**UNITED STATES DEPARTMENT OF THE INTERIOR**
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 **NAME**

HISTORIC
Westend Historic District

AND/OR COMMON

2 **LOCATION**

STREET & NUMBER
Bounded by Lamar, Griffin, Wood, Market and Commerce Streets and the MKT Railroad Tracks.

CITY, TOWN
Dallas

VICINITY OF

STATE
Texas

CODE
048

COUNTY
Dallas

CODE
113

3 **CLASSIFICATION**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>OWNERSHIP</th>
<th>STATUS</th>
<th>PRESENT USE</th>
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<td>SITE</td>
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<td>ACCESSIBLE</td>
<td>X.MUSEUM</td>
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<td>OBJECT</td>
<td><em>IN PROCESS</em></td>
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<td><em>BEING CONSIDERED</em></td>
<td>X.YES: UNRESTRICTED</td>
<td><em>PRIVATE RESIDENCE</em></td>
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4 **OWNER OF PROPERTY**

NAME
Multiple Ownership (see continuation sheet Item 4).

5 **LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Dallas County Courthouse

6 **REPRESENTATION IN EXISTING SURVEYS**

TITLE
Historic Sites Inventory/Dallas Historic Landmark Survey

DATE
1978/1974

DEPOSITORY FOR SURVEY RECORDS
Texas Historical Commission/ City of Dallas
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<tr>
<th>BLOCK</th>
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<td>Land west of Record and Houston</td>
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<td>409 Elm</td>
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<td>11,12,13</td>
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<td>Dealey Plaza</td>
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<td>Beer, A. Robert 12800 Hillcrest Rd Suite 220, Dallas, TX</td>
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<td>Bradburn, Marvin, Tr. 509 Elm, Dallas, TX</td>
<td>209-211 Record</td>
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<td>Rose Melville R. 712 Commerce, Dallas, TX</td>
<td>501 Elm</td>
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<td>Houston and Commerce</td>
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<td>R. Hood Chaney 912 Commerce Dallas, TX</td>
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<td>1911 Lamar 1907 Lamar</td>
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<td>MKT</td>
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<td>1601-1811 Lamar 15</td>
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father (37) is now relocated in Founders Plaza directly east of the County Records building.

Many of the Westend buildings constructed in the first decade of the 1900's were more sophisticated in design than the earlier buildings that represent a burgeoning commerce town. The direct rail connection to St Louis and Chicago brought contemporary ideas to Dallas and the new architecture expressed this contact. The 1901 Southern Rock Island Plow Company Building (24), 409 Elm Street, though devoid of any Sullivanesque detail, imitates the turn-of-the-century Chicago highrise. The verticality expressed in the continuous pilasters on floors two through six as the mid-part of the three part horizontal composition are common to the Chicago style heightened by Louis Sullivan.

An outstanding building constructed during the early development of the commercial/warehouse area is the John Deere Plow Company Building (25), built in 1902. Located on the northeast corner of Elm and Houston, the building displays distinctive Chicago School elements. Notable details are the solidity of the massing with broad corner solids flanking the three bay window and unbroken pier central section. The Sullivan-inspired three part composition is evident in a shortened scale and capped with a projecting cornice. Broad bands of geometric floral designs define the main entrances.

Another important early structure is the 1907 Kingman-Texas Building, 209-211 Record Street (26). The decoratively corbelled round arches the spring from the ground, second, and fifth stories on the east and north elevations create a composition reminiscent of H.H. Richardson's Marshall Field Store in Chicago. Above each series of arches is a corbelled stri course that divides the building into a distinctive three part mass.

The Moline Plow Company Building (17), 302 N. Market, the Emerson Manufacturing Company (33), Austin at Pacific, and the B.F. Avery & Sons Building (30), 208 N. Market, best exemplify the image of the Westend with their five and six story solidly massed brick edifices and their physical similarities. Brick corbelled cornices, various brick patterns on spandrel panels, pier elements, and intrados of round or segmentally arched windows are common architectural details. The wood door and sash window are intact, and though the buildings have been painted, they retain their architectural integrity. These three structures were built just before or during the first decade of this century.

