

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1665

1. NAME OF PROPERTY

HISTORIC NAME: Union Transfer and Storage Building
OTHER NAME/SITE NUMBER: Vine Street Studios

2. LOCATION

STREET & NUMBER: 1113 Vine Street
CITY OR TOWN: Houston
STATE: Texas CODE: TX COUNTY: Harris CODE: 201
NOT FOR PUBLICATION: N/A
VICINITY: N/A
ZIP CODE: 77002

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

11-21-00

Signature of certifying official

Date

State Historic Preservation Officer, Texas Historical Commission

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. 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

1-16-01

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: private

CATEGORY OF PROPERTY: building

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	1	0 BUILDINGS
	0	0 SITES
	0	0 STRUCTURES
	0	0 OBJECTS
	1	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING:

6. FUNCTION OR USE

HISTORIC FUNCTIONS: Commerce/Trade: Warehouse

CURRENT FUNCTIONS: Recreation and Culture: Museum = Art Gallery; Commerce Trade: Professional

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: NO STYLE

MATERIALS: FOUNDATION brick, concrete

WALLS brick

ROOF Asphalt

OTHER N/A

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-7)

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Union Transfer and Storage Building
Houston, Harris County, Texas

The Union Transfer and Storage Building is a five-sided, 2-story wood, concrete and brick warehouse building with stepped parapets, concrete loading docks and a flat roof. Built in two phases, 1917 and 1920, the building represents the shift in construction technology from heavy timber post and beam with masonry load bearing walls to structural reinforced concrete frame and slab with masonry infill. The building is located in a light industrial area north of downtown Houston on the north side of Buffalo Bayou. Utilitarian with modest Arts and Crafts inspired detailing, the building is stylistically representative of warehouses built in the vicinity. Originally an open interior plan with exposed wood and concrete columns, the warehouse was sensitively adapted for use as an office and art gallery complex in 1999 and retains a high degree of its architectural integrity.

The Union Transfer and Storage Building is located north of Houston's warehouse district, an area that developed in the last quarter of the 19th century and the first half of the 20th century due to its location near the juncture of major transportation networks: the bayou, railroad lines and surface streets. The boundary of the warehouse district is loosely Interstate 10 to the north, US Highway 59 to the east, Main Street to the west and Franklin Street to the north. Union Transfer and Storage is located north of this district on the north access road to Interstate 10, one block east of Main Street, two blocks north of Buffalo Bayou and approximately two blocks south of the Southern Pacific rail yard, an extensive industrial rail service facility. The surrounding neighborhood to the north has scattered warehouses of a similar era, surface parking lots. The most dramatic neighbor is the elevated section of Interstate 10 that passes just south of the building. The space beneath the interstate underpass is used as metered parking and the resulting steady stream of pedestrian traffic helps to soften the unwelcoming environment beneath the freeway.

Visual inspection supported by research reveals that the northern half of the Union Transfer and Storage Building, constructed of heavy timber (red pine or long leaf virgin pine) post and beam with masonry load bearing walls, was built in 1917. This type of warehouse construction was typical in the construction of warehouses in Houston in the 19th and early 20th centuries.¹ On the north (wood) side of the building, the foundation consists of large brick piers supporting heavy timber beams. In 1920, the southern half of the building was constructed of reinforced concrete frame and slab with masonry infill and no interior finishes. The south (concrete) side of the warehouse is reinforced, structural concrete frame. From the time of the 1920 construction forward, the building appeared and functioned as a single structure. Both sides of the building have concrete slabs at the basement level and exterior brick perimeter walls that are parged. Concrete loading docks on the east and south facades, original to the building, have newly installed industrial style, metal railings. The roof has two different levels corresponding to the separate parts of the building, is built up tar and gravel. A 36" parapet surrounds the east, south and north facades and is parged brick with raised brick coping and raised brick architectural detailing. There are 11 skylights: six in the north (wood) side of the building and five on the south (concrete) side. All of the skylights are metal, gabled, and multi-paned with wireglass.

The east façade of the building, historically the primary façade, is actually three centrally parapetted facades that angle back as the building extends northward and has a long, three-foot high concrete loading dock covered with a wood framed, corrugated metal canopy that extends the full width. This façade was the primary working area as goods were

¹ Scardino, Barrie. Historic Industrial Facilities in Central Houston, Texas. National Register of Historic Places Multiple Property Documentation Form, June 1992, p. 15.

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loaded or unloaded front the trains that passed directly in front of the loading dock. Common elements of each of the three sections of the east facade include a central parapet outlined with raised brick and detailed with widely spaced dentils. The corner end posts are also detailed with raised brick. Window openings on the ground floor of the first (southernmost) section, from left to right, are paired 4/4 wooden sash, paired 1/1 wooden sash and two 1/1 wooden sash windows. The second floor has six, 2/2 wooden sash windows with wireglass installed into arched openings. Door openings on the first floor include two paired single doors, now sealed, an eight foot wide sliding metal door followed by a solid, single, metal entry door. Window openings of the first floor of the second section of the east facade include paired 2/2 windows; one single door and two ten foot wide openings with overhead metal industrial-type doors. The second ten foot wide opening has a new, wooden, industrial style door with sidelights and transoms. The original metal overhead door is in place and is lowered only at night. The second floor has a paired, flat arched window opening with 2/2 metal sash windows followed by three arched window openings with the original 2/2 metal sash windows. The third section of the east facade, also called the dog-leg, has three, nine-foot wide openings with metal overhead doors on the first floor and 2/2 metal sash windows set into arched openings on the second floor.

The south facade, presently the primary entry to the building, is 10-bays wide as defined by the rhythm of the concrete framing. The eastern most half of this facade has a wide concrete loading dock covered with two separate metal-framed canopies. On the far eastern side of this facade, another narrow loading dock extends southward, like a pier, an additional 53 feet from the south facade. This appendage loading dock was used for the side loading of trucks (see Sanborn map and survey). About mid way down the facade to the west (left) the loading dock stops and there is a down ramp leading an overhead metal garage door that provides access to the basement. Concrete steps lead up to the loading dock and access to the building is through a newly designed, industrial style door with sidelights and transoms similar to the new entry door on the east facade. To the west of the pedestrian entry is a metal clad, sliding door that is original to the building. This door stays permanently locked due to the installation of a new staircase directly behind it on the interior. On the first floor, there are three arched windows: one on the far western (left) side of this facade and a pair of arched, 2/2, metal sash windows in the far eastern corner. On the second floor, the even numbered bays have arched window openings with 2/2 windows and the odd numbered bays have no openings. The windows in bays two, four, and six are the original 2/2 metal sash windows with wireglass and the remaining windows are 2/2 wooden replicas.

