

PRELIMINARY NOMINATION FORM

date received _____
returned for information _____
received w/ information _____
reviewed by _____

National Register of Historic Places Texas Historical Commission

Type all entries. All sections must be completed and all materials supplied.

1. Name of Property

historic name Interstate Forwarding Company Warehouse

other names/site number _____

2. Location

street & number 3200 Main Street

not for publication

city, town Dallas

vicinity

state Texas

code _____

county Dallas

code _____

zip code 75226

3. Classification

Ownership of Property

private

public-local

public-State

public-Federal

Category of Property

building(s)

district

site

structure

object

Number of Resources within Property

Contributing

1

Noncontributing

_____ buildings

_____ sites

_____ structures

_____ objects

_____ Total

Name of related multiple property listing: _____

Number of contributing resources previously listed in the National Register _____

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official _____

Date _____

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____

Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I hereby certify that this property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain) _____

Signature of the Keeper _____

Date of Action _____

6. Function or Use

Historic Functions (enter categories from instructions)
Commerce/Trade: Office/Warehouse
Government: Custom (warehouse) Office
Industry: Manufacturing Facility
Transportation: Rail-related

Current Functions (enter categories from instructions)
Domestic: Multiple Dwelling
Commerce/Trade: Business, Professional
Recreation and Cultural: Theater

7. Description

Architectural Classification
(enter categories from instructions)

Commercial Style (Chicago)

Materials (enter categories from instructions)

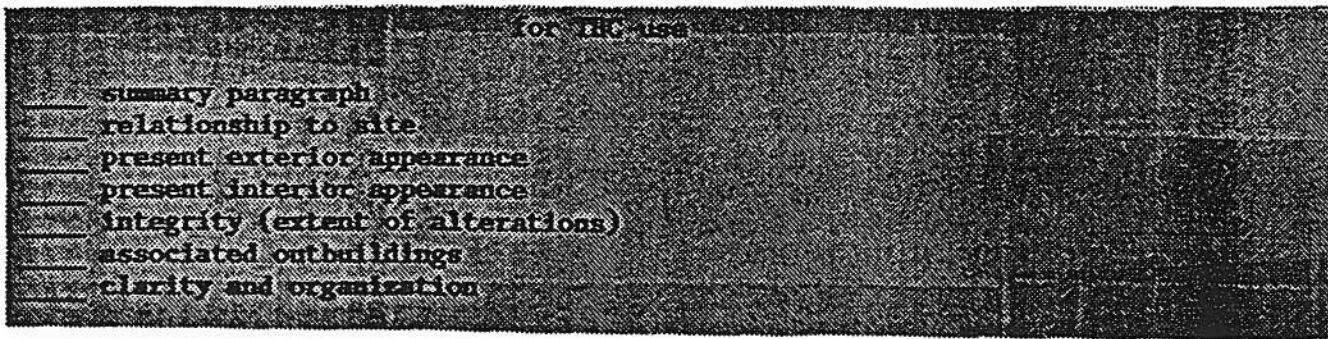
foundation concrete
walls brick

roof flat; tar and aggregate
other casement windows, multi-paned
dock openings with roll down
doors (some original)

Describe present and historic physical appearance.

This section is to be typed and double-spaced, and should continue on 8 1/2 by 11 inch paper. Begin with a summary paragraph followed by a more detailed description of the property.

See attached "Description of Physical Appearance"



5. Description of Physical Appearance

The Interstate Forwarding Building is a six story brick warehouse, built in the Chicago/Commercial style. Selective use of concrete divide the facades into six evenly spaced bays. A flat roof tops the structure. The building's mass rises above the area, easily visible from bordering highways to the south (I-30) and west (I-75) Interiors are standard for this type of construction. Characteristic features of the style evidenced, include the large, operable multipaned windows, minimal entry definition and mushroom columns (interior). The lot is level with almost total coverage. The adjacent Lincoln Paint Company (east wall), is an earlier project of the builders, with some degree of compatibility. The site is located in a transition area between the Deep Ellum and Fair Park neighborhoods, approximately one mile east of downtown. A district of industrial and warehouse users, the area was developed between 1910-1930 and is intersected by railroad tracks, alley sidings and loading docks. Many of the bordering buildings are in various phases of renovation for office, gallery and residential activities. An electrical substation is located diagonally north. Main Street, in this location, was recently redesigned with brick pavers, lighting and plantings.