Two structures of the early 1900's that represent a "transitional" per-
at 602 Elm, and the building at 712 Commerce, 1901 (49). The intricate brick diapering pattern on 712 Commerce and other finely detailed brick work on both multi-storied structures demonstrate a restrained use of nineteenth century craftsmanship applied to a functional twentieth cent structure. Classically detailed cast iron columns on the Parlin and Orrendorff Building are unique among the remaining buildings of the per of the smaller buildings in the district, the two story former city jai (13) is notable. Built in 1906, it is a masonry structure with decorative brick pilasters and a classical pediment over the doorway.

During the second decade of the 1900's, the Chicago School made its largest impact on the architecture of Dallas' Westend. The structural steel frame embodied in the Sanger Brothers Building (35-National Register: and the Missouri, Kansas, & Texas Railway Company of Texas Headquarters Building (44), 701 Commerce, make them outstanding examples of the commercial style, with the broad expanse of glass separated by continuous pier elements and slightly recessed unadorned spandrel units. The 1911 NKT Building retains the three part Chicago School composition like many of the other Westend buildings, but its terra cotta ornamentation and cornice detailing applied to the top story are unique to the district.

An industrial and wholesale building, the Higginbotham-Bailey-Logan Company (55), 91/4 Jackson, expresses its function more clearly than any earlier building in the Westend District. The strongly horizontal seven story composition with geometrically detailed raised corner towers covers an entire city block. One block west is a smaller, but similarly detailed structure, the Office Equipment Company (56), 800 Jackson, that is a truer commercial style building in its lightness of structure and the tripartite Chicago windows.

The 1920's represented the last decade of railroad influenced building activity in the Westend District before vehicular transportation diminished the industry's dependency on the railroad. Large commercial office buildings were constructed, such as the Wholesale Merchants Building (52) at 906-918 Commerce, the Oil Well Building (3), 2001 N. Lamar, State General Life Building (57) at 915 Jackson Street, and the Dallas County State Bank (47), 810 Main (1920), that expressed an industrial aesthetic Architectural detailing on these buildings is secondary to their mere mass and structural design. The floor to floor height and fenestration is more regular and reduced in scale than previous commercial construction. These examples continue to use the three part composition with base and top floors emphasized by added detailing to more clearly define them from the middle portion or shaft of the building. Stone, terr
Vertical emphasis is expressed in almost unbroken pier elements with alternating slightly recessed window-spandrel bays. Steel frame construction allowed for multi-grouped window openings which offered additional light and air to the offices. Cornices on these buildings are reduced to a minimum with projecting moldings or decorated low-relief ornament applied to the top story.

During this late railroad period a few buildings were used solely by the railroad for freight transportation. The elongated one story Missouri, Kansas, Texas shed (8) bordering on the west side of Record Street between Ross and Munger is starkly functional with a raised concrete loading dock, repetitive door openings and a low pitch gabled tin roof.

Three major intrusive structures appear within the district. Under construction is the annex to El Centro Junior College (36), adjoining the Sanger Brothers Building on the site of the demolished portion of the Sanger complex extending to cover the entire block to the west. The Greyhound Bus Company building (51) at 205 S. Lamar and the parking garages for the Texas Commerce Bank (46) at Lamar and Congress are both contemporary buildings which detract from the historic character of the district.

Buildings included in the complete inventory of the district are:

1.* Home Furniture Building, 603 Munger - 1910's, contributing: seven-story brick main building with four-story wing along Record Street.
8. MKT Freight Station, 555 Ross - circa 1925's, contributing: one-story brick, addition on southern portion (date unknown).

*Numbers refer to building locations on the Westend Historic District Map included in the nomination.
21. MKT Freight Station, NW corner Pacific and Record - 1921, contributing: small two-story brick, first floor altered, used for parking.
22. Railroad Switch-control Station, near western district boundary - circa 1920, contributing: two-story frame building, wide overhang, eaves.
23. Railroad related structure - near western district boundary - compatible, small one-story shed.
24. Southern Rock Island Building, 409 Elm Street - 1901, contributing: seven-story brick, first floor altered, three part with round arch openings on sixth floor.
27. 509 Elm - circa 1902, contributing: six-story brick, first floor altered, recessed spandrels, decorative masonry.
29. Record Grill, 605 Elm - intrusion.
30. B.J. Avery and Sons Building, 208 N. Market - circa 1905, contributing:...
first floor altered.