The five bay north facade is defined by five evenly spaced, arched window openings with 2/2 metal sash windows on the first and second stories. The roof of the building slopes from west to east and the parapet of this facade steps down between the first and second bay. On the northeast corner the parapet end post of the east facade is visible. This entire facade is parged and unpainted.

Four evenly spaced bays define the west facade. The arched openings of bays one, three and four have 2/2 metal sash windows. The windows of the second bay, both first and second stories, were enlarged to make door openings that now lead outside to a metal fire escape staircase. On the cornice line of this facade, a graphic ghost the former tenant, Union Transfer and Storage Company is visible.

The east facade of the building faces an abandoned railroad line that is still visible in an irregular shaped green space with small scattered trees. Beyond the green space is the rear of the 800' long, multi-gabled, brick San Jacinto warehouse, built in 1929 by the Damon Wells Property Company. Another small green space is in front of the building's

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west façade along with a water tower, date unknown. The north façade of the warehouse is bounded by a surface parking lot owned by the University of Houston-Downtown. The south façade faces the surface parking lot for the building and has access to the I-10 feeder road, also called Providence Street.

Interior

The interior of the north half of the building has wooden floors and wooden piers that support timber cross beams. The connection of the piers to beams is made with a specially designed metal bracket that acts as a crown to each of the piers and then a cradle to the beams above. Remnants of a painted-on advertisement of the first tenant, American Warehouse Company, is visible along the cornice line of what once was the exterior wall of the northern part of this building; this wall is now the interior 'party wall' between the wood and concrete sides of the building. Also visible along this wall are arched window openings that are now bricked in, further evidence that the northern half of the building was built first. Large, sliding, metal clad, fire rated doors, one on each side of large openings on the east side of the party wall on each level, provided access between the two buildings. These fire doors are noted on the Sanborn map of 1924. Due to code requirements, a second access way between the party wall was needed from the newly created rear corridor on the north side of the building that leads to the fire escape along the west facade. One of the old arched window openings was utilized and extended to accommodate a new door. Collectively, the two parts of the building with basement contain approximately 100,000 square feet. Originally there were two freight elevators, one on each side of the building. The elevator shaft on the north side of the building was used to accommodate a new interior staircase during the recent rehabilitation. The gears and pulleys from the elevator were left in place near the ceiling. The freight elevator on the south half of the building is extant and is in working order. Adjacent to the freight elevator, a new passenger elevator was recently installed.

The recent rehabilitation converted the once open interior space into individual leasable units and utilized a plan that built on the industrial character and feel of the building. New interior walls were placed in between the interior wood and concrete columns and the columns were left exposed. When the present owner purchased the building, the interior walls and wood piers were painted. Sandblasting with sugar sand at a low PSI of the entire interior was carefully supervised by the owner and approved by Texas Historical Commission and the National Park Service. Care was taken to maintain the original feeling of openness of the warehouse. This was accomplished by maintaining large, open public spaces near the south and east entry doors and preserving the original finishes, wood and concrete floors and exposed support columns. Typically, warehouses have a numbering system stenciled on interior bays. This and other graffiti related to the function of the warehouse were maintained and left in place. The public spaces have industrial style light fixtures and exposed sprinkler systems. The sprinkler system is original to the building and is presumed to have been installed in the early 1920s-this appears on the 1924 Sanborn Map. The public spaces are not air conditioned nor heated and thus the original, open interior space and ceiling height has been preserved. The individual tenant spaces were built with metal stud walls covered with gypsum board and have exposed metal duct work and the industrial style light fixtures found in the public spaces. The skylights have all been maintained.

The Union Transfer and Storage Building, following its sensitive rehabilitation and adaptive use from warehouse to office, retains its integrity of location, setting, design, materials, workmanship, feeling and association to a high degree.

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS:

AREAS OF SIGNIFICANCE: Commerce

PERIOD OF SIGNIFICANCE: 1917-1950

SIGNIFICANT DATES: 1917 and 1920

SIGNIFICANT PERSON:

CULTURAL AFFILIATION:

ARCHITECT/BUILDER: unknown

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-8 through 8-16).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-17).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

PRIMARY LOCATION OF ADDITIONAL DATA:

- State historic preservation office (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: *Property owner*

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Statement of Significance

Built in two stages, 1917 and 1920, the Union Transfer and Storage Building visually demonstrates the change in early twentieth century building technology as it shifted from heavy timber post and beam with masonry load bearing walls to structural reinforced concrete frame and slab with masonry infill. The building, named after the business that operated on site from 1923-1954, demonstrates central Houston's expanding need for warehouse facilities in the early decades of the 20th century when commercial water transportation in town all but ceased after the opening of the Houston Ship Channel in 1914 near Harrisburg. The property meets Criterion A, in the area of Commerce, at the local level of significance, for its associations with the warehouse industry which was critical to the economic development of Houston. The recent rehabilitation of the warehouse and its adaptive use as an art gallery and office complex ensure the continued economic viability of this structure located north of downtown Houston.

Establishment of Industry in 19th Century Houston²

At the confluence of Buffalo and White Oak bayous, the settlement of Houston, Texas, occupied a strategic position at the head of navigation on Buffalo Bayou. In contrast to other Texas rivers, Buffalo Bayou's relatively straight and evenly deep course rendered it more navigable than shallow, winding tidal rivers such as the San Jacinto and Brazos. Also, because Buffalo Bayou ran east-west and spilled into the protected Galveston Bay, it was both more accessible to the rich farmlands of surrounding counties and more desirable to ship captains. Harrisburg, settled in 1824 about 10 miles downstream from Houston, was burned just before the battle of San Jacinto in April of 1836, leaving the new town of Houston as the region's best hope for development. Houston's selection as the provisional capital of the Republic of Texas brought instant recognition and gave it a considerable edge over other Texas towns struggling to attract new settlers.

