

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

Historic Name: Texarkana National Bank (Motor Bank and Parking Garage)
Other name/site number: N/A
Name of related multiple property listing: N/A

2. Location

Street & number: 217 Pine Street
City or town: Texarkana State: Texas County: Bowie
Not for publication: Vicinity:

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 at the following levels of significance: national statewide local

Applicable National Register Criteria: A B C D

Mark Wolfe State Historic Preservation Officer Date 3/17/21
Signature of certifying official / Title
Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting or other official Date
State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register.
- removed from the National Register
- other, explain: _____

Signature of the Keeper Date of Action

Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

5. Classification

Ownership of Property

<input checked="" type="checkbox"/>	Private
<input type="checkbox"/>	Public - Local
<input type="checkbox"/>	Public - State
<input type="checkbox"/>	Public - Federal

Category of Property

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	total

Number of contributing resources previously listed in the National Register: NA

6. Function or Use

Historic Functions: Commerce/Financial Institution; Transportation/Road-Related (garage)

Current Functions: Vacant/Not in Use

7. Description

Architectural Classification: Modern Movement: New Formalism

Principal Exterior Materials: Concrete, Brick

Narrative Description (see continuation sheets 7 through 10)

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8. Statement of Significance

Applicable National Register Criteria: C

Criteria Considerations: NA

Areas of Significance: Architecture

Period of Significance: 1960-1962

Significant Dates: 1960, 1962

Significant Person (only if criterion b is marked): NA

Cultural Affiliation (only if criterion d is marked): NA

Architect/Builder: Wyatt C. Hedrick, Architects and Engineers

Narrative Statement of Significance (see continuation sheets 11 through 19)

9. Major Bibliographic References

Bibliography (see continuation sheets 20-21)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested. Part 1 approved on (date)
- 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, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

Historic Resources Survey Number (if assigned): NA

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10. Geographical Data

Acreage of Property: 0.32 Acres

Coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: NA

Latitude: 33.422045° Longitude: -94.043711°

Verbal Boundary Description: The legal description as recorded by the Bowie Central Appraisal District is:
"Being Lots One (1) and Two (2) in block Numbered Twenty-one (21) of the Original City of Texarkana,
also known as TRIGGS ADDITION, an Addition to the City of Texarkana, Bowie County, Texas."

Boundary Justification: The legal description above reflects the site on which the building was constructed in
1960, the annex addition in 1962, and continues to reflect the current site boundary.

11. Form Prepared By

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Additional Documentation

Maps (see continuation sheet 22)

Additional items (see continuation sheets 22-31)

Photographs (see continuation sheets 32-60)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington DC.

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Texarkana National Bank (Motor Bank and Parking Garage)

Texarkana, Bowie County, Texas

Photographed by Jacob Evans (September 2020), Jennifer Herron (February 2021), and David Peavy (January and March 2021).

All photographs accurately depict current property conditions. No changes nor significant deterioration has occurred since photos were taken.

Photo 1

Northeast oblique, camera facing southwest

February 2021

Photo 2

East elevation (annex), camera facing west

March 2021

Photo 3

North elevation camera facing south

January 2021

Photo 4

East elevation, camera facing southwest

February 2021

Photo 5

East elevation, camera facing west

February 2021

Photo 6

North elevation (west half), camera facing south

February 2021

Photo 7

West elevation, camera facing east

February 2021

Photo 8

Street level of north side, camera facing southeast

September 2020

Photo 9

Garage entrance, camera facing south

September 2020

Photo 10

Street level corner entrance, camera facing southwest

September 2020

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Photo 11
Corner detail, looking up, camera facing northwest
September 2020

Photo 12
Brise soleil detail showing exposed aggregate
September 2020

Photo 13
Parking garage ramp, level two, camera facing north
September 2020

Photo 14
Typical garage upper level, camera facing northwest
February 2021

Photo 15
Typical garage upper level, camera facing northeast
February 2021

Photo 16
Garage top level, camera facing south
February 2021

Photo 17
Garage top level, camera facing east
February 2021

Photo 18
Garage top level, camera facing northeast
February 2021

Photo 19
Garage entrance/exit bay, camera facing southeast
February 2021

Photo 20
Garage entrance/exit bay, camera facing east
February 2021

Photo 21
Garage entrance/exit bay, camera facing west
January 2021

Photo 22
Motor bank entrance, camera facing south
February 2021

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Photo 23

Garage entrance/exit bay, camera facing west
February 2021

Photo 24

Drive-up teller window, camera facing northeast
February 2021

Photo 25

Garage entrance/exit bay, looking down ramp, camera facing north
February 2021

Photo 26

Pine Street entrance to the 1962 Office Annex, camera facing west
September 2020

Photo 27

West Elevation of the 1962 Office Annex, camera facing northeast
March 2021

Photo 28

Annex lobby (Installment Loan Office), camera facing southeast
September 2020

Photo 29

Transit Department on the second floor of the office annex, camera facing east
September 2020

Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Narrative Description

The Texarkana National Bank's 1960-62 Motor Bank and Parking Garage (hereafter "TNB Motor Bank") is a four-story building, including a two-story office annex in downtown Texarkana at the intersection of Pine Street and W 3rd Street. Designed by Wyatt C. Hedrick's architecture firm and built in 1960, the use of a perforated concrete screen exterior, elevated mass, and a modern concrete structure create an excellent example of the New Formalism style. From its construction until closure in 1989, the Texarkana National Motor Bank provided a modern and convenient banking environment for its patrons with a drive thru and walk-up tellers. In 1962, to celebrate Texarkana National Bank's (TNB) 75th anniversary, the TNB purchased their original location at 217 Pine Street, the building adjacent to the motor bank, and internally connected the two buildings with the extension of the motor bank's façade to the annex and two doorways that connected the two buildings. This annex building would house several departments for TNB until TNB merged with Hibernia in 1996. The building remains largely unaltered since its construction. The only changes are the entrances and the exits to the Motor Bank were closed off and the northeastern corner of the building on the ground floor was enclosed with glass walls.

Exterior

Rectangular in plan, the TNB Motor Bank is 140 feet by 75 feet. It was originally constructed in 1960. In 1962, an annex was connected to the motor bank by incorporating TNB's original bank location, built in 1889, when the concrete screen facade of the motor bank building was extended through the annex's façade. Any historic fabric of the façade was removed during the 1962 addition. The building is split roughly in half on the ground floor with one half serving the motor bank and the other half serving the parking garage. Facing northwest towards W 3rd Street, the northern elevation contains the entrance to the motor bank and parking garage entrance and exit. On the eastern elevation facing towards Pine Street, is the walk up teller window, exit from the motor bank, and the annex building entrance. On the ground floor, both the north and west sides step back several feet from the sidewalk. The upper floor facades on these elevations extend back out towards the street. This movement between the ground and upper floors create a pedestal for the upper floors that are decorated with the perforated concrete screens. The pedestal, concrete screen, and concrete structure are common characteristics of buildings in the New Formalism style.

North Elevation

The right half of the north elevation is entirely open between the concrete columns, which are decorated with red mosaic tiles. Right above each opening, about nine feet off the ground, is white plastic signage with red lettering directing patrons. This part of the northern elevation has not changed. Roughly halfway on the northern elevation is a narrow brick wall that separates, both visually and physically, the parking garage and motor bank. The vehicle entrance for the motor bank is to the left of this brick wall. To the left of the vehicle entrance, a brick wall extends from the worker entrance to the motor bank and stops roughly eleven feet from the column at the northeastern corner of the building. The walk-up teller window at the corner W 3rd and Pine Street is located between the column and brick wall. This space is sealed off with a glass wall and doorways. Above the ground level, sixteen precast concrete screens extend upward with the steel frame between each bay. The screens extend upward above the roof level. Capping the building is a metal roof deck that is several feet above the top of the concrete screens.

East Elevation

A steel stud wall with small stone panels extends from the walk up teller entrance down to the doorway of the corridor between the office annex and motor bank. At the far left of this wall, the corridor that internally connects the motor bank and parking garage is between the steel stud wall on the right and the last concrete column on the left side. The doorway is decorated in large rectangular yellow tile. From the second floor up, both the northern and eastern elevations, perforated concrete screens rise up several feet above the roof level. Popular in Texas when built, technology of the day allowed use

Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

of concrete in new, contemporary ways. Concrete was precast in new ways to be both functional and decorative. The steel frame necessary to support each nine feet concrete bay runs vertically between each bay. Then, at the top of the Motor Bank and Parking Garage, a metal roof supported by steel beams rises above the open roof level. The office annex is separated visually on the exterior from the motor bank with a narrow brick wall that extends back to the west in plan. The office annex's façade differs on the ground floor as the building is decorated with a large stone masonry wall. A white fascia-type beam caps the stone masonry wall. However, above the ground floor, the office annex has the same perforated concrete screen as the motor bank and parking garage.