31. El Centro Building, NE corner Market and Elm - compatible.
32. 711 Elm - circa 1910, contributing: five-story brick, second through fifth floors gutted to allow parking space.
33. Emerson-Brantingham Building, NW corner Elm and Austin - 1900's, contributing: five-story brick with three story addition, heavy corbel brick string course (above first and fourth floors) and cornice.
34. 807 Elm - 1900's, contributing: five-story brick, two bays, raised parapet.
36. Dallas County Community College, SE corner Elm and Market - currently under construction - intrusion.
38. County Records Building, 500 Main - 1922, contributing: six-story stone veneer, Tudor arched first floor openings.
39. 500 Main - compatible, late 1950's addition onto Criminal Courts Building.
41. Dealey Plaza, 1937, contributing.
43. JFK Memorial, Courthouse Plaza, contributing.
44. MKT "Katy" Building, 701 Commerce - 1911, contributing: seven-story brick terra cotta detailing, recently refurbished.
45. Texas News Building, 706 Main - circa 1911, compatible: original facade severely altered.
46. 800-804 Main, compatible.
47. Dallas County State Bank, 810 Main - 1920, contributing: twelve-story brick office building, first and second floors altered, top three floors highlighted with terra cotta or stone detailing.
48. Farning Garage, NE corner Austin and Commerce - intrusion.
49. 712 Commerce - 1901, contributing: five-story brick, polychromatic brick detailing on parapet, pilastered corners.
50. 800-802½ Commerce - 1910's, contributing: three-story brick, first floor altered, flat-arched second story windows, round arch third floor windows.
51. Greyhound Bus Station, SW corner Commerce and Lamar - intrusion.
52. Texas Drug Building, 900-904 Lamar - circa 1896 (earliest date found contributing: four-story stuccoed brick, pressed metal cornice.
53. Wholesale Merchants Building, 906-918 Commerce - 1928, contributing: eight-story brick, recessed pilasters, first three and top floors...
54. Baron Building, 915 Jackson - 1924, contributing: four-story brick, stone string course above first floor, stone cornice.
56. Office Equipment Building, 800 Jackson - circa 1918, contributing: five-story brick, segmentally arched first floor opening, finials cap the pier.
57. States General Life Building, 714 Jackson - 1920's, contributing: ten-story brick, stone detailing on first, second, ninth and tenth floors, Greek fret between second and third floors, elaborate stone cornice.
SIGNIFICANCE

PERIOD
- PREHISTORIC
- 1400-1499
- 1500-1599
- 1600-1699
- 1700-1799
- 1800-1899
- 1900-

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW
- ARCHITECTURE
- COMMUNICATIONS
- COMMUNITY PLANNING
- CONSERVATION
- LAW
- ECONOMICS
- EDUCATION
- LITERATURE
- ENGINEERING
- MILITARY
- EXPLORATION/SETTLEMENT
- MUSIC
- INVENTION
- PHILOSOPHY
- POLITICS/GOVERNMENT
- RELIGION
- SCIENCE
- SCULPTURE
- SOCIAL/HUMANITARIAN
- THEATER
- TRANSPORTATION
- OTHER (SPECIFY)

SPECIFIC DATES

STATEMENT OF SIGNIFICANCE

Representing Dallas' oldest sections of town, the Westend District has played a vital role in the city's development and remains as one of the richest historical areas in Dallas. Much of John Neely Bryan's original townsite is included within the district, which encompasses an area over thirty blocks west of the city's central business district. The high concentration of early twentieth century commercial warehouses within the district provides a vivid reminder of the economic boom experienced by Dallas during the first two decades of this century. These structures stand as testimony to Dallas' establishment as one of the most important wholesale distributing centers in the Southwest and illustrate the close economic and architectural relationship between Dallas and Chicago. Several outstanding examples of Chicago School and Commercial style architecture are included within the district along with a small complex of county government buildings, Dealey Plaza, the JFK Memorial and Founder's Plaza, which constitute the remainder of the contributing sites within the Westend District.

Established in the early 1840's, Dallas was laid out near the Trinity River in a grid plan by John Neely Bryan, the city's founder. The state legislature created Dallas County in 1846, and the city of Dallas was designated the temporary county seat. Subsequent county elections established Dallas as the permanent county seat, and the city's future appeared more promising. An entire city block was donated by Bryan as the site for the first county courthouse, and presently, "Old Red," the old Dallas County Courthouse (42), stands on the site of the original courthouse square. The courthouse square served as the early focal point for the community, and much of the city's early growth occurred within the square's immediate area.