Houston's initial railway was begun in 1853; by 1861, with a population of nearly 5,000, Houston had become a rail center with about 400 miles of track radiating in five directions. By 1870 the Houston City Directory reported two large foundries, numerous brickyards, eleven lumberyards, and the erection of a new gas works. Some of these and other businesses on which Houston depended for its rebirth and continued growth were situated along Buffalo Bayou in or near the warehouse district area. But it was not until the end of the nineteenth century that further railroad expansion made the lightly settled areas on the north side of Buffalo Bayou and the somewhat denser neighborhoods on the south side attractive locales for extensive industrial redevelopment.

While construction of Houston's rail system was serious business during the 1870s, bayou improvements likewise commanded the attention of Houston businessmen. The Buffalo Bayou Ship Channel Company, organized to deepen the channel and improve navigation on Buffalo Bayou, was incorporated in 1869, and Houston's request to be an official port of entry into the United States was granted in 1870, two years after it had first been presented. The Panic of 1873 interrupted work on the ship channel, but in 1874 Charles Morgan acquired the Buffalo Bayou Ship Channel Company

² Adapted from Scardino, Barrie: Historic Industrial Facilities in Central Houston, Texas (pp 3-12).

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and set several hundred men to work not only deepening the channel but building a railroad as well. Morgan was able to acquire the rights to build a railroad at the junction of Sims and Buffalo Bayou connecting two trunk lines in Houston. Here he also built eleven hundred feet of wharves and a turning basin, naming the area Clinton after his Connecticut hometown. Finally in 1876 numerous railroad shops and depots had been constructed creating the potential of industrial development in the area.

In 1893 the Missouri, Kansas & Texas (MK & T, or "Katy") arrived in Houston, and in 1896 Southern Pacific consolidated several early Texas lines and became a major artery from Houston. Continued dredging of the Ship Channel also made the warehouse district more accessible to barge and steam-ship traffic at this time. In area north of Buffalo Bayou a few scattered warehouses, commercial buildings, and houses were indicated on 1896 Sanborn map (Map 4) along with railroad depots and shops. Railroad expansion that began in the 1890s changed the area of settled working-class neighborhoods and opened up the north bank of Buffalo Bayou and blocks along the south bank as attractive areas for commercial and industrial development. These changes lead to the construction of the Union Transfer and Storage Building and other properties in the vicinity.

20th Century Industrial Development in Central Houston³

When the Houston Ship Channel officially opened in 1914 (with a deep-water turning basin near Harrisburg), commercial water transportation all but ceased closer into town, but the continued use of the railroad resulted in the construction of new warehouses near downtown. The building boom that occurred in Houston following World War I eclipsed all previous episodes of growth and expansion. During the 1920s Houston moved from the position of the third largest city in Texas to that of the largest city in the south.

The establishment of a viable port at the foot of Main Street, the introduction of an extensive railroad network that easily interfaced with the barges and steamships coming to and going from Houston, and the warehouses and industrial plants that naturally sprouted among the tracks and waterways created an area that was the center of transportation and trade in Houston until the 1940s. This overlapping of water and rail transportation systems in the warehouse district provided industrial opportunities that created a economic base crucial to Houston's growth and development.

Other changes had begun to occur in Houston just after the turn of the century that would affect the industrial patterns and commercial development of the city. Houston's population had grown from 27,557 in 1890 to 44,633 in 1900. Electric streetcars, introduced in Houston in 1891, came along with significant expansion of electrical service, and a public sewer system was expanded into residential areas south and north from town during the 1890s. These utilities prompted the development of the city's first electric power plant in 1898 and the first sewage treatment plant in 1901.

Two events in the first two years of the 20th century irrevocably altered the destiny of Houston. The tragic and

³ Adapted from Scardino, Barrie: Historic Industrial Facilities in Central Houston, Texas, (pp 3-12).

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devastating Great Storm of 1900 in Galveston left Houston without a rival in the transportation and industrial arenas. The discovery of oil at Spindletop in January 1901 also radically affected Houston's economy. After these events President Theodore Roosevelt signed a bill in 1902 appropriating one million dollars for the further development of the Port of Houston. The first automobile arrived in Houston in 1901 signaling another coming change that would add trucking to the water-rail transportation network. Construction of new houses and businesses that continued all over the city at a rapid pace needed millwork, lumber, hardware, electrical and plumbing supplies, creating a demand for new factories and warehouses to supply them, thus fostering a cycle of spiraling growth that had begun in Houston in the 1890s.

In the first decade of the 20th century, several major office and bank buildings were constructed in the commercial district on the south side of Buffalo Bayou, including a new headquarters for the Southern Pacific Railroad and a number of new warehouses and industrial buildings were constructed in the commercial district on both sides of the bayou. Several lumber companies and builders supply companies constructed new warehouses and factories. National companies began to locate regional headquarters in Houston. Developer/investors such as BA Reinsure, Mrs. El Moore, J.L. Jones, W. R. Baker and C. C. Williams began building warehouses for rental property. In 1910 the James Bute Paint Company completed the largest warehouse ever constructed in south Texas (NR 1993).

These same types of industrial facilities continued to be built in the warehouse district in the following decade, but completion of the new San Jacinto Bridge in 1914, and the northern end of San Jacinto Street, provided better access to the north side of Buffalo Bayou, where many new warehouses were constructed after 1915. Sanborn maps from 1890 to 1924 and post-1908 street directories in the *Houston City Directory* show that houses and apartments continued to occupy about half of the property in the warehouse district on both the north and south sides of Buffalo Bayou. Although a few of these wood frame working-class cottages still stand on the fringes of the warehouse district, they began to disappear in great numbers during the new building boom that followed World War I.

The number of warehouses built in this area during the 1920s equaled the number built in the preceding three decades. Although the Houston Ship Channel encouraged development near the Harrisburg turning basin and docks, many companies still required locations near the rail depots and distribution points downtown. Construction of industrial and warehouse facilities began to occur in a wider area along the bayou and tracks, both eastward and westward, and the warehouse district (mostly former residential sites) was rapidly developed. Significantly, both the Southern Pacific and the MKT railroads built large new freight depot in the warehouse district in the 1920s. Between 1928 and 1930 the area saw construction of the largest warehouse ever built in the district, the Merchants and Manufacturers Building (now the University of Houston-Downtown (NR 1981), still the most visible identifying landmark in the area. Trucking became another factor that widened geographic possibilities for warehousing. Most of the new transfer and storage companies (mostly from rail to truck to retail-motor freight) continued to build along railroad tracks in the warehouse district, but large loading docks and ample parking room for trucks became a requisite part of warehouse and industrial buildings in the area.