West Elevation

The western elevation consists mostly of a brick wall from the ground to roof level. On the left side, the perforated concrete screen wraps around for the length of one bay.

Interior

The interior of the TNB Motor Bank remains mostly unchanged. The motor bank is entered on the northern side with the brick wall separating the motor bank and parking garage. A rectangular space on the left contains a drive thru teller booth, the walk up teller window, a bathroom, the staircase to the basement, and the twenty-four hour depository. After about forty feet, the brick wall separating the two spaces begins to curve and direct traffic to one of four drive-thru teller windows. From east to west, evenly spaced concrete columns with red mosaic tiles run down the center of the motor bank space. Another staircase to the basement is behind this curved brick wall. This staircase is accessed by using the corridor on the southern side of the building that connects the motor bank and parking garage. After being connected in 1962, the office annex can be accessed using this corridor. This corridor was on the southern side of the motor bank space and is defined by a low brick retaining wall that runs along the southern side between the enclosed staircase and the façade on the street front. One could look from the motor bank space across the brick retaining wall and corridor, down into the office annex. Each drive-thru teller window was a small rectangular space clad in brick. On the inside, each teller both had a raised concrete floor and large rectangular yellow tile on the walls. There was just enough space for cabinets on one narrow end with the teller window and drawer on the side. After finishing their transaction, customers would exit via one of four exits on the eastern elevation. Just below the motor bank was the basement level. It was mostly open with concrete columns evenly spaced throughout. The pneumatic tube system that runs from the main TNB branch to the motor bank is housed in part of the basement. When the motor bank was built, this was new technology at the time. Cabinets and tables fill the rest of the basement as the remaining space is for storage.

The interior of the parking garage is entered through the left parking garage entrance. To the left of this entrance is the brick wall that separates the two spaces. This area is rectangular and roughly the same size as the motor bank area. To the right, in the middle of the space are the parking attendants' office, waiting room and several bathrooms. To the south of these spaces is the parking attendant's lift that runs between the ground floor and roof level. The parking attendants' office and waiting room are mostly open due to glass walls. Yellow rectangular tiles decorate the eastern, western, and southern walls. Spiraling up and around the several rooms on the ground floor, the concrete ramp winds up through the four parking decks. On the second through fourth floors, there is a concrete ramp that spirals up to the top and in between the ramp is the two-way parking attendant's lift. These are situated on the western side of the building. Most of the parking spots are located to the east of the ramp and lift. The columns of the concrete structure allow for a free plan. On the northern and eastern walls, the surrounding city can be viewed through the perforated concrete screens. At the northwestern corner, one bay of the concrete screen wraps around on the western elevation. The remaining walls on the western and southern side in there interior are concrete blocks. The ceiling above is the underside of the concrete waffle slab. Waffle slabs and other new structural uses of concrete were common in New Formalism as designers utilized modern technology to be innovative in their design of structures. On the roof level, steel columns support the metal roof above. All around the open roof, the perforated concrete screen from below end a few feet above the roof level to create a parapet wall. No noticeable changes are apparent on the interior side of the parking garage.

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The office annex is entered through either the public or private entrances. The public entrance was on Pine Street. This entrance opens into the Installment Loan Office. There is doorway that leads to a circulation space between the motor bank and office annex spaces to the right of the public entrance and a brick wall and red tiled column. Separating this corridor from the motor bank space is a low brick retaining wall with a steel stud wall with small stone paneling. Towards the end of the corridor on the northern side is the staircase to the basement for the motor bank. On the south side of the corridor is a glass doorway that leads into the office annex. Further down the corridor, leads to the motor bank and the parking garage just beyond. The ground floor consists of a large, open space just beyond the public entry, which housed the Installment Loan office. Just to the right of the entrance is a brick wall that is briefly interrupted by a glass wall that allows a glimpse to look through the office annex, into the corridor between the motor bank and office annex, and into the drive thru motor bank. Towards the back, there was a curved wooden counter at the book with several doorways behind. One of these doorways leads to a staircase, one doorway to a small storage closet, and the last doorway to a small office space. To the right of the counter, two stair steps lead to the hallway. At the top of the two stairs, to the right is a doorway into the southern corridor of the motor bank. To the left, is another doorway to the stairway. Further down the hallway on the left, are two bathrooms. At the end of the hallway on the left hand side is a large room that housed the Bookkeeping Department. At the back, the left hand door leads to a back office and the door on the right leads to an exit. On the southern wall of the office space, a small door in the wall conceals a pneumatic tube that was used by the workers. Then, walking up the stairway to the second floor, there is another hallway. Just across the stairway is a doorway that opens into the southern side of the second floor of the parking garage. On the eastern side of the hallway, there is a large that used was a conference room. This room was provided by the Texarkana National Bank and was called "The Texarkana Room", which was used for free by community groups. On the western side of the hallway, is a large room that housed the Transit Department. There have been no major changes inside the office annex besides finish changes.

Alterations

Most of the alterations to the TNB Motor Bank and Parking Garage occurred on the exterior. The first alteration happened when the office annex was added in 1962. The street front entrance for the office annex was entirely removed when the new stone masonry wall and glass doorway was installed. It appears that the upper façade was removed or covered with the addition of the perforated concrete screens. The next alterations came when this motor bank ceased operations in 1989.¹ Signage for the motor bank was removed when it closed. This included entrance and exit signs above each opening for the motor bank, the large red-lettered "TNB Motor Bank" signs on the north and east elevations, and the walk up teller sign. The entrance and exits to the motor bank were sealed with steel stud walls with small stone panels. A glass wall and doorway were added at the employee entrance on the northern elevation. The walk-up teller area at the northeastern corner was also enclosed with glass walls and doorway on the north and east elevations. The Installment Loan office continued to operate at this location until TNB's merger with Hibernia Bank in 1996.² The signage for the office annex that was on the stone masonry façade is believed to have been removed at this time.

The interior for the TNB Motor Bank and Parking Garage has not seen many alterations. The only noticeable change is a steel stud wall has been added atop the brick retaining wall that separated the motor bank from the office annex on the ground floor. This is the same type of wall used to seal all the entrance and exits of the motor bank. This has sealed off the open space between the southern corridor and the motor bank space. You are no longer able to look from the annex into the motor bank.

¹ Texarkana Arkansas-Texas (Bowie County, Texas and Miller County, Arkansas) City Directory Including: Nash and Wake Village, Texas for 1989. "Street and Avenue Guide." Dallas Texas: R. L. Polk and Company, 1989.

² "Hibernia to Buy Texarkana National." Shreveport Times, June 27, 1996. 22.

Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Statement of Significance

The Texarkana National Bank Motor Bank and Garage (hereafter “TNB Motor Bank”) is a four-story drive-up bank and parking garage combined with a two-story office annex located in Texarkana, Bowie County, Texas. The Motor Bank building was constructed in 1960 and, in 1962, incorporated 217 Pine Street, an earlier commercial building constructed between 1885 and 1887. The Texarkana National Bank was founded at the latter location in 1887 during a time of booming growth and development in the area. Texarkana National Bank served as a cornerstone for business and development in the region for well over a century. The TNB Motor Bank and Parking Garage, designed by Wyatt Hedrick’s firm, is a great example of a mid-20th century building that incorporated a modern style and functions. The most prominent characteristic of the building, the perforated concrete screen, was a common element for commercial facades in Texas at the time. The property is nominated to the National Register under Criterion C in the area of Architecture as an excellent local example of a motor bank and parking garage finished with a perforated concrete screen, and as a late example of the work of architect Wyatt C. Hedrick’s firm. The period of significance is 1960-1962 because the motor bank was constructed in 1960 and expanded in 1962 into the neighboring building to the south.

Texarkana, Texas

The community of Texarkana includes the cities of Texarkana, Miller County, Arkansas and Texarkana, Bowie County, Texas. It is the center of an area known regionally as the ArkLaTex, so called because it is the convergence of Arkansas, Louisiana. Texarkana was established in December 1873 with a sale of city lots.³ The auction took place on the Arkansas-Texas State Line at the intersection of what is now Front Street and State Line Avenue.⁴ Present at this sale were many of the citizens whose investments and business sense funded the explosive growth of the community in its infancy. Anthony L. Ghio, later a mayor of Texarkana and a major force for the development of the business district, began construction on his lots within hours of this sale.⁵ Ghio is one example of many such business persons who chose to invest in early Texarkana.