During Dallas' first thirty years, the population steadily increased despite a disastrous flood in the 1860's. Many of the townspeople believed that Dallas possessed tremendous potential as the major north Texas trading center to complement Houston and Galveston to the south. Numerous attempts were made to dredge the Trinity, thereby making the river navigable and also providing Dallas with an inland harbor, a cheap means of transporting goods and material, and easy access to the open seas. This dream of establishing Dallas as a major inland port never materialized, as the Trinity today remains un navigable.

Providing the inexpensive transportation of which many Dallasites had dreamed, the coming of the railroad in the early 1870's proved to be one of
city as well. Prior to the arrival of the Houston and Texas Central Railroad in 1872, Dallas had been a small community of approximately 3,000. The Houston and Texas Central linked Dallas with Houston and with Galveston's well-established deep-water port. In 1873 after a long and bitter struggle, the Texas and Pacific Railroad built its line through Dallas. The T & P was one of the state's earliest and most important east-west railways and established Dallas as a vital railcrossroads.

Running just two blocks north of the courthouse, the T & P tracks provide an economic catalyst to the area between the courthouse and the tracks. The renaming of Burleson Street to Pacific Avenue illustrated the profound effect which the railroad had upon the area as many local retail and wholesale firms located near the tracks. Herman Brosius' "Bird's Eye View of the City of Dallas, Texas" indicated the increased economic activity along the tracks. The Missouri, Kansas and Texas Railroad extended a line through Dallas in the 1880's and eventually located its general offices in the city. This railroad played a critical role in the warehouse district's development.

By 1890 the rapid delivery of goods from the Mid-west and the shipment of agricultural products in return had contributed to a construction boom in the warehouse area. A great number of commercial buildings had been erected by this time; however a subsequent boom in the early 1900's witnessed the razing of many of these Victorian commercial buildings. Today few nineteenth century commercial buildings remain in Dallas. The oldest warehouse within the district, the Texas Drug Building (52) at 902 Commerce, can be traced as far back as 1896 and represents the only Victorian commercial warehouse still standing within the Westend District.

The last decade of the nineteenth century proved to be a difficult period for Dallas. The prosperity which the city had experienced from 1870 to 1890 (the population increased from 3,000 to 38,000) slackened considerably. The national economic recession of the 1890's (the Panic of 1893) and a severe drought in Texas caused a slowing of the city's growth, as Dallas' population increased by only 4,000 during this ten-year period.

The completion of the county courthouse (National Register) in 1891-92 represented Dallas' most significant civic event in the 1890's. Erected on the original courthouse square, "Old Red," as it has come to be known, was the county's fifth courthouse and served in its original capacity until 1965. The five-story structure with its central tower, later removed because of structural inadequacies, dominated the city's skyline for many years. Designed by a Little Rock, Arkansas architect, M.A. Orlopp, the
buildings and upon completion, was regarded as one of the most handsome structures within the state. The courthouse was renovated in 1968 and is currently used by the county as supplemental office space for the new courthouse, opened in 1965.

The coming of the twentieth century brought new optimism to Dallas and to the warehouse district which had developed along the railroad tracks. At this time 82.9 percent of the state's population resided in rural areas and agriculture strongly dominated the state's economy. Because of the well-established railroad system, the fertile hinterlands surrounding Dallas, and the manufacture and marketing of cheap, mass-produced agricultural equipment, the city grew as a farm implement distributing center for north Texas. Many out-of-state farm machine producers established branch offices in Dallas, and the demand for multi-story warehouses to store the products reached a peak. The majority of these firms were based in Illinois, particularly the Chicago area, and offered such products as plows, cultivators, farm and spring wagons, carriages, buggies and other agricultural supplies. Parlin and Orrendorff, John Deere, and Southern Rock Island were among the many Illinois companies who established regional offices in Dallas. Constructing warehouses which exhibited a strong influence of the Chicago School and Commercial styles of architecture, these firms brought to Dallas a new and progressive attitude toward architecture, and created a strong economic and architectural tie between the two cities.