Houston was not unaffected by the Great Depression, but it fared better than most cities its size. The oil industry

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continued to provide a base of support upon which the city could depend. In 1930 the population was 292,352, almost seven times what it had been in 1900. The construction of the Houston Municipal Airport in the late 1930s increased the potential of airfreight as part of the city's transportation system. Construction in the warehouse district leveled off during the depression, mostly due to lack of available land.

New technologies, new ideas and new money followed World War II, changing construction patterns and techniques drastically after 1945. The railroad, which had been central to the development of Houston's warehouse district, began to wane in importance as Houston, like the rest of the nation embraced the automobile, and later the airplane. Postwar warehouses in the area are mostly pre-fabricated corrugated metal building with little architectural distinction.

The recent interest in downtown living and revitalization of has brought a renewed interest to the warehouse district and the area north of Buffalo Bayou and north of Interstate 10. This has happened slowly since the mid 1980s when DiverseWorks, a nationally recognized, local non-for-profit arts organization located its offices and gallery space in the 1929 San Jacinto warehouse just east of Union Transfer and Storage. Other artists and galleries followed suit and over time the area, both in the warehouse District and this area north of Interstate 10, has become a gallery and artist studio neighborhood. Bute Paint Company was converted to loft apartments in the early 1990s and METRO renovated the southern Pacific Freight Terminal for use as a bus barn in the mid 1990s.

Union Transfer & Storage Building

The most recent deed of trust (1996) cites in the legal property description, two deeds from 1909 and one from 1910 when three separate property owners sold their respective holdings to John F. Garrott. Deed Records for this property reveal that John F. Garrott purchased three adjacent parcels north of the Bayou near Block 60 in Houston. These separate three deeds are from J. C. Britton (1909), J. P. Schosser (1909) and David Hannah (1910) to John F. Garrott who through his estate maintained ownership of the property until it sold to S & W Realty in 1961 (Houston Bank & Trust Co., executor). The most recent conveyance to the present owner (1996) cites the 1909-1910 deeds to Garrott as part of the legal description of this odd-shaped property.

The Houston City Directory of 1915 lists John F. Garrott as General Manager of Bute Paint Company with offices at the corner of Texas and Fannin and a warehouse at the corner of William and Sterrett St. The Bute Paint Company warehouse (NR 1993) is extant and participated in the Investment Tax Credit Program in the early 1990s as it was converted from a warehouse to loft apartments. The building remains a contributing member of the proposed Warehouse Historic District. The Encyclopedia of Texas (Davis and Grobe, eds., Dallas, 1926), has a biographical entry and portrait engraving of John Fletcher Garrott and states he was "closely interwoven with the growth and development of the City of Houston in general, and in the building up of one of the city's largest business institutions [Bute Paint]." This text also references the Union Transfer and Storage Building: [Garrott] "had other financial interests in Houston, and some years ago built a large warehouse on land he owned in the Fifth Ward." John F. Garrott had one son, Warren Bute Garrott by his first wife, Gloria Bute Garrott, a daughter of James Bute. Mr. Garrott began with the Bute Company as a clerk and eventually became general manager, a position he held for four decades. [Two streets in the Montrose neighborhood of

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Houston, Garrott and Bute, are parallel and one block apart.] Mr. Garrott did remarry after the death of his first wife, to Lillian Lea Brown, daughter of Judge J. V. and Mary Alice (Mitchell) Lea of Houston. The Lea and Mitchell families were Texas pioneers and were related to Margaret Lea, the second wife of Sam Houston. (Lillian Lea Brown's grandmother's sister was Mrs. [Margaret Lea] Sam Houston). Mary Alice Mitchell Lea is a daughter of Captain W. D. Mitchell, who served in the Civil War, and came from Mississippi and was a planter in East Texas.

Houston city directories (1917-1921) list John F. and Warren B. Garrott [brothers] as owners of the American Warehouse Company located at 1109 Vine, corner Shea. Henry Y. Howze was manager and the company provided general storage and distribution, transferring, forwarding and customhouse brokering. A painted-on advertisement of company name, American Warehouse Company, is visible along the cornice line of what was an exterior and is now the interior wall between the two buildings. Also visible are arched window openings that are now bricked in, further evidence that the northern half of the building was built first. In 1920-21 Binyon-O'Keefe, a storage and forwarding company with operations in Houston, Ft. Worth and Galveston, purchased the American Warehouse Company. Binyon-O'Keefe advertised their facility in the 1920-21 city directory as "absolutely fireproof, 100,000 square foot capacity and a fleet of new motor trucks . . . equipped to do heavy and light hauling, transferring, forwarding, distributing and general storage."

Two years later, Binyon-O'Keefe moved their business to the Houston Ship Channel turning basin and sold their business on Vine to Union Transfer and Storage Company. The later company operated continuously at this site until the mid-1950s and provided moving, packing, storage, transfer, heavy hauling, motor truck service with separate locked rooms for household goods. The initial officers of Union Transfer and Storage Company included Lonnie G. Riddell, President, J. G. Greve, Vice-President and C.C. Geiselman, Secretary. In 1936, Mr. L. G. Riddell died and his wife, Mrs. Hazel G. Riddell assumed his role as president until 1940 when Fisher G. Dorsey became president and continued in that position until 1960. He was also involved in half a dozen other business interests in the capacity of President, Vice-President or Secretary-Treasurer, which he ran from the warehouse on Vine. Those enterprises included Patrick Transfer & Storage Co., Bluebonnet Freight Forwarding Co., Lone Star Package Car Co., Federal Rigging (trucking), Prairie Land Ranch and Victory Warehouse Company.

