COPY

NATIONAL PARK SERVICE

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

DEC 15 2004
NATIONAL PARK SERVICE
HISTORIC PRESERVATION TAX INCENTIVE PROGRAM

NPS Office Use Only
NRIS No:

RECEIVED
NOV 22 2004
Division of Architecture

NPS Office Use Only
Project No: 1539

Instructions: Read the instructions carefully before completing application. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. **Name of Property:** Santa Fe Terminal #4

   Address of Property: Street 1033 Young Street

   City Dallas County Dallas State Texas Zip 75202

   Name of historic district: Not Applicable

   ☐ National Register district ☐ certified state or local district ☐ potential district

2. **Check nature of request:**

   ☐ certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.

   ☐ certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes

   ☐ certification that the building does not contribute to the significance of the above-named historic district.

   ☒ preliminary determination for individual listing in the National Register.

   ☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.

   ☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project contact:**

   Name Ms. Marcel Quimby; Marcel Quimby Architecture/Preservation Inc.

   Street 3200 Main Street, Suite #3.6, City Dallas

   State Texas Zip 75226 Daytime Telephone Number 214/343-0011

4. **Owner:**

   I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

   Name Edwin W. Leslie Signature _____ Date 11/17/04

   Executive Vice President, CFO,
   Heights Hospitality Corporation; and
   Managing Partner, British American
   Properties Santa Fe IV, LLP

   Organization British American Properties Santa Fe IV, LLP

   Social Security or Taxpayer Identification Number 20-1723404

   Street 7787 Katy Freeway City Houston

   State Texas Zip 77024 Daytime Telephone Number 713/683-5953

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.

☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.

☐ does not contribute to the significance of the above-named district.

Preliminary determinations:

☒ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.

☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.

☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.

☐ does not appear to qualify as a certified historic structure.

1-13-05
Date

National Park Service 202-354-2041

Date	National Park Service Authorized Signature	National Park Service Office/Telephone No.

☐ See Attachments

5. Description of Physical Appearance

Constructed in 1925, the Santa Fe Terminal Building #4 lies on approximately a 0.82- acre site at the south edge of the central downtown business district in Dallas, Texas. The site fronts on Young Street, between Akard and Field Streets. The site contains this building, a small surface parking lot on the west side of the site, and a strip of land (approximately 17' wide) along the north side of the building. The original Marilla Street lies to the immediate north of the site, although the physical demarcation between Marilla Street and the adjacent parking lot is not evident. At the east side of the site, DeSoto Street dead ends adjacent to the north property line. The site is almost flat, with approximately a 3' change in elevation from north to south.

The Santa Fe Terminal Building #4 is eight stories in height, clad in light buff economy-sized face brick (4" x 4" x 8") and of reinforced concrete structural frame. The building is trapezoidal in shape, with all four sides of different lengths; none of the opposite sides are parallel. The primary elevation faces south at Young Street, and is six bays in width. One unique aspect of the building is that the original train tunnel remains intact in the basement; these tunnels extend below Young Street and Marilla Street with concrete walls to close these off only constructed within the last 20 years. The raised train platform and portions of the steel track remain in place in the basement.

Santa Fe Terminal Building #4's primary façade, facing Young Street, is pierced by slightly recessed, flat arched, street level openings; two of these openings were originally open, allowing 'team of driveways and platforms on the first floor, opening from the streets'.[1] The building entry is at the west end of this primary façade with a newer pair of stainless steel clad doors with large glass panels. The original windows at the large arched openings facing Young Street have been removed and infilled with black ceramic tile and rectangular aluminum fixed storefront windows. Other facades at the first floor have smaller, operable industrial steel windows located near the top of this floor; these windows provided ventilation to these spaces. At floors 2 – 8 of this primary facade, pairs of 15-light steel industrial windows (with a six-pane awning windows within each window unit) are separated by brick pilasters extending to the roof; these windows are grouped in pairs or triples. The other facades (facing Marilla Street, DeSoto Street and west façade) are of a similar design, although the number of bays varies.