Most of the multi-story warehouses erected in the first decade of the twentieth century were directly related to farm-implement enterprises. In 1901 the Southern Rock Island Plow Company constructed a seven-story brick building (24) at the northwest corner of Houston and Elm. The building served as the company's Texas headquarters for many years. Better known as the Texas School Book Depository, the structure is believed to be the site from which Lee Harvey Oswald allegedly shot President John F. Kennedy. Recently, the county of Dallas purchased the building. The John Deere Plow Company Building (25) at the northeast corner of Houston and Elm represents one of the most architecturally significant buildings within the district. Completed in 1902, the seven-story brick structure was designed by the local architectural firm of Hubbell and Greene. The building displays Sullivan-esque detailing and exhibits form and massing unique to Dallas' architecture. Other structures erected in the first decade of the twentieth Century included the Parlin and Orrendorff Implement Company Building (20), completed in 1905 and designed by the Dallas architect, J.A. Padgett), Texas Moline Building (17), the Kingman-Texas Building (26), the warehouse at 912 Commerce (49), the Emerson-
All of these structures (except 912 Commerce) were located within one block of the T & P tracks and illustrate the close relationship between the railroad and the warehouses.

The Missouri, Kansas and Texas Railroad (MKT) proved to be the most influential company within the warehouse area. Besides the railroad track terminals, MKT constructed several buildings which are included within the district's boundaries. The MKT office building (44) completed in 1911 was designed by H.A. Overbeck of Dallas. The building was recently refurbished, and MKT still maintains offices within the seven-story structure. The railroad company also erected a freight station (21) in 1921 and an eight-story warehouse (19) at Pacific and Market in 1924. Designed by the St. Louis architect, A.L. Sparks, the warehouse was constructed of reinforced concrete and steel and served as the headquarters for the Interstate Forwarding Company.

The city's growth also facilitated an expansion of government structures. In 1906 a new city jail (13) was constructed on Ross Avenue. Serving in its original capacity until World War I, the building was used as an unclaimed freight store until its conversion in 1966 into storage space. Designed by Peterman and Overbeck of Dallas, the 1913 County Criminal Courts Building (40) at the northeast corner of Houston and Main exhibits Neo-Classical architectural elements. Lang and Witchell served as the architects for the Gothic-inspired County Records Building (38), erected in 1922. Lang and Witchell and H.A. Overbeck of Peterman and Overbeck are credited as designers of numerous residences throughout the city, including Swiss Avenue (National Register), Munger Place and South Park Row neighborhoods, both soon to be submitted as district nominations to the National Register.

By the second decade of the twentieth century, two distinct industrial districts had developed near Dallas' Central Business District. The MKT tracks terminated in the area north of Elm Street and west of Houston Street, and the MKT industrial district included an area bounded by Pacific Avenue, McKinney Avenue, the tracks, and Cottonwood Street. On the other hand, the Texas and Pacific industrial district developed along Pacific Avenue. These tracks were abandoned in 1921 and a new district was formed between McKinney and Ross Avenue. The relocation of the tracks signalled the beginning of the decline of the warehouse district's dominance in the city's industrial development. However, some new construction did occur in the 1920's. Allis-Chalmers constructed a small two-story warehouse (6) at the corner of Corbin and Market in 1920-21, and three additional floors were added to General Electric's original three story warehouse (15) at
The southern portion of the district was transformed in the 1920's into Dallas' garment district. Erected in 1924, the Baron Building (54) at 915 Jackson presently houses a wholesale jewelry firm, but for many years it served as a women's wear outlet. In 1926 the Lichtenstein-Mittenthal Company, a wholesale millinery establishment, occupied the old Texas Drug Building, one of the few nineteenth century structures remaining in the Westend District. The Wholesale Merchants Building (53) was constructed in 1928 at the southwest corner of Griffin and Commerce and contributed to Dallas' garment industry. One of the most outstanding and impressive buildings within the district, the Higginbotham-Bailey Building (55) housed one of the largest dry good firms in the nation. The original building was constructed in 1914 but subsequent additions in 1917 and 1923 were necessary to meet the needs of the rapidly expanding company. Higginbotham Bailey still maintains offices in the structure.

The Great Depression of the 1930's greatly hampered the warehouse's prosperity. The severe financial difficulties experienced by farmers resulted in a reduction in farm implement purchases. Since a majority of the firms in the warehouse district are farm-oriented, many of these suppliers declared bankruptcy, as did the Southern Rock Island Plow Company in 1938.

The improvement of the trucking and highway system accelerated the decline of the warehouse district. No longer confined to a location along railroad tracks, many firms relocated in outer areas where expansion would be easier and cheaper. The re-channeling of the Trinity River in the 1920's witnessed the creation and development of the Trinity River Industrial District. The Love Field Industrial District which opened during World War II also lured many firms out of the old warehouse district.

