of smaller mills specializing in milling spring wheat farmed on the great plains. Headquarters were moved to Minneapolis, Minnesota in 1907. Its acquisition of Stanard-Tilton provided greater capacity and distribution to Canada and the Gulf.

In 1948, they added onto the mill. The new addition was seven stories and included a packing room, blending plant, laboratories and 27 huge bins for bulk storage of grain products. High speed packers for flour, feed and corn meal were considered the most modern in the industry. This mill was the largest in Dallas; Burrus and Pearlstone were its closest competitors.

In 1963, Russell-Miller in turn sold its mills to the Peavey Milling Company. The company was founded as F.H. Peavey and Company in 1874. Peavey was a grain merchant, whose company did not engage in milling until 1928. The headquarters were in Minneapolis, from which sons and grandsons of the founder operated nine mills in addition to the Dallas operation. Dallas with a capacity of 8,500 pounds per day was the third largest mill of this chain.

As the American taste for bakery products became more sophisticated, milling became more specialized. This created the need for more refinement in flours, more control over mineral ingredients and humidity. A laboratory in the Dallas plant controlled what they could. But the equipment, which was from 25 to 50 years old, could not compete with newer plants. further bulk barge transit from the Midwest to the south proved cheaper than rail or truck for grain, making the decision to continue operating the Dallas mill questionable. The mill closed July 14, 1973. This mill, when constructed in 1913, was one of only four flour mills operating in Dallas. When it closed in 1973 , after 60 years of service, it was one of the last remaining working mills in Dallas.

The property was purchased in 1974 by the Cargill Corporation of Minneapolis. Cargill, a long time grain merchant, is today one of the world's largest millers, and the United States' largest family owned corporation. The Ervay Street mill was purchased to keep it from falling into competitive hands. Cargill owns several non-functioning mills in Texas. The empty mill was recently purchase from Cargill by the Bennett Miller Company for conversion to residential and creative arts related uses.

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The Stanard-Tilton Mill was a successor to Todd Mills, owned by one of Dallas' most prominent families, the Cockrells. Constructed in 1913, the mill epitomized the growth and redevelopment of Dallas after the devastating flood of 1908. This mill, the largest in Dallas, symbolizes Dallas' early industrial growth. The 1948 addition to the mill was a signal of the rebirth of domestic industry after the long years of World War II. Now this structure is one of only a handful of large early twentieth century industrial buildings left in Dallas.

14. Bibliography

Original Sources

City of Dallas Building Permits: 1910-1922, Dallas Public Library.

Dallas City Directory: 1875; 1882; 1891; 1892; 1893; 1894; 1894; 1895; 1907; 1912; 1914; 1941; 1942-3; 1955; 1970.

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Newspapers/Periodicals

Dallas Morning News: March 9, 1941; June 8, 1973.

Dallas Times Herald: June 22, 1973.

Dallas Historical Society Library, Clipping file: Cockrell

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Texas Western Press, 1971

McDonald. William Lloyd
Dallas Rediscovered
A Photographic Chronicle of Urban Expansion, 1870 - 1925
Dallas Historical Society, 1978

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Payne, Darwin
Dallas, An Illustrated History
Windsor Publications, 1982

Payne, Darwin
Big D
Triumph & Troubles of an American Supercity in the 20th Century Three Forks Press, 1991

Steen, Herman
Flour Milling in America
T. S. Denison & Company, Inc. 1963

Designation Merit

- A. Character, interest or value as part of the development, heritage or cultural characteristics of the City of Dallas, State of Texas or the United States. _____
- B. Location as the site of a significant historical event. _____
- C. Identification with a person or persons who significantly contributed to the cultural and development of the city. _____
- D. Exemplification of the cultural, economic, social or historical heritage of the city. _____
- E. Portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style. _____
- F. Embodiment of distinguishing characteristics of an architectural style or specimen. _____
- G. Identification as the work of an architect or master builder whose individual work has influenced the development of the city. _____
- H. Embodiment of elements of architectural design, detail, material or craftsmanship which represent a significant architectural innovation. _____
- I. Relationship to other distinctive buildings, sites or areas which are eligible for preservation according to a plan based on historic, cultural or architectural motif. _____
- J. Unique location of singular physical characteristics representing an established and familiar feature of a neighborhood, community or the city. _____
- K. Archaeological value in that it has produced or can be expected to produce data affecting theories or historic or prehistoric value. _____
- L. Value as an aspect of community sentiment of public pride. _____

Recommendation

The Designation Task Force requests the Landmark Commission to deem this nominated landmark meritorious of designation as outlined in Chapter 51 and Chapter 51A, Dallas Development Code.

Further, the Designation Task Force endorses the Preservation Criteria, policy recommendations and landmark boundary as presented by the Department of Planning and Development.

Date:

Kate Singleton, Chair
Neighborhood Designation Task Force

Jim Anderson, Urban Planner
Historic Preservation