The city lots were sold by representatives of two major railroads, The Cairo and Fulton Railway, and the Texas Pacific Railway. This sale was the culmination of over two decades of planning to connect rail lines at the border between Texas and Arkansas.⁶ Within the next few years, 9 railway companies finished routes through Texarkana, making the city a natural hub for westward immigration and regional commerce.⁷

Texarkana’s first streets were laid out beginning at the auction site, now 100 Front Street, on the Arkansas-Texas state line. Front Street runs parallel along the north side of the railroad tracks. Railway offices, roundhouses, and laborers housing were located on the south side of the tracks.⁸ Further north, Broad and Third Streets run east-west parallel to Front Street. State Line Avenue runs along the state line from Front Street North. Pine Street starts at Front Street on the Arkansas side, and continues northwest to eventually run parallel to State Line Avenue. These streets comprised the original city’s business and commercial district. Stores, offices, saloons, hotels, and banks shared this space with churches, hospitals, municipal buildings, and other public buildings.

³ “Texarkana.” *Shreveport Times*. December 3, 1873. <https://www.newspapers.com/clip/34784213/sale-of-lots-texarkana-1873/>, 2. Other regional newspapers are used as sources because Texarkana newspapers are not readily available online.

⁴ Jennings, Nancy Moores Watts, and Mary Lou Stuart. Phillips. *A Tale of Two Cities: A Texarkana Centennial Booklet*. Texarkana: Texarkana Historical Society, 1973, 8.

⁵ Vaughan, Ida Ghio. Typescript of historical data from the notebooks of former mayor A. L. Ghio, Sr. 1926. Box 1, Folder 5. Ghio Family Collection. Texarkana Museums System Wilbur Smith Research Archive, Texarkana, Texas.

⁶ “Mississippi and Red River Railroad.” *New Orleans Times-Picayune*. January 2, 1859, 6.

⁷ Leet, William D. *Texarkana: A Pictorial History*. Norfolk, Virginia: Donning Company, 1982, 32.

⁸ Henry Wellge & Co, and Beck & Pauli. *Perspective map of, Texarkana, Texas and Arkansas*. (Milwaukee, 1888) Map.

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In March 1874, mere months after the town's founding, the population of Texarkana was reported to be 1,500.⁹ As the largest community in Bowie and Miller Counties, it quickly became the center of business in the region. Cotton markets were established, industries ranging from lumber to glassmaking thrived, and newcomers flocked to the promise of new opportunity. Investors such as J. K. Wadley, William Buchanan, and William R. Grim called Texarkana home and established substantial fortunes.¹⁰

Local abundance of timber for lumber, clay for brick, and sand for glass encouraged constant building and expansion in the young community. By 1882, the population had grown to 4000 and over 175 businesses occupied the commercial center.¹¹ The driving force behind this growth was the availability of capital to fund new ventures. Among a handful of banks established during this boom period, the Texarkana National Bank excelled, outliving older banks and eventually becoming the largest bank in the city.¹²

Texarkana National Bank

The Texarkana National Bank (TNB) was organized July 13, 1887 with capital stock in the amount of \$100,000.¹³ A list of the original 23 stockholders is a "who's who" of early Texarkana builders and entrepreneurs. Members include developers such as Anthony L. Ghio, who was present at the sale of lots that founded the city in 1873, later become mayor, and was responsible for the development of three city blocks. Texarkana pioneer Joseph Marx, who helped to establish the first synagogue in Texarkana, and early Bowie County pioneers William L. Whitaker and J. H. Smelser, all of whom contributed heavily to the development of the Texarkana business district, owned stock and served as early board members of the bank. Judge Benjamin T. Estes, another Texarkana pioneer, served as the first president of TNB just after retiring from the bench. After Estes' death, William R. Grim was elected president of the institution. Grim was one of the leading financiers in the Southwest¹⁴ as was an early TNB Board of Directors member, J. K. Wadley.¹⁵

TNB's first home was 217 Pine Street and this remained the bank's primary location for 27 years.¹⁶ This two-story building, constructed between 1885 and 1887, was made of brick and replaced a group of wooden storefronts that burned prior to 1885.¹⁷ TNB leased this location until 1890 when it purchased and remodeled the building, giving the structure a Classical Revival facade.¹⁸ The bank occupied the lower floors and the upper floor offices were often rented out. In 1894, the local synagogue burned down and TNB donated the use of the upper floor as a temporary meeting place while the congregation rebuilt.¹⁹

⁹ "Across the Border: What's Going on in the Lone Star State." *Little Rock Daily Arkansas Gazette*. March 26, 1874.

<https://www.newspapers.com/clip/49914628/across-the-border-whats-going-on-in/>, 3.

¹⁰ McCartney, W. A. *Now I Am Eighty*. Texarkana: Hotel McCartney, 1950, 3.

¹¹ Jennings, Nancy Moores Watts, and Elizabeth Edwards Varner. *Bowie County Texas Historical Handbook*. Texarkana: Bowie County Historical Commission, 1976, 27-8.

¹² Chandler, Barbara Overton, and J. Ed Howe. *History of Texarkana and Bowie and Miller Counties, Texas-Arkansas*. Texarkana: J. Ed Howe, 1939, 134.

¹³ "Texarkana." *Daily Arkansas Gazette*. August 13, 1887.

¹⁴ Chandler & Howe, 275.

¹⁵ Seventy-fifth Anniversary souvenir program of the Texarkana National Bank, Texarkana, Texas. 1962. Cabinet 5, Drawer 1, Folder 5, Texarkana History Collection. Texarkana Museums System Wilbur Smith Research Archive, Texarkana, Texas, 1.

¹⁶ "Texarkana National Bank Moved into its Quarters Today." *Shreveport Times*. January 3, 1914.

<https://www.newspapers.com/clip/49697993/tnb-new-building-1914/>

¹⁷ Sanborn Map Company. *Texarkana, Bowie County, Texas, February 1924*. New York: Sanborn Map Company, 1888.

<http://legacy.lib.utexas.edu/maps/sanborn/s-u/txu-sanborn-texarkana-1888-4.jpg>.

¹⁸ Seventy-fifth Anniversary souvenir program of the Texarkana National Bank, 1.

¹⁹ "Temple B'nai Israel Destroyed by Fire." *St. Louis Jewish Voice*, February 2, 1894, 6.

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In 1914, TNB opened its new headquarters in an eight-story high-rise building on the south end of the block and sold the building at 217 Pine Street.²⁰ Afterwards, the building housed a series of professional offices and retail shops before it was converted to the Princess Theater in 1931. It remained a motion picture theater through the 1950s.²¹

TNB Motor Bank

Local growth after World War II led to an expansion of Texarkana, both in terms of land area and commerce. By 1960, TNB was the largest banking institution in Texarkana and began opening branch offices around the city. To keep up with changes in banking industry practice and the demand to accommodate automobiles in the downtown area, TNB constructed a four-story modern building at the corner of Pine and West Third Streets, next door to its original location. The new building featured a four-lane drive-up bank, with staffed teller windows at each, a walk-up bank teller window facing Pine Street, and a 175 car parking garage. The TNB Motor Bank was a significant project as this location offered a modern amenity to the bank's customers.