The construction of three plazas marked one of the few positive factors for the warehouse district after the 1920's. Honoring George Dealey, the man who led the crusade of rechanneling the Trinity River, Dealey Plaza (was erected in 1939-40 by the Works Project Administration (Hare and Hare are credited as the landscape architects) and reportedly occupies the site of the first house built in Dallas, John Neeley Bryan's log cabin. A reconstruction of the cabin (reputedly some original logs remain) is located in Founder's Plaza (37), one block east of the County Records Building. The cabin stands as a tribute to Bryan and, more importantly, symbolizes Dallas' beginnings. Courthouse Plaza (43) is the third within the district. Designed in 1966 by Philip Johnson, the JFK Memorial in Courthouse Plaza pays tribute to the thirty-second President.

From the 1950's until the mid-1970's, the buildings within the old wareho
imum amount of upkeep in order for the buildings to meet local safety re-
quirements. A number of structures have remained mostly vacant, and vari-
od downtown merchants used some of the warehouses for storage of their
products. Because of the warehouse district's proximity to Dallas' Cen-
tral Business District and the great need for parking space, several of
the warehouses were demolished and replaced with parking lots. The City
of Dallas, recognizing the area's rich historical and architectural sig-
ificance, attempted to save the area and establish it as a historic zone.
The Dallas City Council approved the creation of the Westend Historic
District in 1975. Long range programs, both public and private are at-
ttempting to restore the area's historical integrity and help revitalize
downtown Dallas.

Justification of the boundary:
The Westend District includes a total of thirty blocks within an area of
approximately 67.5 acres. The proposed National Register district's west
north and east boundaries duplicate those of the city's historic zoning.
The west boundary extends to the MKT railroad tracks and includes a large
open space with railroad track terminals which serve the nearby warehouse
This area's direct association with the development of the warehouse area
contributes to the district's historical integrity and justifies its in-
cclusion within the National Register nomination. The southern boundary
extends beyond the city's historic zone to include all of Dealey Plaza an
several multi-story commercial warehouses and offices at the southeast
portion of the district.

Definition of categories:
Contributing

The structures designated as contributing are those late nineteenth and
early twentieth century buildings which retain historical integrity and i
many cases, have had only minor alterations. This includes buildings of
major architectural significance, as well as less unique structures. In
many instances, the first floor of these buildings has been altered, but
the original fenestration and detailing remains. Sites of major historic
significance, such as Dealey's Plaza, Founder's Plaza and the JFK Memoria:
constitute the second type of contributing properties. These sites rep-
resent events and people which contribute to the history of the district.
COMPATIBLE

Compatible properties within the district includes historic buildings which have been severely altered with false facades and non-historic structures which reflect the scale of the district. The first category includes buildings that can be restored to their original character. The second type includes more recent structures which are compatible in scale and material to the historic buildings within the district.

INTRUSIONS

Intrusions are properties which detract from the district's historical integrity. This includes buildings which reflect a conflicting style, scale and/or material to the historic nature of the district and diminish the district's overall architectural character, cohesiveness and quality.
9. MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation Sheet Item 9.

10. GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY: 67.5 acres

See continuation sheet Item 10.

ZONE EASTING NORTHING ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION: Beginning at McKinney and Lamar Streets, southeast along Lamar to Commerce, thence one block east to Griffin, thence south two blocks to Wood, thence west three blocks to Market, thence north two blocks to Commerce, thence west continuing past Houston along Dealey Plaza to the MKT main line railroad tracks, thence north along the tracks to McKinney and back to Lamar.

11. FORM PREPARED BY

NAME / TITLE: Joe Williams/Project Director
Danny Hardy/Research Assistant
David Moore/Research Assistant

ORGANIZATION: Texas Historical Commission

STREET & NUMBER: P.O. Box 12276

CITY OR TOWN: Austin
STATE: Texas

DATE: July 19, 1978

TELEPHONE: (512) 475-3094

12. STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE: [Signature]

TITLE: [Title]

DATE: [Date]

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER
BIBLIOGRAPHY


Brosius, Herman, "Bird's Eye View of Dallas, Texas", 1872.

Dallas, Dallas Chamber of Commerce, Vol. 3, No. 5, May 1924.