The historic interior of Santa Fe Building #4 contained a suite of offices at the western portion of the first floor, with the remainder of this floor open for freight loading and warehouse uses. These historic offices remain in place with the original plaster walls, large windows and the wood trim intact. Two bays near the east end of the first floor were originally open driveways and platforms with the remaining portion of this floor warehouse space.

Floors 2 through 8 were typically open and used for warehouse space, although two (2) 'core' areas of stairs and freight elevators were located towards the center of the building; these core areas partitions were constructed of hollow-core structural clay tile (typically 12" x 12" x 6") and double-wythe brick walls. The structural concrete floor was covered with an asphalt topping slab of approximately 1" thickness throughout the entire floor area at these upper levels; this floor surface was rough in texture, and shows damage from heavy use. Later tenants constructed limited offices, toilets and partitions on these floors; these are typically of concrete masonry units (cmu) or plywood partitions. More extensive offices and showroom were later constructed at the second floor for Olmstead Kirk Paper Company (later known as Olmstead Kirk Paper Co., and OK Paper), the longest-term tenant in the building; this area remains intact although is in very poor condition.

The roof is flat, with an enclosed stair tower at the south-west corner of the building, and a larger, enclosed elevator penthouse in the center of the building. The facades of the building extend above the roof and form a 42" high parapet. Structural drawings refer to building columns that extended above the roof for future vertical expansion, but these were not constructed.

All four (4) Santa Fe buildings were connected by a train tunnel below grade, which remains intact in the cavernous basement of Building #4. Supported by massive round concrete columns (with round bells at some columns) with octagonal capitals, the tunnel was constructed for the multiple railroad lines which serviced the four-building complex and emerged south of Young Street into the Santa Fe freight yard. The raised train platform remains intact with three distinct track areas; a portion of the steel rails remain in place.

The 8-story warehouse with basement is in good condition with very few alterations. It retains a sufficient degree of historic and architectural integrity to support future National Register listing.

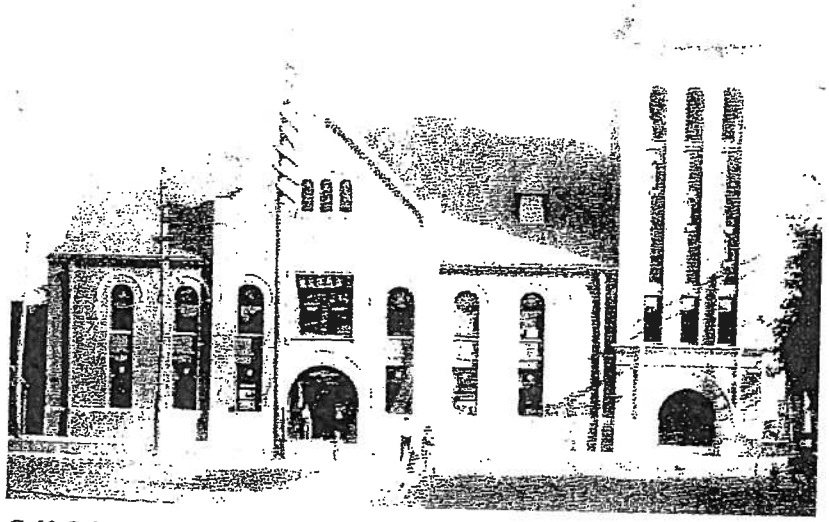
Date of Construction:	1924-25
Date of Alteration:	Not applicable
Has Building been moved:	No.

6. Statement of Significance

Santa Fe #4 was constructed as part of a four (4) building Santa Fe Terminal warehouse complex, with all buildings connected by a massive underground rail tunnel that extended from the Gulf, Colorado and Santa Fe freight railyards to the south of this fourth building (re: Sanborn maps). These four building each occupy one city block, with the total length of the tunnel below stretching over 750' in length.