Beginning in 1931, other tenants appear in the city directories at the addresses 1113, 1115, 1117 and 1119 Vine. In 1931, Schermerhorn Brothers Company, a cordage manufacturer and supplier of yarns and cotton, appears in the city directories at 1115 Vine and operated continuously at this location until 1951. Other tenants of the warehouse include Nestle's Chocolate Company, Inc. (1952-53), Magnus Chemical Company (1945-48), and Pond's Extract Co. (1951-53).

The 1960 city directory shows 1113 Vine as vacant and Fisher G. Dorsey moved his administrative office to 2202 Nance. In 1965, Texas Grocery Company (wholesale grocery) and Texas Wholesale Merchandise (housewares) were operating out of the warehouse on Vine. Proprietors are Israel Wuntch, Sidney Stoler and William Wuntch. Sidney Stoler and Israel Wuntch (S & W Realty) are signatories to the 1996 deed conveying the property to the present owner, Fletcher Thorne-Thomsen, Jr.

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The rehabilitation of the warehouse began in the fall of 1998 by the owner, Fletcher Thorne-Thomsen, Jr. and the Galveston architectural firm Michael Gaertner and Associates. The rehabilitation project utilizes the 20% investment tax credits and follows the Secretary of the Interior's Standards for Rehabilitation. At this time, the Texas Historical Commission and the National Park Service have approved Parts I, II and III of the tax credit application. The rehabilitation is complete, however, build out continues in the individual units as the building occupancy increases. The warehouse, now called Vine Street Studios, is leased primarily to galleries and arts related organizations.

Conclusion

The Union Transfer and Storage Building meets Criterion A in the area of Commerce, at the local level of significance, as a building which demonstrates the continued need for warehousing facilities near downtown Houston despite the development of the Houston Ship Channel. The building had been in continuous use as a warehouse when it was purchased by the current owner, Fletcher Thorne-Thomsen, Jr. in 1996, but due to changes in the nature of the trucking industry, the building was no longer useful or viable economically as a warehouse facility. Utilizing the 20% Investment Tax Credit, the building was adapted to become an art gallery and office complex. The building is unaltered, with the exception of bricked-in windows that were reopened during the recent rehabilitation. Interior partitions and corridors were sensitively built on the interior to incorporate lease units. The wood and concrete columns were left exposed, either free standing or 'sandwiched' between the newly constructed interior walls. Working with the Galveston architectural firm Michael Gaertner and Associates, the building was placed in service in 1999. The shape of the building's dominant façade (east), and its relation to the adjacent (now abandoned) railroad tracks, is a reminder of the railroad era when this part of Houston was the hub of goods distribution that provided the economic basis for the city's development.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 8 Page 14

Union Transfer and Storage Building
Houston, Harris County, Texas

1939 Historic Photo



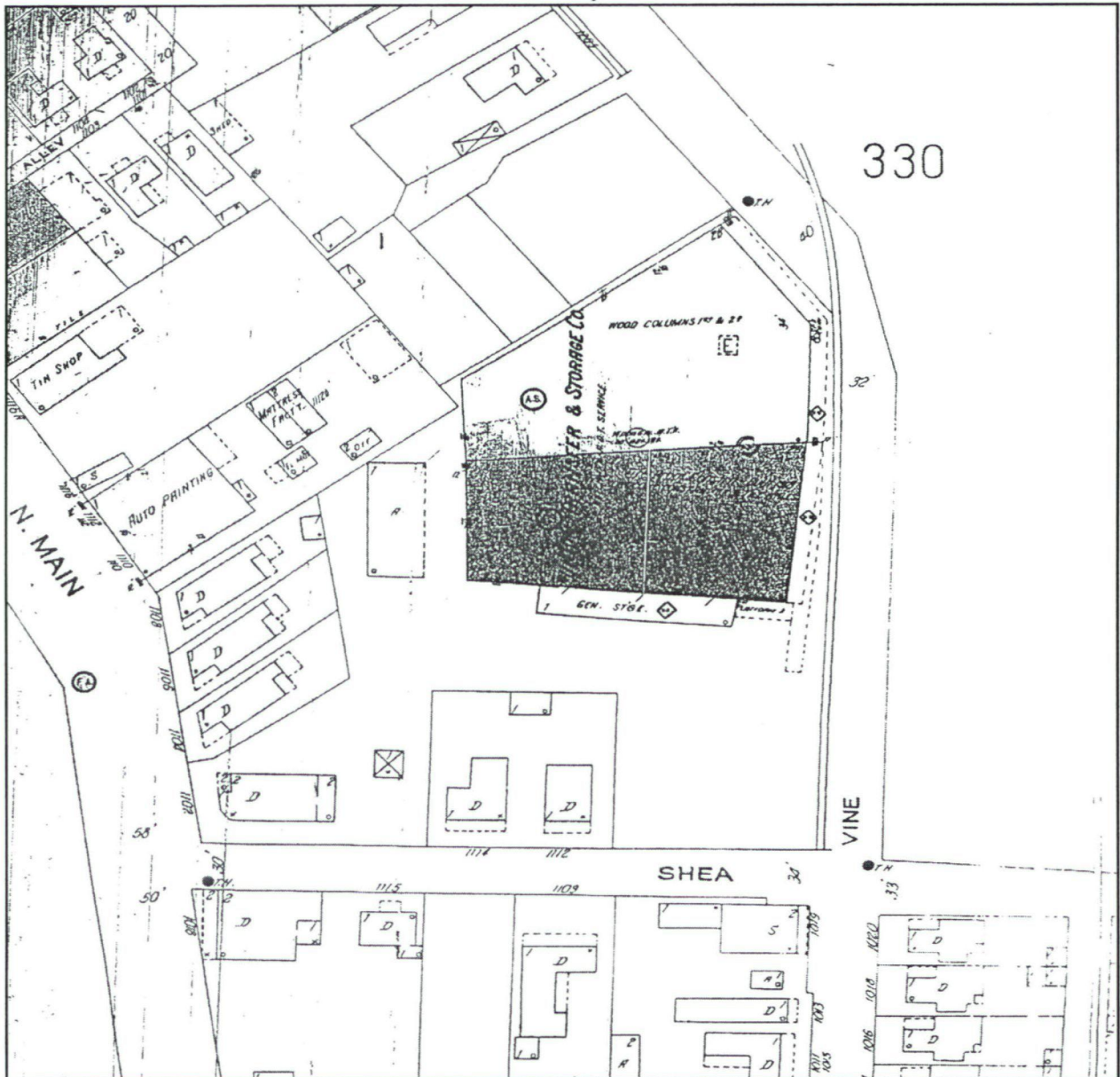
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 8 Page 15