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Holley, Joe, unpublished monograph for the Dallas County Historical Commission.


Texas Almanac 1972-73.

"Westend Historic District", brochure by City of Dallas, 1975.

## UTM References:

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DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas

Home Furniture Building (FL)
603 Munger

Photo #1 Northwest oblique
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas

Gilwell Building (3)
2001 S. Lamar

Photo #2
Southeast oblique
Photo by Danny Hardy, Tex. Historical Comm.
March 1978
DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas

General Electric Building (#15), southeast oblique
1301-1811 N. Lamar

Photo #3
Photo by Danny Hardy, Tex. Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Big D Sewing Machine, Inc. (#12), Old City
Jail Building (#13), 701, 705 Ross
Southwest oblique

Photo #4
Photo By Danny Hardy, Tex. Historical Comm.
March 1978
DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas

Texas Moline Building (#17), 302 N. Market
Southwest oblique

Photo #5
Photo by Danny Hardy, Tex. Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

B.J. Avery & Sons Building (#30), 208 N. Market
Northwest Oblique

Photo # 6
Photo by Danny Hardy, Texas Historical Commission, March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Emerson-Brantingham Building(#33), NW corner
Elm and Austin
Northwest oblique

Photo #7
Photo by Danny Fardy, Tex. Historical Comm.
March 1978
DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas

Southern Rock Island Building (#24), 409 Elm
Southeast Oblique

Photo by Randy Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

John Deere Building (#25), 501 Elm
Southwest oblique

Photo #10
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Building at 509 Elm (#27)
Southeast oblique

Photo #11
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WEST END HISTORIC DISTRICT
Dallas, Dallas County, Texas
Kingman-Texas Building (#26), 209-211 Record
Northeast oblique
Photo #12
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Parlin and Orrendorff Building (#23), 601 Elm
Southwest oblique

Photo #13
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

View north on Market Street from the intersection of Market and Pacific

Photo #14
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS MUSEUM
Dallas, Texas

Dallas County Criminal Courts Building

500 Main Street

Southwest oblique

Photo #15

March 1978 by Denny Hardy, Texas Historical Comm.
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Dallas County Records Building (#30), 500
Main
Southeast oblique

Photo #16
Photo by Danny Hardy, Texas Historical Comm.
March 1979
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Sanger Brothers Building (#35), SW corner of Elm and Main
Southeast oblique

Photo # 17
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Dallas County State Bank Building (#47),
810 Main
East oblique

Photo #18
Photo by Danny Hardy, Texas Historical Comm.
March 1978
DALLAS WESTEND HISTORIC DISTRICT
Dallas, Dallas County, Texas

Missouri, Kansas, Texas "Katy" Building (#44),
701 Commerce
Southwest oblique

Photo #19
Photo by Dave Moore, Texas Historical Comm.
March 1978
NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME
HISTORIC
Westend Historic District
AND/OR COMMON

2 LOCATION
STREET & NUMBER Bounded by Lamar, Griffin, Wood, Market and Commerce Streets and the MKT Railroad Tracks.
CITY, TOWN Dallas
STATE Texas
VICINITY OF CODE 3
CONGRESSIONAL DISTRICT CODE 048
COUNTY Dallas CODE 113

3 CLASSIFICATION
CATEGORY
DISTRICT
BUILDING(S)
STRUCTURE
SITE
OBJECT

OWNERSHIP
PUBLIC
PRIVATE
 Both

STATUS
 OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
 ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE
AGRICULTURE
MUSEUM
COMMERCIAL
PARK
EDUCATIONAL
PRIVATE RESIDENCE
ENTERTAINMENT
RELIGIOUS
GOVERNMENT
SCIENTIFIC
INDUSTRIAL
TRANSPORTATION
MILITARY
OTHER:

4 OWNER OF PROPERTY
NAME Multiple Ownership (see continuation sheet Item 4).
STREET & NUMBER
CITY, TOWN
STATE
VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC. Dallas County Courthouse
STREET & NUMBER
CITY, TOWN Dallas
STATE Texas

6 REPRESENTATION IN EXISTING SURVEYS
TITLE Historic Sites Inventory/Dallas Historic Landmark Survey
DATE 1978/1974
FEDERAL
STATE X
COUNTY X
LOCAL
DEPOSITORY FOR SURVEY RECORDS Texas Historical Commission/ City of Dallas