Located at the northeast corner of Main and Murray Streets, Interstate's axis is approximately 30 degrees northwest/southeast of north. The coverage of 100'x96' practically fills the entire lot, platted at 100'x100'. Front and rear (south/north) walls are the shorter ends of the boxy configuration. The building is 82'11" in height with six full floors and basement. The ground and second floors have heights of 12'10", third floor 11'9" with fourth, fifth and sixth floor heights of 10'5". The basement is five feet below grade, with a ceiling height of 8'9". Interior spaces have been partitioned and dry walled over the years (with the exception of the top level). There is no standard and original interior floor plan. The adjacent three story, Lincoln Paint Company, built in 1910 by the same developers, matches floor levels, and appears to be a conscious effort to coordinate or link the two buildings stylistically and probably mechanically.

Continuation/Amendment Sheet

Interstate Forwarding Company Warehouse
3200 Main Street, Dallas

Originally advertised as "absolutely fireproof" (City Directory, 1914) plans called for the building to be constructed of "reinforced concrete and steel throughout" (DTH, 3/6/13, p. 7). Five concrete interior pilasters with corner pilaster supports (total of seven per facade) provide the dominant vertical orientation. Narrower concrete bands form the horizontal beam arrangement, seven in number with an additional ground floor and roof sill to provide symmetry. Adding further to the complexity of the plan are continuous narrow window sill bands. The employment of three concrete bands of different width adds interest and complexity. These correspond to the windows and are six in number. Owing to the smaller windows on the south facade, the sills are not continuous and do not form this inner band. The east facade, a party wall, lacking in windows of any type, displays only the vertical and horizontal grid of the pilaster and beam intersects.

Windows are casement type, with panes of either four or five across and five down arrangement on the upper floors. First floor windows along Main Street and the first panel on Murray, all of similar design, have a different pattern permitting more light. It is probable the interior spaces were offices. The rear windows are four over four pattern, of single casement. All casements are clear glass. Pivot devices operate the six pane, 3/3, center panels.

The exterior basement surround consists of a 4'0" window band of painted steel casement windows, multipaned. There is substantial metal deterioration and rusting. Restoration would necessitate refabrication. The windows are enclosed with wooden panels.

On the Main and Murray elevations, the spandrel area is 12" thick and composed of an imported medium ironspot brick. The iron content lends a metallic tone to the clay body, effecting a richly colored, darker facing. North and east facades are composed of common red brick.

The main entry, on Main Street, is set in the third bay off the corner. The plain raised inset consists of eight concrete steps and landing, leading to double wooden doors, with transom. Entry articulation is achieved by a meeting of paired pilasters, with an unembellished, flat base support. A plain entablature area completes the entry. All entry components are of concrete, with small, paired brick band side panels relief. The entry closely follows its neighbor, the Lincoln Paint Building, in detailing.

Originally there were five dock openings, two on Murray Street, a pair on the alley (south) facade, with the fifth on the east facade. The latter has been enlarged to permit for train entry; the alley facades have been covered, but the openings are still intact and of original dimensions. The Murray/alley corner bay has been extended to ground level. The second dock, third bay from the alley, is the only intact loading bay. A third dock, replacing a window, has been added in the adjacent bay. Original roll down doors are still in place at several bays, with some remaining hardware at the others. Interior roll doors join the two buildings at the first and second levels. Additional roll down doors are found throughout the building for elevator shaft access, basement and stairwells.

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Interstate Forwarding Company Warehouse
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The flat roof level is unexceptional, yet carries the major ornamentation on this utilitarian design. Paired brick panels on each spandrel bay fronting Main and Murray (not repeated on the other two facades), are found just below the minor cornice capping of concrete surrounding the entire top floor. Subtle brick banding ornament the upper pilaster on the Main (double band) and Murray (single band) facades. Caps, of undetermined material, extended each pilaster above the cornice line. These have been removed, along with a finial or flag pole that rose from a slightly larger cap at the Main/Murray corner. Original tin gutters and downspouts are still in place, although in need of some restoration.