Union Transfer and Storage Building
Houston, Harris County, Texas

Sanborn Map 1924



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 8 Page 16

Union Transfer and Storage Building
Houston, Harris County, Texas

Survey Map

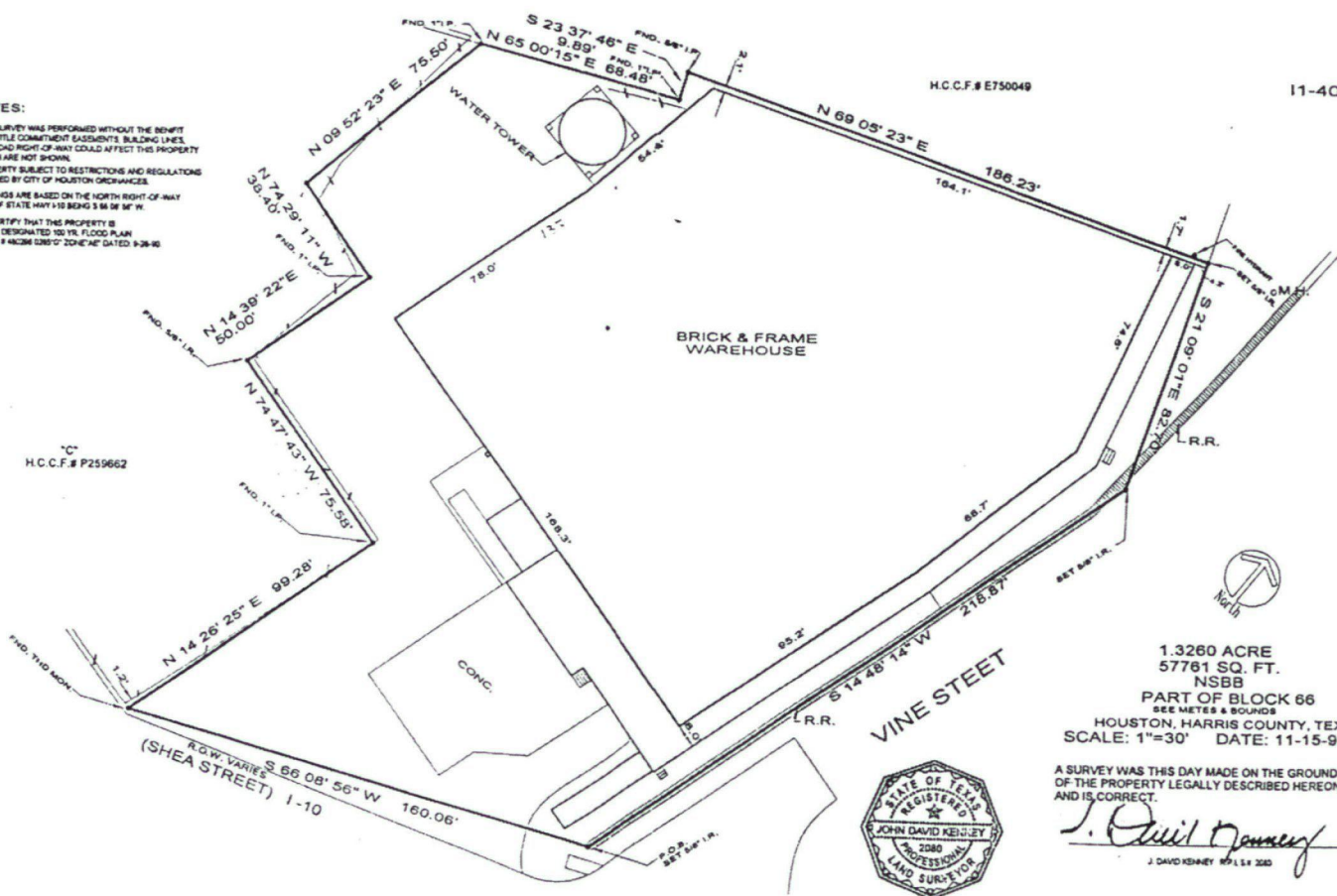
NOTES:

1. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE COMMITMENT EASEMENTS, BUILDING LINES, RAILROAD RIGHT-OF-WAY COULD AFFECT THIS PROPERTY WHICH ARE NOT SHOWN.
2. PROPERTY SUBJECT TO RESTRICTIONS AND REGULATIONS IMPOSED BY CITY OF HOUSTON ORDINANCES.
3. BEARINGS ARE BASED ON THE NORTH RIGHT-OF-WAY LINE OF STATE HIGHWAY 110 BEING S 89° 26' 34" W.
4. WE CERTIFY THAT THIS PROPERTY IS IN THE DESIGNATED 100 YR. FLOOD PLAN PANEL # H-236 5285' 2' ZONE 'A' DATED 9-28-96

H.C.C.F.# P259662

H.C.C.F.# E750049

11-40



1.3260 ACRE
57761 SQ. FT.
NSBB
PART OF BLOCK 66
SEE METES & BOUNDS
HOUSTON, HARRIS COUNTY, TEXAS
SCALE: 1"=30' DATE: 11-15-96

A SURVEY WAS THIS DAY MADE ON THE GROUND OF THE PROPERTY LEGALLY DESCRIBED HEREON AND IS CORRECT.

J. David Kenney
J. DAVID KENNEY 2580, L.L. 2580

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section 9 Page 17

Union Transfer and Storage Building
Houston, Harris County, Texas

Bibliography

City Directories, Houston, Texas. Various dates.

David and Grobe, eds. The Encyclopedia of Texas, Dallas, 1926.

Fox, Stephen and Nancy Hadley, eds. Houston Architectural Guide. Houston: AIA/Houston Chapter and Herring Press, 1990.

Harris County. Office of the County Clerk. Deed records.

Harris County Appraisal District Maps, www.hcad.org/Downloads/

Sanborn Maps, vol. III. New York: Sanborn-Perris Co., 1896, 1907, 1924.

Scardino, Barrie, with Bruce Jensen. Historic Industrial Facilities in Central Houston, Texas. Draft multiple property documentation form, June 1992.