Santa Fe buildings #1 and #2 remain intact while Santa Fe #3 (then known as the Ingram Freezer Building) was demolished in 1988, leaving an empty block (currently a parking lot) between Santa Fe #4 and these two remaining buildings. The basement of Santa Fe #3 was infilled at that time, and a concrete wall built at the basement level to close off this site from the basement of Santa Fe #4. Santa Fe #1 and #2 were listed on the National Register of Historic Places (1991).

While the site planned for the Santa Fe Terminal complex was already occupied by the Santa Fe Railroad as freight yards, the northern block housed the combined Gulf, Colorado and Santa Fe (GC&SF) and the St. Louis & Southwestern ('Cotton Belt') Railway station, which was constructed in 1897. This magnificent Richardsonian Romanesque passenger station was 'one of the most fashionable ...places in the City' due to the presence of the Fred Harvey restaurant.[2] The relocation of the GC&SF passenger operation to the new Union Station in 1916 made this site available for development. This train station was demolished in 1923 and replaced by Santa Fe Terminal #1 Building.

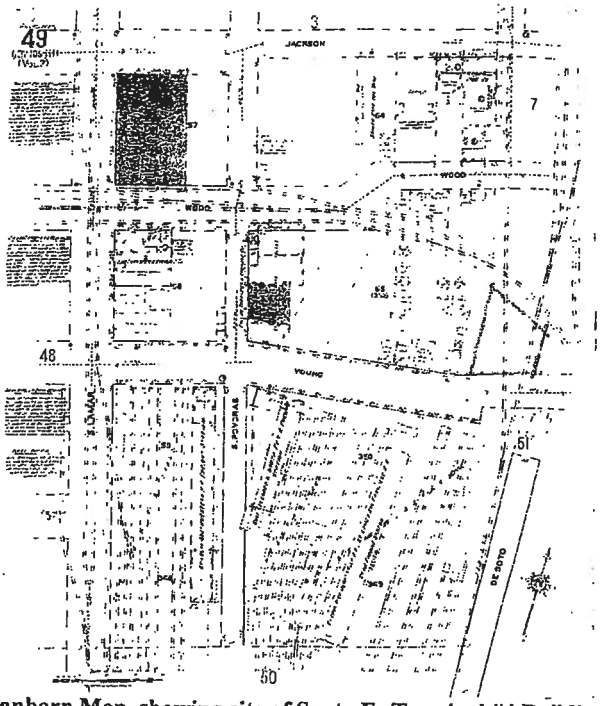


Gulf, Colorado and Santa Fe and St. Louis & Southwestern ('Cotton Belt') Railway passenger station at Commerce and Murphy Streets (1897 – 1923), Dallas Rediscovered.

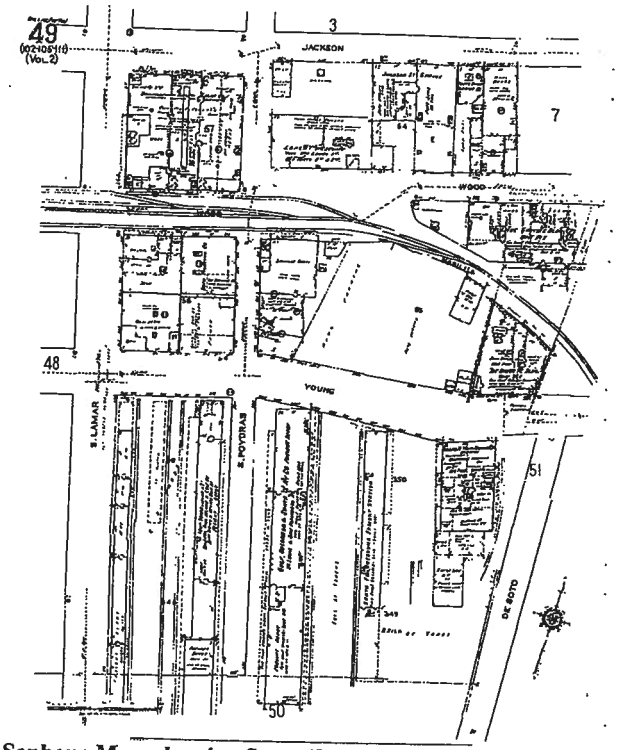
The Santa Fe Terminal Building complex was constructed in 1923-25 as one of the more ambitious Texas building projects of the 1920s. The massive complex, connected by a network of underground railroad tunnels, served to centralize the Gulf, Colorado and Santa Fe Railway's freight transferring and warehousing operations in the heart of Dallas while limiting the network of surface railroad tracks that had hindered downtown traffic for many years.