The building was serviced by a large freight elevator. Adjacent to the brick elevator shaft walls are poured concrete stairs. The stairs and elevator access the basement and all six floors, as well as the roof. Roof landings, somewhat unusual, could indicate a plan for future expansion.

The internal structure is typical of this type of industrial construction. Floors are 8" reinforced concrete slabs and are supported by a grid of mushroom concrete columns (flared capitals) at approximately 15'9" on center. Column sizes decrease with the diminished load on the upper floors. Steel bars from the columns are visible on the roof slab, lending further evidence to expansion plans.

Despite almost continuous and heavy use since its completion in 1913, the building is in remarkably intact and sound condition, testimony to the builders' skills and materials used. Exterior restoration needs are limited. A fire escape addition, that has damaged surface brick and stained surfaces, should be removed. Consideration should also be directed to restoring cornice cap surrounds and flag pole, and original first floor striped, canvas awnings. Basement windows and added dock openings also require attention.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture
Commerce/Trade
Industry
Politics/Government
Transportation

Period of Significance

1913
1913-1975
1920-1975
1913-1920

Significant Dates

1913, built

Cultural Affiliation

Significant Person

Edward C. Connor

Architect/Builder

unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

This section is to be typed and double-spaced, and should continue on 8 1/2 by 11 inch paper. Begin with a summary paragraph followed by a more detailed discussion of the significance of the property.

See attached "Historical Significance"

for IBC use

summary paragraph
significant individuals associated with the property
significant events associated with the property
justification of areas checked context (comparison with similar properties)
clarity and organization

See continuation sheet

Continuation/Amendment Sheet

Interstate Forwarding Company Warehouse
3200 Main Street, Dallas

6. Statement of Significance

The reorganization of the U.S. Customs Service in 1913 resulted in the naming of Dallas as one of the 49 new national ports of entry. Built to accommodate Dallas' designation, the Interstate Forwarding Building served as the region's customs warehouse. One of the earliest warehouses constructed in the Fair Park area, this "fire proof" utilitarian building is notably intact, and remains a dominant visual image. Ready access to roads and rails, affordable land, available labor, and proximity to downtown were all factors in the rapid development of this important industrial/warehouse district. The growth of the area mirrored a concurrent development that established Dallas as the mid continent center for trade, manufacturing, and commerce rivaling the more established eastern and northern markets.

Dallas' founding as a result of a purely fortuitous circumstance has long been disproven. Town founder, John Neely Bryan, came to the banks of the Trinity River to establish a trading outpost. The site was selected as it was an ideal river crossing point and Bryan came to conduct business with the Indians that he knew passed through the area. Trade and commerce, the very reason for the town's existence, came in time to be almost synonymous with the new town of Dallas. When hopes for an inland waterway proved to be unworkable, thoughts quickly turned to alternative means to link the town with ports and outlying districts. The railroad quickly became the new focus of attention. The arrival of the railroads in 1872 heralded a new era for the town. Just a few short months after the railroads arrival, Dallas had grown from a town of less than 2,000 to over 7,000.

The impetus to manufacture products closer to their markets, Dallas' central location, and the excellent accessibility afforded by the improvements and expansion of the railroads, attracted numerous entrepreneurs to Dallas. Jobs in manufacturing totaled 4,900 in 1904 increased to 7,000 by 1909, despite two financial panics. Construction proceeded apace. 1913 proved a pivotal year. Newspapers daily announced projects including the Adolphus Hotel, the Busch (Kirby) Building, the City Hall, Union Terminal, Shriners Hall, Sangers, the Sears Complex, Parkland Hospital (all extant) and the Chamber of Commerce, Federal Building, and numerous others since forgotten. The commercial image many observers feel is the central theme of Dallas since its inception, received a major boost in 1913. The number of buildings remaining from that single year attests to their enduring quality.

Continuation/Amendment Sheet

Interstate Forwarding Company Warehouse
3200 Main Street, Dallas

President Wilson, perhaps, with the support of his primary advisor, Col. E.E. House of Austin, acknowledged Dallas' coming of age in the naming of it as a regional center for the new Federal Reserve system in 1914. A less acknowledged, but perhaps equally significant decision of the previous

administration concerned the administration of the Customs Office. On Taft's last full day as president, March 4, 1913, he announced a major reorganization of the Customs Service (Sixty-second Congress, third session, House Documents, vol. 135). The consolidation would result in a planned savings of close to a million dollars in administrative costs by reducing the number of entry ports from 165 districts to 49.