In 1962, in celebration of the bank's 75th anniversary, 217 Pine Street was once again acquired by TNB, remodeled, and reopened to serve as headquarters for TNB's Installment Loan, Bookkeeping, and Transit Departments.²² This location also offered the "Texarkana Room," a public assembly room available for community meetings.²³ The original building was incorporated into the 1960 Motor Bank Building, creating a seamless facade facing Pine Street. The Motor Bank remained in operation until 1989, when a newer facility was constructed on West Sixth and Main Streets.²⁴ Signage was removed when the motor bank was closed, but the Installment Loan office continued to operate at this location until TNB's merger with Hibernia Bank in 1996.²⁵ The bank changed hands again, becoming a Capital One Bank branch in 1999. From 1989 until the bank's closing in 2014, the parking garage was still in use by bank employees.²⁶

The TNB Motor Bank was designed by Wyatt Hedrick, one of the most prolific architects in Texas, and is among the most prominent examples of mid-century modern design in the city. New Formalist architecture, of which the bank is a prime example, emerged in the 1950s in response to the rigid forms of modernism, and represented an effort to merge 20th century building technology with classical architectural tenets regarding building proportion and scale. The movement embraced the reintroduction of highly stylized classical columns and entablatures, and the use of colonnades as a compositional device, but also took advantage of advancements in concrete technology which allowed the cost-effective use of umbrella shells, waffle slabs and folded plates. Nationwide, the style was applied mainly to large-scale banking institutions and public buildings, including auditoriums, libraries, and museums. Buildings designed in the style have a carefully-organized hierarchy of space, with an exterior emphasis on the construction grid of the building, in the form of single volume. Many examples have an exotic flavor with rich exterior wall surfaces of cast stone, concrete, and marble.²⁷

The motor bank is a clear expression of these architectural ideals successfully placed into Texarkana's late-nineteenth and early twentieth-century urban core. Modernist buildings such as these were typically placed outside of urban centers where they took advantage of the availability of new and previously undeveloped land. Site improvements usually

²⁰ "Texarkana National Bank Moved into its Quarters Today." Shreveport Times. January 3, 1914.

<https://www.newspapers.com/clip/49697993/tnb-new-building-1914/>, 1.

²¹ Sanborn Map Company. *Texarkana, Bowie County, Texas, February 1952*. New York: Sanborn Map Company, 1952.

²² "New Facilities Opened by Bank at Texarkana." Shreveport Journal. February 16, 1962, 4.

<https://www.newspapers.com/clip/49701292/new-facilities-opened-at/>.

²³ Seventy-fifth Anniversary souvenir program, 12-14.

²⁴ *Texarkana Arkansas-Texas (Bowie County, Texas and Miller County, Arkansas) City Directory Including: Nash and Wake Village, Texas for 1989*. "Street and Avenue Guide." Dallas Texas: R. L. Polk and Company, 1989.

²⁵ "Hibernia to Buy Texarkana National." Shreveport Times, June 27, 1996. 22.

²⁶ "Capital One's Broad Street location to close in May." *Texarkana Gazette*, February 16, 2014. 1.

²⁷ Anna Mod, Gregory Smith, and Penny Louisa Clark. "Beaumont Commercial District (Boundary and Period of Significance Increase), Beaumont, Jefferson County, Texas." National Register nomination (2008), 29-30.

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included formal landscaping and surface parking - spatially a clear break from the space restrictions and uniform block face of the urban core. The architects of the motor bank carefully allowed the building its modernist expression and accommodated the postwar need for on-site parking. The building employs an extensive installation of perforated concrete solar screens, which were commonly utilized as inexpensive means to shade glass curtain walls in sunbelt states such as Texas in the late 1950s through the mid-1960s. Architect Edward Durell Stone employed concrete screens in many of his major commissions, including the 1954 U.S. embassy in New Delhi and the AIA-award winning Stuart Company headquarters in Pasadena, California. The common use of this material dramatically is evidenced by numerous examples in articles and advertisements in national trade journals such as *Concrete Products*, but also in regional architecture journals such as *Texas Architect*, published by the Texas Society of Architects. Many Texas companies offered a variety of 1-foot-square mass-produced blocks that could be laid in simple grids, with 2-dimensional designs generally restricted within the square. By the early 1960s, tapered blocks became more common, with angled or curved sidewalls. The concrete screen on the motor bank is distinguished from most installations of concrete solar screens because of its large panels, likely custom designed for this building.²⁸

Wyatt C. Hedrick (1888-1964)

Architect Wyatt C. Hedrick was born in Virginia but spent most of his life in Texas. Graduating from Roanoke College in Virginia, he was hired as an engineer for Lane Brothers of Altavista, Virginia from 1910 through 1913. He then moved to Dallas to work for Stone and Webster Engineering Corporation, a Boston based company, as a construction engineer. In 1914, Hedrick started his own construction company in Fort Worth. In 1921, he joined the architectural firm of Sanguinet and Staats, famous for their many skyscrapers in Texas. Upon Sanguinet and Staats retirement in 1926, Hedrick bought the remaining interest from his partners and developed the firm to include locations across the nation. Increasing his business popularity, Hedrick's firm designed various types of buildings in a variety of historical and modern styles. This is because Hedrick designed towards his client's taste.²⁹ His firm designed many buildings in Texarkana, including the Decker Branch House, Lone Star Ordnance Plant, the sewage treatment plants for both cities, and Dunbar High School and Gymnasium in Texarkana, Texas. Other notable designs for Hedrick include the Will Rogers Memorial Center in Fort Worth (1936) and the Shamrock Hotel in Houston (1949).³⁰ While it is unknown how involved Hedrick was with the TNB Motor Bank project, the building is a great example of later designs that came from his office.³¹

The Shift Towards New Banking Practices

The shift in way the banking industry operated increased the demand for buildings such as the TNB Motor Bank and Parking Garage. This change was brought about by the Great Depression and the end of World War II. Banks shifted from being housed in monumental, classically-adorned buildings to a more modern design that incorporated contemporary technology. Not only this, but conservative bankers soon had to learn to become salesmen. This is because the banking industry shifted to a "highly competitive mass-marketed industry, enthusiastically selling new services with convenience and efficiency."³² Soon bankers in the modern postwar era had to seek out customers and demonstrate banking with their institution was desirable. The TNB Motor Bank was a result of these changes.

²⁸ Ibid.

²⁹ Long, Christopher, "Hedrick, Wyatt Cephas." *Handbook of Texas Online*. Accessed August 26, 2020. <https://www.tshaonline.org/handbook/entries/hedrick-wyatt-cephas>.

³⁰ "Sanguinet, Staats, and Hedrick Records." Alexander Architectural Archives, University of Texas Libraries, The University of Texas at Austin.

³¹ Liles, Deborah M. "Wyatt Cephas Hedrick: Builder of Cities." Thesis or Dissertation. UNT Digital Library. University of North Texas, May 2008. <https://digital.library.unt.edu/ark:/67531/metadc6084/>.

³² Dyson, Carol and Anthony Rubano. *Banking on the Future: Modernism and the Local Bank*. In *Preserving the Recent Past 2*, ed. Deborah Slaton and William G. Foulks. Washington, D.C.: Historic Preservation Education Foundation, Association for Preservation Technology, and National Park Service, 2000, 43.

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Before the Great Depression, banks were housed in monumental buildings that helped instill confidence in the public that their money was safe with the bankers inside. This all changed, however, with the Stock Market Crash in 1929 and the following depression. Due to these catastrophic events, almost “7,200 of the nation’s 25,000 banks failed or were forced to close by the government.” During the Great Depression, New Deal legislation crafted programs such as the Federal Deposit and Federal Saving and Loan Insurance Corporations (FDIC and FSLIC) that “regulated the industry” and “protected and insured the investor’s money.”³³ While stability was brought to the banks, public confidence and trust in banks was lost. Customers realized that the financial institutions that they had once trusted failed them and it was the government that had saved the banking industry. Due to this failure, banks were forced to redefine themselves to regain the lost confidence and trust. Roy L. Stone urged his colleagues to “re-define their public policies and, thereby, the public’s perception of the industry.”³⁴ This new approach would need to include better customer service, efficient commercial accounts, executives that were public minded, and better management of loan accounts. The once “prestige-conscious, conservative, autocratic banker had to become part sales, part civic leader.”³⁵ To regain the public confidence and trust they had lost, banks had to show the public that they had learned from their failures, their practices had changed, and that they were customer focused.

With the conclusion of World War II, the banking industry saw historic growth thanks to a fiscal and housing boom. This was thanks to a “new and fast-moving credit economy” that was made up of mortgages, automobile loans, and personal loans. Banks no longer could sit back and let their customers come to them. Bankers had to be as appealing as possible if they wanted to take part in this industry boom. Not only that but, regionally the two Texarkana cities and the surrounding counties of Bowie County, TX and Miller County, AR saw increased population and automobile growth after World War II and into the 1960s. During 1940 to 1960, the combined population of Bowie and Miller counties had a population growth of 29,575, of which the cities of Texarkana, Arkansas and Texas saw a 21,166 increase.³⁶ The bank pursued potential customers in the region by offering technology-driven “friendly convenience” in modern buildings.³⁷ Like retail stores, banks developed new signage as a way to identify them through large metal single letters attached to the facade or “large multicolored neon or backlit acrylic signs, often with rotation time and temperature boards.”³⁸

The use of new technology not only helped banks sell themselves to their customers but also helped in their daily operations. Modern design was shown to increase bank profits margins and improve customer relations. Personnel turnover was decreased, and more skilled workers could be hired. Efficiency was achieved through the use of new banking technology and practices such as “drive up window equipment, accounting technology, automation, expanded business hours, vault door design, even push-button technology.”³⁹ One of the best examples of this can be seen through the walk up teller windows. Stainless steel and safety glass allowed bank tellers to interact with pedestrians on the outside.