Construction began September 1, 1923 and the last building (Santa Fe Terminal Building #4) was occupied by the summer of 1925.

As a comparison between the following Sanborn maps illustrates, the number of surface railroad tracks in this area of downtown Dallas was greatly reduced, and the Santa Fe freight yard similarly limited in size as much of this freight transfer was now occurring in these new buildings.



Sanborn Map, showing site of Santa Fe Terminal #4 Building, circa 1921
(Sanborn Map, 1921-27: Volume 2, page 49)



Sanborn Map, showing Santa Fe #4 Building, circa 1927
(Sanborn Map, 1921-27: Volume 2, page 49)

The one rail line between the new Dallas-Fort Worth Brewing Company Building (to the immediate south of Santa Fe #4) and DeSoto Street is the spur that declined below street level and served the Santa Fe Terminal complex with basement train platforms; this spur had a 1% slope.

The 20-story Building #1 (sometimes called the Santa Fe Office Building) housed railroad offices and office space for lease as well as warehouse and distribution space in the 10-story structure behind the office tower; Building #2 (also called Warehouse No. 2) contained sample rooms, merchandise storage and wholesaling facilities for the city of Dallas which had become the major merchandising center of the Southwest. Building #3 was a refrigerated warehouse facility, for storage of produce and other materials that required refrigerated storage. Santa Fe #4 contained warehouse space for the storage and transferring of freight. At the time of construction, this $5,000,000 project cost was the largest building project in the country.

The entire complex served the GC&SF railway until 1942, when the U.S. Government acquired Santa Fe #1 building for use during World War II.

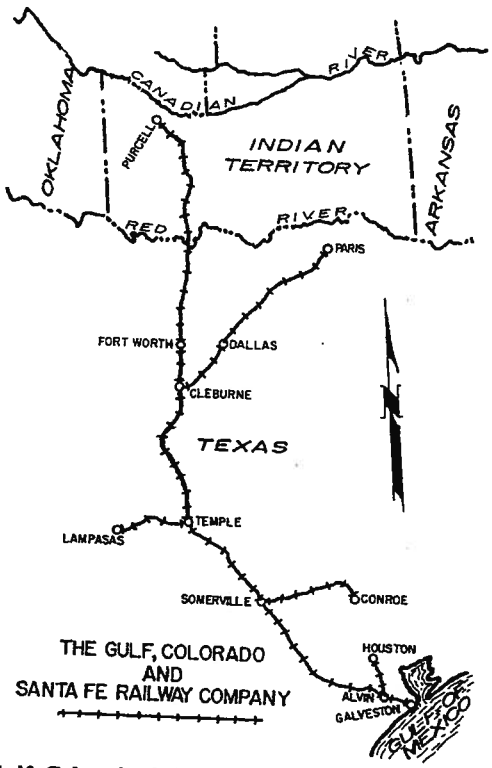
The brick buildings, visually tied together by their common use of materials, reflect the simple influences of modern architecture on large building construction. While the first two buildings are more publicly orientated and contain limited ornamentation, Santa Fe #4 is utilitarian in plan but constructed of simple yet elegant materials: light buff brick, limited stone detailing at the primary façade (facing Young Street) with industrial steel windows w/ wire glass. Designed by Dallas architect Lloyd R. Whitson and his associate F. Cowderie-Dale, these four buildings comprised the only multi-building complex in downtown Dallas, and made a major contribution to Dallas' skyline for several decades.