Considerable local political influence was exerted through the Dallas Chamber of Commerce to secure Dallas' selection as a port. Local reports indicate that the Chamber's Secretary, J. R. Babcock, had worked to secure the nomination for three years. (DMN, 3/6/13, 1,p.8) The announcement listed Dallas as a port of entry in the Galveston district.

The advantage of having a local port of entry, in addition to the convenience, was financial. Goods received and stored were secured (bonded) by the federal government. Local distributors had an advantage by paying duty only on that part received. A full shipment could be taken in smaller parcels. Fees were lower and the remaining goods were bonded with no additional fees. Formerly foreign goods entered from distant ports, generally Galveston for Dallas traders. Merchants were obliged to remove, pay duties, ship and find storage for an entire shipment, and provide private insurance. Having access to a local bonded warehouse was a genuine bonus.

Having announced the reorganization, plans were quickly drawn to accommodate the new business. Edward Connor, a young local businessman reported in a Times Herald article of March 6th, (two days after the official announcement) the construction of a new warehouse building. "We will store the goods under the supervision of the deputy collector of customs and will also store other goods for private individuals and firms...." (DTH, 1, p.7) On April 11, 1913, a building permit for the construction of a brick warehouse was applied for by Messieurs Milam and Conner(sic).

The building was constructed through a partnership recorded as B.D. Milam and Ed C. Connor as principal owners. A smaller, but complimentary structure, sharing a partial (east) party wall, the Lincoln Paint and Color Company, was built in 1910 by the Milam/Connor Partnership. In 1914 a third principal, Locksley Fife was added.

Boyd D. Milam was the elder partner of the group, and served as president. A native of Tennessee, he moved to Dallas in 1900 and quickly established himself as an active investor on the local scene. A great uncle, Benjamin Milam, was a hero of the Texas Revolution. Milam died in 1915 at 58 years of age. (DMN, 3/1/15).

Continuation/Amendment Sheet

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Edward Cowen Connor, vice-president of the company, was a relatively young man at the time of this announcement. He was born in Dallas in 1883, the son of three term mayor and president of the Union Terminal Company, Winship Capers (W.C.) Connor (1887-1894) and nephew of William Ott (W.O.) Connor, first mayor of Highland Park and soon to be president of Republic National Bank (1920). Trained as a gas engineer, he served as chief engineer for the City of Dallas, and worked with Lone Star Gas as a consultant for much of his professional career. He married the former Grace Lanham, daughter of then Governor S.W. Lanham and sister of Fritz Lanham, congressman from Fort Worth (Weatherford) in the first such ceremony conducted in the Governor's Mansion. Connor died in 1948 (DMN, 1/30/48, 1, p.3).

Locksley Fife served as treasurer for the group. A contemporary of Connor (born, 1882), Fife began in business with a wholesale coal operation, the Texas Fuel and Supply Company. He added brick and clay products as a side line, and the company became the Acme Brick Supply Company, a major product

supplier in the area, still in operation. A brother, Folsom, served as secretary of the development group and was also employed at Texas Fuel/Acme.

Sanborn Maps of the period indicate the area to be generally mixed residential, mostly of frame construction. Several factors determined site selection. The developers, Milam and Connor, had purchased the land in 1910, and had already erected a smaller warehouse on site. The location, just east of downtown, provided for easier access than other more central locations. Considerable trackage was already in place. The Texas and New Orleans tracks ran adjacent to the site. The 1914 City Directory advertisement noted "Trackage direct into the building; all cars unloaded inside of building."

Some commercial intrusions were already in evidence, but this six story brick facade was the dominant visual landmark and a definite catalyst to the industrial development that would occur in the surrounding blocks utilizing and expanding upon the existing trackage.

Building the facility began shortly after the permit had been granted in April, 1913, and was completed by August (DTH, 9/10/13, p. 14). The building was conceived as a strictly utilitarian facility, with little emphasis on ornamentation or embellishment. No mention of an architect has been found. Connor's description of the building, "... five story reinforced....The buildings (sic) will be constructed according to the most approved plans and will be absolutely fireproof throughout. In fact there won't be any wood in it." (Dallas Herald, 3/6/13, p. 7. Builders were so confident, no fire insurance was taken out for the building. Its present, near intact state lends testimony to the success of the builders.