³³ Ibid, 44.

³⁴ Ibid, 44.

³⁵ Ibid, 44.

³⁶ U.S. Bureau of the Census. 1950 Census of Population Preliminary Counts: Population of Arkansas, By Counties. Series PC-2, No. 33. U.S. Department of Commerce, Washington 25, D.C., 1950, 3.
www2.census.gov (accessed November 20, 2020).

U.S. Bureau of the Census. 1950 Census of Population Preliminary Counts: Population of Texas, By Counties. Series PC-2, No. 43. U.S. Department of Commerce, Washington 25, D.C., 1950, 2.
www2.census.gov (accessed November 20, 2020).

U.S. Bureau of the Census. U.S. Censuses of Population and Housing: 1960. Census Tracts. Final Report PHC(1) - 157. U.S. Government Printing Office, Washington, D.C., 1962, 13.
www2.census.gov (accessed November 20, 2020).

³⁷ Ibid, 44-45.

³⁸ Dyson & Rubano. *Banking on the Future*. 45.

³⁹ Ibid, 45.

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Customers now had to choice of whether they wanted to go inside the bank to conduct business or conduct business outside.⁴⁰

One of the greatest innovations in banking convenience was the optimization of the drive-through bank. The motor bank was created out of the desire to provide modern convenience and service to customers. With automobiles being more widely used and the convenience of not having to go inside the bank, motor banks spread across the country. Banks competed with one another by offering similar services. A survey in May 1957 found that over fifty percent, of the more than 3,200 members, of the American Bank Association member banks had either constructed or planned to build motor banks. Banks used the same materials used in walk up teller windows in the teller booths for the drive thru banks. Other technology that was used in drive thru banks was: pneumatic tubes, closed-circuit televisions, and intercom systems that helped connect the customer and teller.⁴¹ The use of this new technology helped motor banks operate efficiently for their customers. The TNB Motor Bank and Parking Garage would implement this new technology.

The TNB Motor Bank and Parking Garage is a physical manifestation of the evolution of what banking transformed into by the mid-20th century. Banks were looking to brand themselves as modern and convenient to attract new customers. The TNB built the TNB Motor Bank and Parking Garage to offer “fast efficient services.”⁴² The motor bank had four drive-thru teller windows and one walk up teller window at the corner of Pine and W 3rd Streets. These different teller booth windows were made safe and practical using steel framing and safety glass. The teller booths used pneumatic tubes that connected the teller booths to the main bank down the street and allowed these remote tellers to conduct bank business away from the main branch. An intercom system allowed the teller and customer to communicate with each other effectively. There was also a twenty-four hour deposit box installed in the first drive-thru lane. Another example of the new banking ideology is branding. Texarkana National Bank installed large red-letter signs that spelled out “ The TNB Motor Bank” along the north and east elevations. This was to encourage people to identify the motor bank with the TNB brand. Being able to conduct bank business without going inside to the bank was a new customer-focused banking amenity. TNB showed that it was a modern bank through the architectural style chosen. While the use of new technology increased efficiency and convenience in business practices, a bank designed in a contemporary style connotated a modern bank. This modern look was achieved in Wyatt Hedrick’s firm New Formalism design for the TNB Motor Bank and Parking Garage. First, many New Formalism buildings had an elevated mass.⁴³ Hedrick’s firm achieved this by allowing the precast concrete screens to overhang the brick base by about five feet. This overhang created the appearance of the concrete section resting on top of the brick base. Made popular by Stone and Yamasaki, precast concrete was popular in banks during the 1960s.⁴⁴ Thanks to modern technology, concrete was formed into new aesthetically pleasing forms that were popular in Texas at the time. The screen was functional as it did partially protect from the elements and it allowed for an open air parking deck. Examples of pre-cast concrete screens being used in other Texas banks are the First National Bank building at 700 N Grant Ave. in Odessa, Texas⁴⁵ and First Security National Bank at 505 Orleans St. in Beaumont, Texas⁴⁶. While the façade of the building was a modern design, the inside used modern construction techniques that achieved the structure required for the parking deck. Hedrick’s firm used a concrete column and waffle slab system that created an open structure that could hold one hundred and seventy five cars on four floors.

⁴⁰ Ibid, 45.

⁴¹ Ibid, 46.

⁴² Seventy-fifth Anniversary souvenir program, 13.

⁴³ *New Formalism Style. Buffalo Architecture*, December 2018.

<https://buffaloah.com/a/archsty/newform/newform.html> (accessed April 27, 2020).

⁴⁴ Dyson & Rubano. *Banking on the Future*. 45-47.

⁴⁵ “First National Bank Plans Formal Opening.” *The Odessa American*. August 25, 1961, Page 15.

<https://www.newspapers.com/image/301355069/?terms=motor%20bank&match=1#> (accessed November 20, 2020).

⁴⁶ Mod, Anna, Gregory Smith, Penny Louisa Clark. *Beaumont Commercial District*. Washington, DC: U.S. Department of the Interior, National Park Service, 2008, Section 8.

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Adapting to Automobiles in the Early 20th Century

Cities at turn of the 20th century were not designed for the automobile. Vehicles were not common for people to own in the early 20th century. This changed, however, in 1913 when Henry Ford introduced the Model T, which could be mass-produced for the price of \$528. The Model T was intended to be for affordable for most people instead of the rich people who owned earlier models of automobile. As vehicles became more common, they had a dual impact on American society because they changed the American economy and cities. New businesses sprouted up related to the automobile such as sales, services, and storage. While the automobile helped to grow cities, they also caused traffic issues at the same time. The nation saw a boom in the 1920s, and cities began to expand out towards the suburbs. Because of this expansion, the automobile saw increased use due to availability and affordability. People had to travel longer distances into the city and once there had to find a place to park. This would cause strain on cities though as cities had not incorporated a well-functioning traffic system for cars.⁴⁷ City planners and designers were left with the question of how to accommodate the automobile in a city.

Rather than redesign whole cities around the automobile, city planners and designers accommodated automobiles within the existing environment. Because of this, on-street parking was reduced as much as possible as off-street parking in parking lots and garages began to be used. Parking lots were not as effective as parking garages due to the limited parking and low revenue. Parking lots were usually a temporary use for land before it was repurposed. The parking garage helped to efficiently use expensive downtown land while also removing many cars from the street. During the 1920s, privately owned and operated parking garages became common in many American cities.⁴⁸ Owners of downtown businesses also began to build parking garages to provide places for their customers to park, department stores were the first to implement this idea. Soon, other businesses, such as banks, hotels and office buildings, would offer onsite parking to customers and employees. In the 1930s, downtowns advertised where workers and shoppers could find parking for working as well as shopping. Another major development for automobiles was the construction of an interstate highway system. Because of these new roadways, many Americans now lived in the suburbs and commuted into the city for work or shopping downtown. In 1954, a report found that starting in 1946, an average of 2,600,000 vehicles were being added every year to roadways in America. Because of this explosion of vehicles, it became apparent that in order for downtowns to flourish, cities needed to improve their accommodations of the automobile.⁴⁹ Regionally, not only had population in the area increased by over 29,000 people from 1940 to 1960, but 21,007 of the 28,186 household units in the two counties had an automobile that the tenants ordinarily used. 14,058 of those household units were in Texarkana, Arkansas, and Texas.⁵⁰ With increased population, there were many potential customers for TNB to attract. At the same time, the large amount of automobiles available to household units in the area meant that downtown Texarkana needed to be able to accommodate the influx of vehicles. This growth from 1940 to 1960, similar to that of other cities, is believed to have been an important factor in the construction of the Texarkana Motor Bank and Parking Garage.

Parking garages were one way to alleviate the issue of on-street parking and efficiently use precious downtown real estate. During the early 20th century, the parking garage building type was developed. The parking garage design that is common in the 21st century was developed in the U.S. As the automobile industry developed and vehicles became affordable for most of society, the need for parking that did not congest streets was realized. Multi-story parking garages answered this need for off-street parking that effectively used expensive downtown lots. With the development of components such as windshields made of safety glass, hard tops on cars, weather resistant paint, an open-deck parking garage design was plausible. From the beginning, multi-story garages had a unique design as designers sought to combine “functional,

⁴⁷ Spencer, Brenda R., Michelle L. Spencer. *Knightley's Parking Garage*. Washington, DC: U.S. Department of the Interior, National Park Service, 2016, Section 8.