Gulf, Colorado and Santa Fe and Atchison, Topeka and Santa Fe Railroads

The Gulf, Colorado and Santa Fe (GC&SF) Railway was a significant Texas business institution for almost a century. Founded in part to insure Galveston's prominence in railroading, its' charter was obtained May 28, 1873 by the commercial community in Galveston; this charter allowed the company to build a railroad from Galveston to Santa Fe, New Mexico in an effort to provide rail access to Galveston, and avoid the Houston port. Its investors in this new company 'were Galveston's elite: Albert Sommerville, Henry Rosenburg, W. L. Moody, C. R. Hughes and George and John Sealy. They gathered at the corner of 37th and Mechanic Streets on May 1, 1875...to turn the first spade of earth on the GC&SF.'[3] The company was successfully reorganized a decade later, becoming a central figure in Texas business, finance and settlement. In 1882 it purchased the Chicago, Texas and Mexican Central Railroad, a small line from Cleburne to Dallas, giving GC&SF entry into Dallas, the fastest growing city in the state.[4] The GC&SF rail lines then extended from Galveston to Fort Worth, with several separate lines extending to Houston, Dallas, Paris, Lampasas and Conroe. The railway was hurt by Jay Gould's monopoly of the industry (Gould owned or controlled the Missouri Pacific, Missouri, Kansas & Texas (MK&T, or 'the Katy'), Texas & Pacific, and International Great Northern railroads), which prevented GC&SF making independent connections with St. Louis and Kansas City.[5]

GC&SF was encouraged by the Atchison, Topeka and Santa Fe Railway (commonly known as the 'Santa Fe') to extend lines into Indian Territory, which they did in 1887 with a rail line from Fort Worth to Purcell in what is now Oklahoma. This allowed the GC&SF to connect with the AT&SFs' east-west rail lines, providing the GC&SF access to St. Louis, Kansas City and California. During this expansion, AT&SF proposed a merger, creating a railway that now extended from the Gulf of Mexico (Galveston) to California. Additionally, this merger would thwart Jay Gould's dominant position in Texas.

Texas required all railroads operating within its boundaries to have their corporate headquarters within the state. Following this merger in 1886 with Atchison, Topeka and Santa Fe, the Gulf, Colorado & Santa Fe retained its own name (while assuming the 'Santa Fe' nickname) and its Galveston headquarters and operated as a separate unit of AT&SF until 1961 when it was absorbed by the AT&SF.[6]



Gulf, Colorado & Santa Fe railroad lines, c. 1887
(*History of the Atchison, Topeka and Santa Fe;* page 131).

By 1911, the GC&SF owned over 1,000 linear miles of track in its own name, and it operated another 500 miles owned by the AT&SF. The 1920s arguably marked the peak of both GC&SF and AT&SF's prosperity and influence. Texas Railroad Commission figures for 1925 show that GC&SF earned $21 million in freight revenue, the highest of any railroad in Texas for the year, and essentially tied (with the Texas & Pacific) for second place in total revenue (passenger and freight) in Texas. While the construction of new track had slowed considerably, the railroad continued to construct fine depots, warehouses and even office buildings in the 1920s, sharing fully in the prosperity of Texas and the U.S. at that time.[7]

As previously noted, the GC&SF was absorbed by Atchison, Topeka and Santa Fe in 1961. In 1968 AT&SF became a subsidiary of the holding company Santa Fe Industries Inc. The Santa Fe's parent company became known simply as the Santa Fe Pacific Corporation in 1989; this corporation was subsequently purchased by Burlington Northern in 1995, and the resulting company took the name Burlington Northern Santa Fe Corporation.

Planning and Construction of the Santa Fe Terminal complex
By the 1920s, the Santa Fe recognized the need for a centralized freight warehouse and transfer facility in Dallas to replace their existing freight yards, located south of Young Street. The city had become one of the largest commercial merchandising and wholesale centers in the country, and most goods were shipped by rail. Showrooms and warehousing space were at a premium. Planning for the new facility was also influenced by the city's desire to remove the surface railroad tracks that crisscrossed downtown, interfering with vehicular and streetcar traffic.