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: 1.326 Acres

UTM REFERENCES Zone Easting Northing
 15 272120 3295460

VERBAL BOUNDARY DESCRIPTION 57761 Sq. Ft., NSBB, (North Side Buffalo Bayou), part of Block 66, Houston, Harris County, Texas

BOUNDARY JUSTIFICATION : The nomination includes all property historically associated with the building.

11. FORM PREPARED BY

NAME/TITLE: Anna Mod and Barrie Scardino

ORGANIZATION: c/o Anna Mod Preservation Services

DATE: April 28, 2000

STREET & NUMBER: 4823 Fannin Drive

TELEPHONE: 409/770-0951

CITY OR TOWN: Galveston **STATE:** Texas

ZIP CODE: 77551-4872

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS:

MAPS (see continuation sheets 8-15 through 8-16)

PHOTOGRAPHS (see continuation sheet Photo-18)

ADDITIONAL ITEMS

PROPERTY OWNER

NAME: Fletcher Thorne-Thomsen, Jr.

STREET & NUMBER: 47 Legend Lane

TELEPHONE: 713-539-0313

CITY OR TOWN: Houston **STATE:** TX

ZIP CODE: 77024

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section PHOTO Page 18

Union Transfer and Storage Building
Houston, Harris County, Texas

Photo log

Union Transfer and Storage Building

1113 Vine Street

Houston, Harris County, Texas

All photos by Anna Mod, Spring 2000,

All negatives on file with Anna Mod,

East façade

Camera facing south

Photo 1 of 9

East façade

Camera facing north

Photo 2 of 9

“Dog-leg,” east façade

Camera facing west

Photo 3 of 9

East façade (San Jacinto warehouse in background)

Camera facing north

Photo 4 of 9

South and partial east façade

Camera facing west

Photo 5 of 9

North and west facades and metal water tower

Camera facing east

Photo 6 of 9

Interior, north side of building

Camera facing north

Photo 7 of 9

Interior, south side of building

Camera facing north

Photo 8 of 9

Interior, looking from south side to north

Camera facing north

Photo 9 of 9

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Union Transfer and Storage Building
NAME:

MULTIPLE
NAME:

STATE & COUNTY: TEXAS, Harris

DATE RECEIVED: 12/13/00 DATE OF PENDING LIST: 12/27/00
DATE OF 16TH DAY: 1/12/01 DATE OF 45TH DAY: 1/27/01
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00001665

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1.16.01 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