⁴⁸ Spencer & Spencer. *Knightley's Parking Garage*. 11.

⁴⁹ *Ibid*, 11.

⁵⁰ U.S. Bureau of the Census. U.S. Censuses of Population and Housing: 1960. Census Tracts. Final Report PHC(1) - 157. U.S. Government Printing Office, Washington, D.C., 1962, 8, 23.
www2.census.gov (accessed November 20, 2020).

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technological, structural, and urban design considerations.”⁵¹ Parking garage design became a specialty for certain firms. Albert Kahn Associates Inc. in 1907 created for Packard Motor Co. a design that incorporated the use of reinforced concrete and steel trussed bars. This combination helped increase fire protection and allowed for a greater distance between interior columns. Ramps and elevators were tested out to see which was the most efficient and effective to move cars between floors. Ramps were found out to be the best method and soon three types of ramps would be used: “the level deck with remote access ramps, split-level or staggered decks linked by ‘stitching’ ramps, and the continuous or sloped deck type in which the ramp is integral to the parking deck.”⁵² The open-air deck and self-parking garage, two characteristics seen in modern parking garages, came about between 1930 and 1950. The “form follows function” philosophy in modernism allowed the ramp to be brought onto the exterior and highlighted. Coolidge, Shepley, Bulfinch, and Abbot designed the first open-deck garage in Boston’s Cage Garage in 1933. This design helped to fix issues with ventilation and fire hazard through the removal of windows and a few external walls. From the beginning, concrete was commonly used in garages due to the need for a fireproof building and a material that was feasible. With the war ending in 1945, new technology was implemented in concrete parking garage design with air-entrained concrete as an example. Through the development of materials used and engineering, the parking garage began to be seen as a bare building. The building only had the necessities: columns, slabs, barriers, ramps, passengers’ lifts, and staircases.⁵³ Designers used these functional aspects in their design to bring an aesthetically pleasing look to the parking garage.

Many garages built before 1950 were attendant parking garages. Attendant parking garages disappeared for the most part after 1950 because customers thought that parking attendants slowed them down and damaged their car. J.C. Nichols at the Kansas City Country Club Plaza opened the first self-park garage in the United States in 1948. The rise of self-park garages brought about new characteristics to parking garages: “easy entry and exit, user-friendly ramps, and shorter travel times between floors.”⁵⁴ Many of the garages built after 1950 were self-park garages that included elevators and/or stairways between each floor. To compete with the switch to self-park garages, existing parking garages switched to self-park. Because of this, owners had to make alterations such as adding stairs or elevators so customers could move between floors faster, ticket dispensers and gates installed, and re-stripping of parking spaces and traffic circulation.⁵⁵

The Texarkana Motor Bank and Parking Garage is an excellent example of the evolution of the parking garage into the 1960s. Wyatt Hedrick’s firm used the modern construction technique of a reinforced concrete structure. This column and waffle slab system provided a structure that was open and strong enough to be able to support the weight of one hundred and seventy five parked cars across the four floors. The concrete structure allowed for large expanses between columns, which freed up a lot of space for cars to be parked. A helical ramp was used to transport the cars between the floors.⁵⁶ Concrete helped to fireproof these downtown buildings and the open structure provided nice airflow inside. While the use of a precast concrete screen was aesthetically pleasing on the outside and common in New Formalism design, the precast concrete screen also provided some protection from the elements and made the parking garage open air. A unique characteristic for the Texarkana Motor Bank and Parking Garage was that it was an attendant ran parking garage. Though many parking garages after 1950 were self-park, the Texarkana Motor Bank and Parking Garage was an attendant ran parking garage when it opened in 1960. From what research has been conducted, there is no information to say the parking garage was ever self-park when it was run by TNB. There are no ticket dispensers or any elevators or staircases to allow people to move easily from floor to floor. The parking attendants lift is still there today. Finally, the parking garage was more than likely a response to the need for more parking in downtown Texarkana. Just as other cities in the country were seeing increased population and automobile growth, the region of Texarkana saw their population grow over 29,000 between 1940 and 1960. Not only that but 21,007 of the 28,186 household units in the two counties had an automobile that the tenants ordinarily used. The city more than likely faced the issue of traffic control due to increased automobile use

⁵¹ Spencer & Spencer. *Knightley’s Parking Garage*. 12.

⁵² *Ibid*, 12-13.

⁵³ *Ibid*, 13.

⁵⁴ Spencer & Spencer. *Knightley’s Parking Garage*. 14.

⁵⁵ *Ibid*, 14.

⁵⁶ *Ibid*, 13.

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and need for parking. The TNB advertised that the parking garage would be free to those on bank business. This was another service that TNB offered to their customers. Parking was also offered for those on business, shopping, or those needing to store their car long term as they offered day and monthly rates.⁵⁷ Other Texas banks offered motor banks and parking garages, including First National Bank in Fort Worth,⁵⁸ Victoria Bank & Trust Co. in Victoria,⁵⁹ and Clement State Bank in El Paso.⁶⁰ One of the best examples is the 1963 First Security National Bank in the Beaumont Commercial District (NR nomination amended 2008) designed by Beaumont architect Llewellyn W. Pitts of the firm Pitts Mebane & Phelps. To compete with other regional banks, TNB had to offer services that made them as attractive as possible. This parking garage in downtown Texarkana was able to offer off-street parking that efficiently used expensive downtown real estate thanks to the evolution of parking garage design in the mid-20th century.

⁵⁷ Seventy-fifth Anniversary souvenir program, 13.

⁵⁸ *1911 Auto to Be First at Motor Bank Opening. Fort Worth Star-Telegram.* April 09, 1961, Page 10.
<https://www.newspapers.com/image/639787963/?terms=motor%20bank&match=1> (accessed November 20, 2020).

⁵⁹ *Photographic Tour of Victoria's New Motor Bank. The Victoria Advocate.* August 1, 1954, Page 4C.
<https://www.newspapers.com/image/440511996/?terms=motor%20bank&match=1#> (accessed November 20, 2020)

⁶⁰ *Bank Building Designed Offered Big Challenge. The El Paso Times.* January 17, 1960, Page 4-E.
<https://www.newspapers.com/image/430113309/?terms=Chelmont%20State%20Bank%20Motor%20Bank&match=1#>, (accessed November 20, 2020)