The site chosen for the terminal complex was already owned by the railroad and served by tracks connecting with the East Dallas GC&SF yard. The 1897 passenger station at this site was one of six depots belonging to different railroads which became redundant with the completion of Dallas Union Terminal (NR 1975) in 1916. This passenger station was razed and a vast, 100,000 cubic yard excavation completed with the equivalent of a box car load of dynamite.

Architects Lloyd R. Whitson and Frederick (Todd) Cowderie-Dale, working with engineers and railroad planners from the AT&SF, planned the complex so that four buildings, in a line running north to south from Commerce to Young Streets, could be served by up to three sets of underground railroad tracks branching from a central subsurface line, which emerged further south near the present site of the Dallas Convention Center.

Thirty-five to forty rail cars were to enter the tunnel each day, pulled by a 'thermos bottle' locomotive, also referred to as a 'fireless engine'. It was specially designed to prevent smoke in the main line and tunnels by being charged with steam (at 2,000 psi), which would last from four to five hours from a central, high pressure boiler under the office building. A 1924 ***Santa Fe Magazine*** article called the engine a "unique feature in locomotive construction, only one other of its type being in existence." Santa Fe engine No. 2299 arrived in Dallas August 5, 1925.[8] This special locomotive engine was built by Baldwin Locomotive Company who provided most of the locomotives for the AT&SF companies during the teens, twenties and thirties; this engine was an 0-6-0T type, and construction began on it in 1924. It remained in service until about 1948[9], when diesel locomotives assumed the duty. Santa Fe renumbered this engine 9299 at that time.

Design and construction of the buildings and the 750- foot long underground freight tunnel was to be a massive undertaking. Whitson, in association with consulting engineers George Maney and Robert T. Summers, planned a central concrete mixing plant to be placed in an area between buildings #3 and #4 at Marilla Street. An elaborate system of overhead chutes and hoisting towers was designed to deliver the concrete across two streets (which remained open to traffic) to the construction sites of the tunnels and four buildings. Work on the buildings often continued around the clock; reportedly, the concrete mixing plant ran at one point for sixty continuous hours to keep up with the form builders.

The general contractor was Watson Company, with excavation by Vilbig Co., mill work by Ingram & Co., reinforcing and structural steel by Austin Brothers, and marble, tile and terrazzo work by W. A. Jacobie Co. An asphalt topping slab was laid in the buildings by the Uvalde Rock and Asphalt Co.

The 20-story Santa Fe Office Building (#l) opened in late 1924, providing offices to the railroad and scores of tenants, including a restaurant and drug store. The attached 10-story warehouse and the three additional warehouses were used for storage and showrooms for numerous merchandising companies. Warehouse No. 3 was designed for cold storage. By mid-1925 the complex was nearly complete, with tenants having moved into several of the warehouse units. The four buildings, constructed of concrete and steel frame, were designed to withstand a 200 pound per square foot live load on each floor and contained approximately 1,500,000 square feet of floor space.[10]

The smallest of the buildings, the 8-story Santa Fe Terminal Building #4 contained 149,000 square feet of space. Excavation of the site was completed in April 1923, with the ground floor 'getting above ground' by October 26, 1924.[11] This building opened in late 1925.

Newspaper articles about the Santa Fe complex in 1924 and 1926 publications cite the project as costing in excess of $5,000,000 and as "one of the outstanding construction projects in the world today," occurring at a time when construction projects and building permits in Dallas had reached an all time high.[12] The completion of the Santa Fe Terminal complex offered railroad freight service from Dallas, the 'market place of the Southwest' with the largest wholesale departmental building to Chicago, Kansas City, California (Los Angeles and San Diego), Houston and Galveston.