Continuation/Amendment Sheet

Interstate Forwarding Company Warehouse
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Although built primarily to serve as the Custom Warehouse, additional tenants were also sought. The first major tenant was the newly organized Interstate Forwarding Company, headed by James H. Booth (a scion of the thespian Booths of Virginia) and William I. Ford, a local attorney who became a leader in the warehouse and transportation industry. The company grew rapidly and built its own facility at Elm Street and Jefferson in 1920 only to move again four years later to Pacific and Market Streets (Westend Historic District). Interstate Trinity Warehouse Company grew to national prominence (Great Southwest Warehouses, Inc.) and has had a significant influence in the development and growth of a local manufacturing and shipping presence.

By the 1920 period, the area had developed as a manufacturing and wholesale district. A number of users occupied portions of the building. Goodyear Tire and Rubber were major warehouse tenants, until 1929, when the building became vacant for several years during the Depression. For the next two score years, the building had an assorted listing of tenants and users, including; Bekings Van and Storage, Delco Light Company, Keller Body Works, Weber Root Beer and Arrow and Hart Electric Company.

The property has changed ownership on a number of occasions through the years. Three years after Milam's death the property was sold. Over the years it was owned by a succession of investors none of whom utilized the building as an owner/occupant until quite recently. In 1982 the property was purchased by Jim and Michelle Herling, local art dealers, with a plan to convert the space into low cost gallery and living quarters for area artists. The plan had some early success, but eventually the property went into receivership. The present owners, the Undermain Partnership acquired the property in 1989. They propose a commercial mixed use concept, by retaining much of the original exterior appearance, accomodating the interior for contemporary commercial and studio/loft uses.

Annotated Bibliography

Sam Acheson, Dallas Yesterday, (SMU Press, 1977), "Mayors Bud Connor and Bryan Barry, pp. 160–163. Brief review of administrations.

City of Dallas, Building Permits, April 8–15, 1913, p. 21, line 29.

Ellis A. Davis, Edwin H. Grobe The Encyclopedia of Texas (Texas Development Bureau, Dallas, no date), "Locksley Fife," pp. 256–257.

City Directory, John F. Worley, (Directory Company, Dallas).

1914, p. 1007. Picture with advertisement.

1917, p. 224. Picture with advertisement.

1918, p. 237. Picture with advertisement.

Joan L. Dobson, "Interstate Trinity Building," unpublished outline, Dallas Public Library, 1986.

Dallas Morning News

"Bonded Warehouse Will be Erected," 3/6/13, I, p.8.

"Customs Service Pruning Ordered," 3/5/13, I, p.13.

"Dies After Lingered Illness," 3/1/15. Obituary on B.D. Milam.

"Edward Cowen Connor Sr.,65, Natural Gas Engineer, Passes," 1/30/48, I, p. 3. Obituary and picture.

"Government Bonded Warehouse Completed in 1913," 1/14/14,II,p.12, Picture.

"Leader in U.S. Transportation Circles Passes, William I Ford, Son of Dallas Pioneers," 11/17/40.

"New Seven Story Building on East Main Street to be Used by Government as Warehouse, " 10/12/13, I, p.12. Picture (By Johnson).

"Oppose Plan to Cut Down Customs Ports," 3/3/13, I, p.4.

Dallas Times Herald

"Building Permits for the Past Week," 4/13/13,I, p.4.

"Big Permits Issued by City Inspector," 4/13/13, II, p.9.

"Connor Rites Set Saturday," 1/30/48, I,p.12. Obituary.

"Customs Office Established After Port of Entry Rule," 9/10/13. Picture and Article.

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House Documents, 62 Congress, 3rd Session, "Message from the President of the United States," Reorganization of the Customs Service (1450), vol. 135, pp. 1–45, (Government Printing Office, Washington, D.C.), 1913.

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Oakland Cemetary Records, Connor family.

Walter Prescott Webb, ed. The Handbook of Texas, "William Ott Connor," Austin), vol. I, p. 393.