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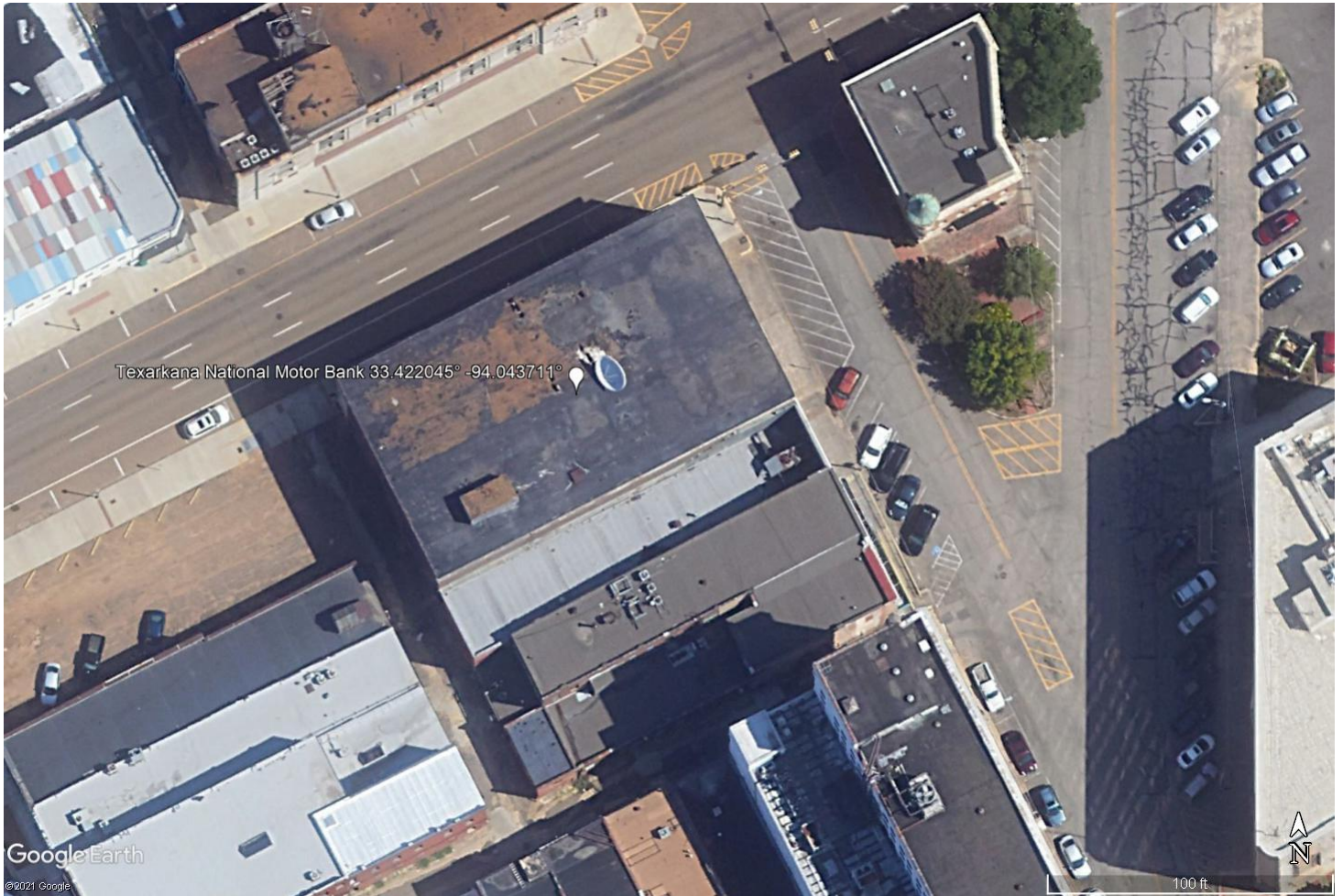
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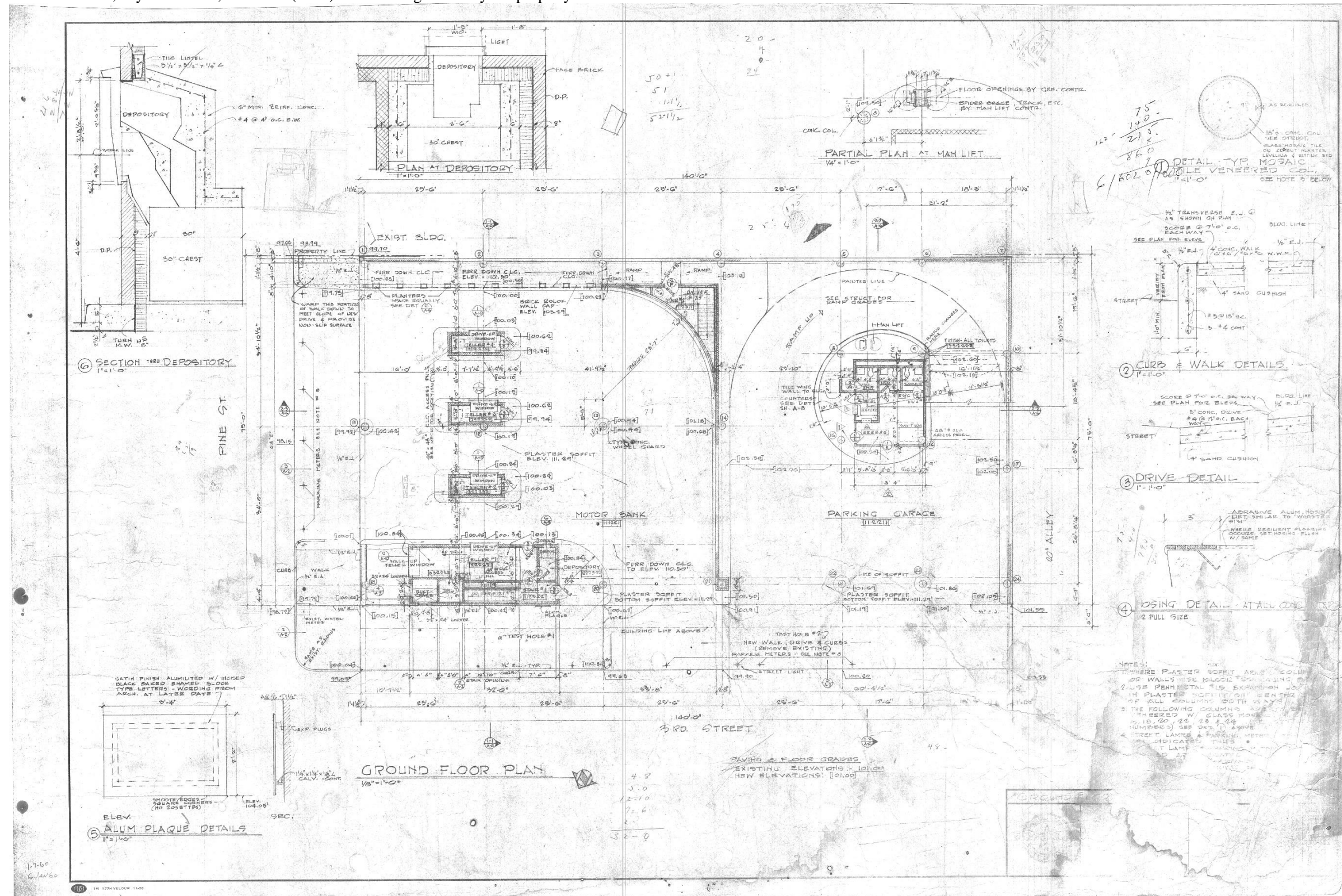
Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Texarkana National Bank (Motor Bank and Parking Garage)
Texarkana, Bowie County, Texas
Lat/Long: 33.422045, -94.043711; Datum WGS84
Google Earth, October 29, 2020



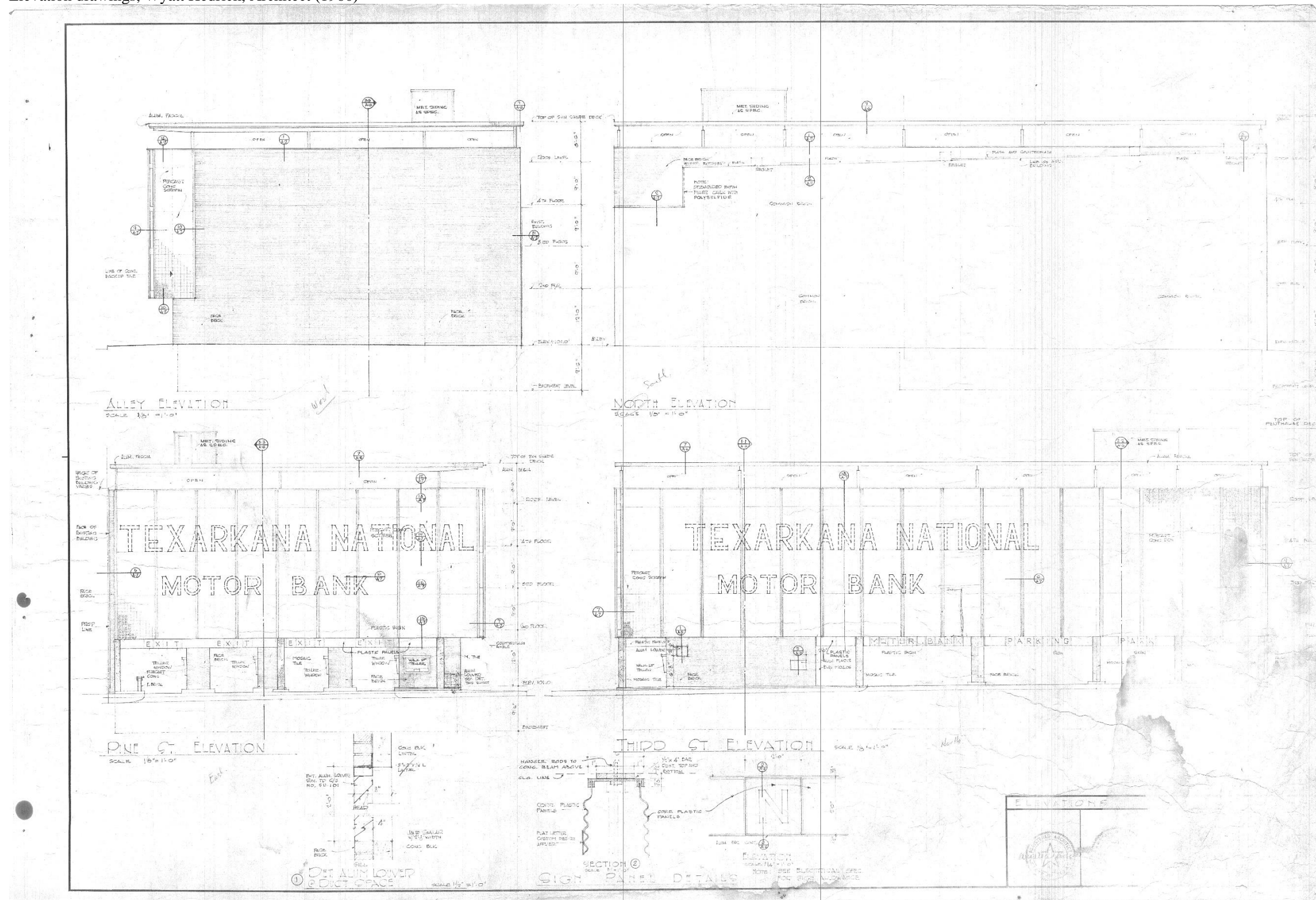
Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