Operation as a freight warehouse and later occupancies

Both the railroad and leased tenants initially occupied the building in 1925. By 1929, the building appears to have been fully leased with Olmstead Kirk Paper Company (wholesale paper company), U. S. Rubber Company, Haggar Co. (maker of men's trousers) as the first major tenants. Other early occupants included Eureka Fire Hose Manufacturing, Dallas Paint, Wholesale Footwear, Rand McNally, University Publishing, Webster Publishing and Southern Publishing as well as Santa Fe management offices (E. M. Elliott, listed as manager).

The sale of Santa Fe Terminal #1 to the federal government in 1942, the growth in the trucking market following WW2, and the City of Dallas' desire to remove all train traffic from downtown Dallas led to changes in the railroads' freight and distribution patterns in the Dallas area. In 1954, AT&SF began construction on a 46.7 mile railroad line from Sanger, Texas through Denton to Garland, giving Santa Fe access to the booming industrial areas north of Dallas. This new line provided a more direct railroad route to Chicago and western locations, and avoided the need for freight to come into downtown Dallas. Santa Fe purchased a 172-acre industrial site in NE Dallas in 1955; this site was developed as warehouses with freight access, and a freight yard, which effectively ended the need for a central freight and distribution center in downtown Dallas. At that point, the Santa Fe Terminal buildings were still utilized for warehouse use (Terminal buildings #2, #3 and #4) for local businesses. Loading docks accessible from the adjacent public streets were added at all Santa Fe buildings, providing truck delivery areas in lieu of railroad access.

By the 1945 City Directory, the Santa Fe management office was no longer listed, and the building had just two major tenants: U. S. Rubber Company which occupied floors 1, 2, 3, 4 and 6. Olmstead Kirk occupied a portion of the first floor. In 1950, U. S. Rubber Company had moved, and Olmstead Kirk occupied the first, second and fifth floors, with the upper floors occupied by a variety of tenants. Olmstead Kirk remained the major tenant of the building with their warehouse, distribution and showroom located there until the early 1970's when they relocated to a new facility on Butler Street. The occupancy of the building has been limited since that time, with the building mostly empty since the early 1980's.

Lloyd Whitson, Architect
The project's architect, Lloyd Whitson (1889-1973), was involved in several significant building projects in Dallas. A native of Fergus Falls, Minnesota, he graduated from the University of Minnesota. He began his architectural practice in Dallas in 1919. One account cites his employment with esteemed Dallas architects Lang & Witchell, but his architectural certification form mentions only partnerships with Charles E. Barglebaugh and Englishman Frederick (Todd) Cowderie-Dale, R.I.B.A.

The Santa Fe complex was evidently his largest Dallas project, although he and Dale designed the first unit of the Medical Arts Building (1923) and the Continental Building (1936). The Medical Arts Building (razed in 1978) was the tallest reinforced concrete structure in Texas at the time of its completion. Whitson later resided in Menlo Park, California.

7. Photographs and Maps
Sanborn maps included in text; current photographs attached.

8. Bibliography
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[1] *'Santa Fe Freight Terminal and Warehouse of Dallas'*, article in Engineering News Record, December 11, 1924 (pages 942-945).
[2] *Dallas Morning News*, October 20, 1926.
[3] Bryant, Keith L. History of the Atchison, Topeka and Santa Fe; page 128.
[4] Bryant, Keith L. History of the Atchison, Topeka and Santa Fe; page 129.
[5] Bryant, Keith L. History of the Atchison, Topeka and Santa Fe; page 130.
[6] Bryant, Keith L. History of the Atchison, Topeka and Santa Fe; page 290.
[7] *National Register nomination for Santa Fe Buildings #1 and #2*, 1991.
[8] *Dallas Morning News*, August 5, 1925.
[9] Werkema, Evan (ed.), ***Santa Fe All-Time Steam Roster;*** http://atsf.railfan.net/atsfstea.html.
[10] *'Santa Fe Freight Terminal and Warehouse of Dallas'*, article in Engineering News Record, December 11, 1924 (pages 942-945).
[11] *Dallas Morning News*, October 26, 1924.
[12] *Dallas Morning News*, various articles in 1923, 1924 and 1925.