UNION TRANSFER & STORAGE BUILDING
1113 VINE STREET
HOUSTON, HARRIS CO., TEXAS

PHOTOGRAPH 1 of 9



UNION TRANSFER & STORAGE BUILDING

1113 VINE STREET

HOUSTON, HARRIS CO., TEXAS

PHOTOGRAPH 2 of 9



UNION TRANSFER & STORAGE BUILDING
1113 VINE STREET
HOUSTON, HARRIS CO., TEXAS

PHOTOGRAPH 3 of 9



UNION TRANSFER & STORAGE BUILDING
1113 VINE STREET
HOUSTON, HARRIS CO., TEXAS
PHOTOGRAPH 4 of 9



UNION TRANSFER & STORAGE BUILDING

1113 VINE STREET

HOUSTON, HARRIS CO., TEXAS

PHOTOGRAPH 5 of 9





UNION TRANSFER & STORAGE BUILDING

1113 VINE STREET

HOUSTON, HARRIS CO., TEXAS

PHOTOGRAPH 6 of 9



UNION TRANSFER & STORAGE BUILDING

1113 VINE STREET

HOUSTON, HARRIS CO., TEXAS

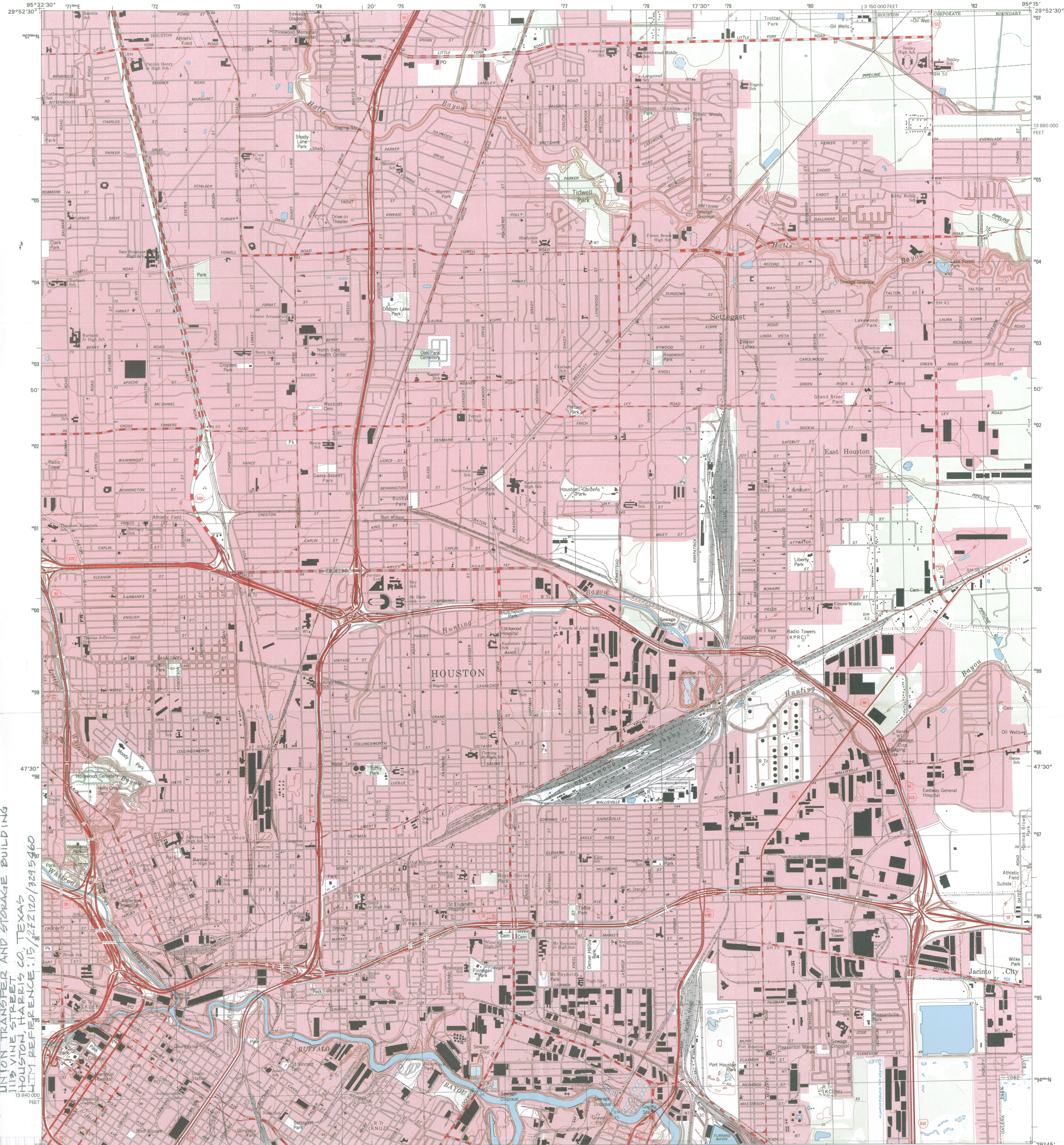
PHOTOGRAPH 7 of 9



UNION TRANSFER & STORAGE BUILDING
1113 VINE STREET
HOUSTON, HARRIS CO., TEXAS
PHOTOGRAPH 8 of 9

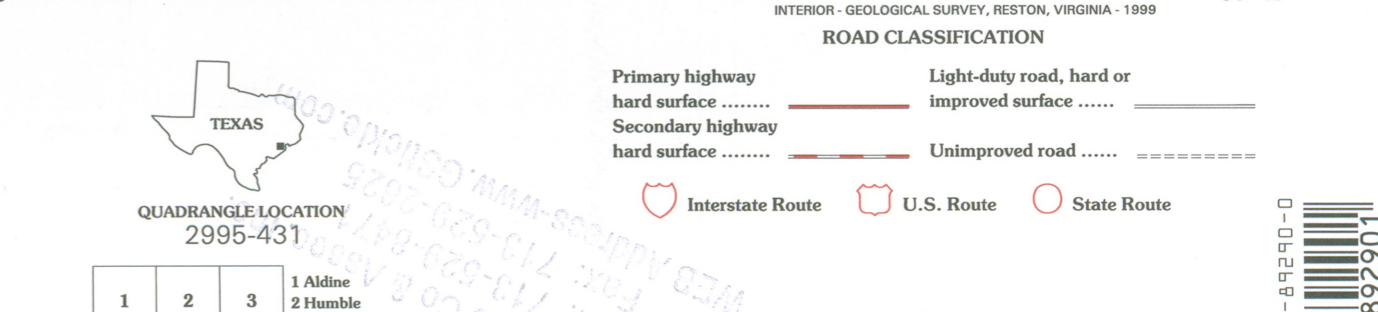
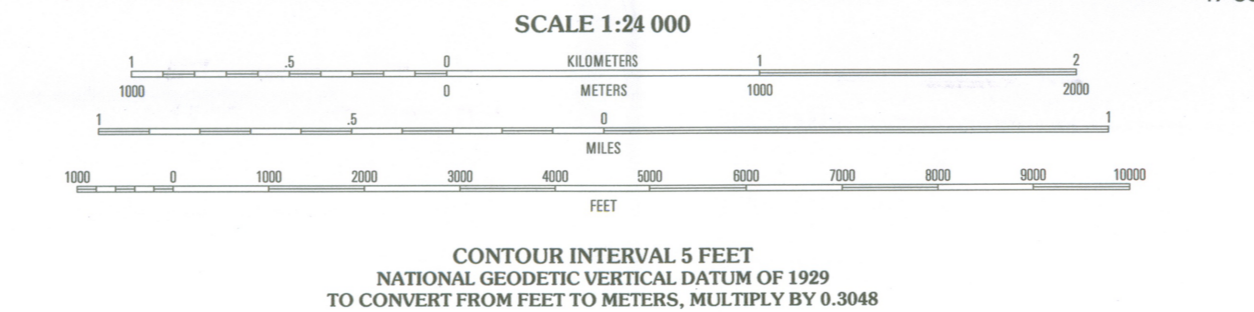
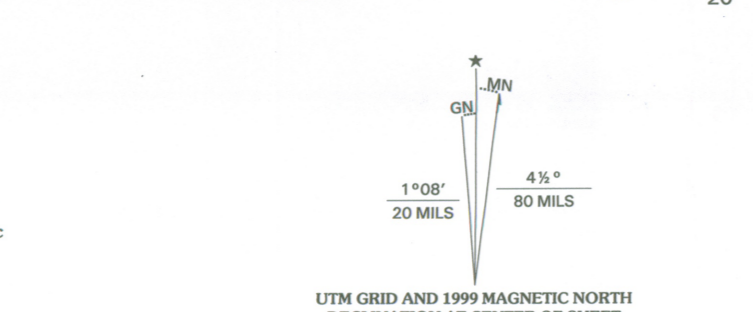


UNION TRANSFER & STORAGE BUILDING
1113 VINE STREET
HOUSTON, HARRIS CO., TEXAS
PHOTOGRAPH 9 of 9



UNION TRANSFER AND STORAGE BUILDING 1115 VINE STREET HOUSTON HARRIS CO, TEXAS UTM REFERENCE 15/22120/3295460

Produced by the United States Geological Survey Topography compiled 1976. Planimetry derived from imagery taken 1995. Survey control current as of 1976 North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks: Texas Coordinate System of 1983 (south central zone) North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software. This quadrangle covers a subsidence area. Landmark Buildings verified 1976



QUADRANGLE LOCATION 2995-431

1	2	3	1 Aldine
			2 Humble
			3 Harmonston
4	5	6	4 Houston Heights
			5 Jacinto City
			6 Bellair
			7 Park Place
			8 Pasadena

ADJOINING 7.5 QUADRANGLE NAMES

SETTEGAST, TX 1995

NIMA 6943 IV SE-SERIES 882

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, P. O. BOX 25286, DENVER, COLORADO 80225 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