First Floor Plan, Wyatt Hedrick, Architect (1960). All drawings courtesy the property owner.



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Elevation drawings, Wyatt Hedrick, Architect (1960)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Historic Photographs

(All historic photographs at Texarkana Museums System's Wilbur Smith Research Library and Archive.)

Figure 1 - At the corner of Pine St. and W 3rd St. (1962)



Figure 2 - Interior of the parking garage (1962)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Figure 3 - Interior of the motor bank (1962)

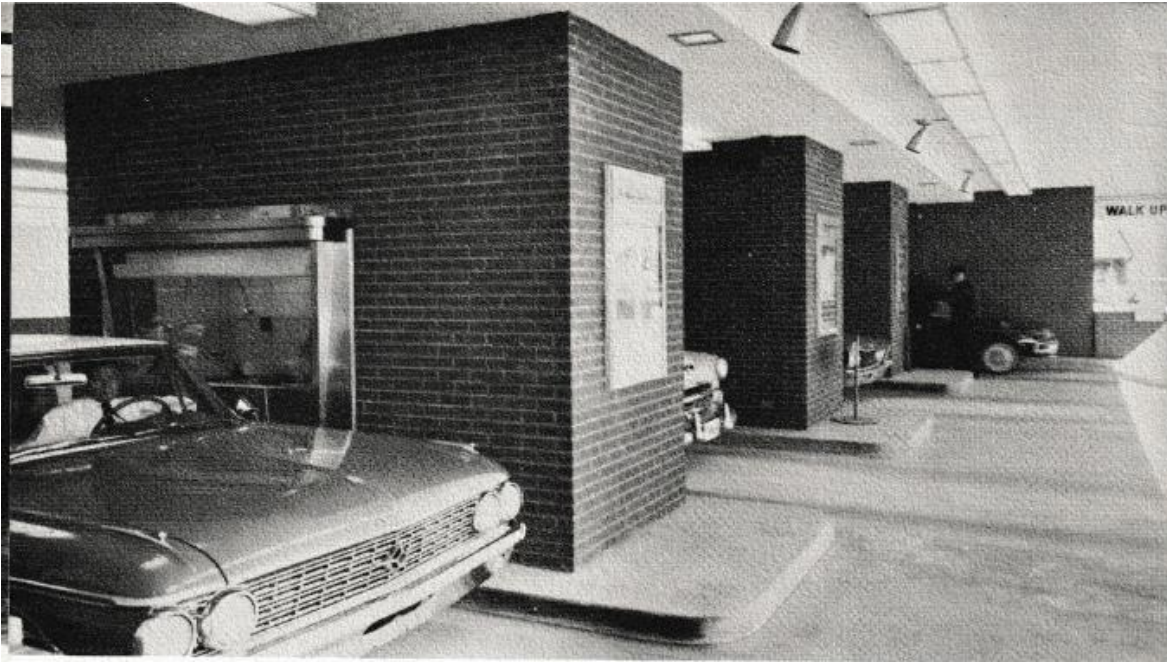
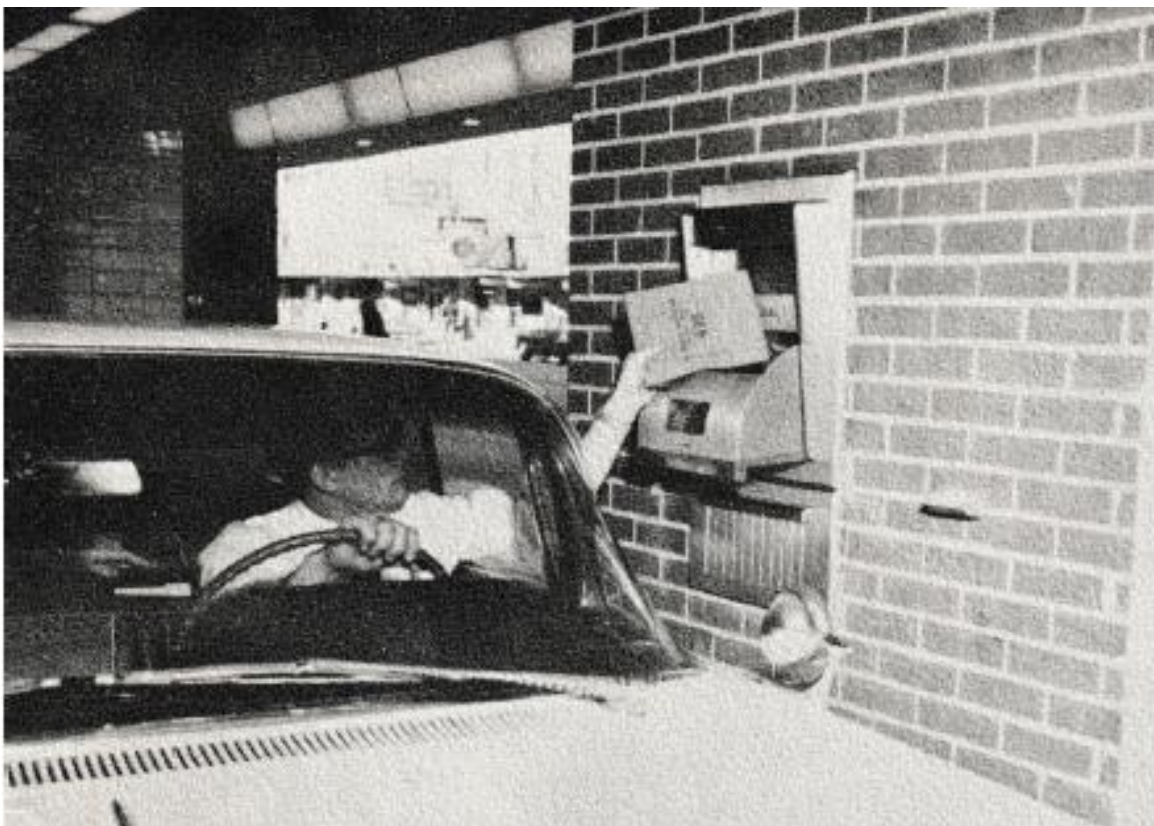


Figure 4 - Night depository box in the first drive-thru lane (1962)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Figure 5 – Walk-up teller window (1962)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Figure 6 – 1962 Office annex - Installment Loans, Bookkeeping, and Transit Departments (1962)



Figure 7 - Installment Loan Office on the first floor of the office annex (1962)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Figure 8 - Bookkeeping Department on the first floor of the office annex (1962)



Figure 9 - Transit Department on the second floor of the office annex (1962)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Figure 10 - The Texarkana Room – Conference room on the second floor of the office annex (1962)



Figure 11 - East side of the motor bank and office annex – Exits have been blocked off (1990)



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 1
Northeast oblique, camera facing southwest
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 2
East elevation (annex), camera facing west
March 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 3
North elevation camera facing south
January 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 4
East elevation, camera facing southwest
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 5
East elevation, camera facing west
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 6
North elevation (west half), camera facing south
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 7
West elevation, camera facing east
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 8
Street level of north side, camera facing southeast
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 9
Garage entrance, camera facing south
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 10
Street level corner entrance, camera facing southwest
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 11
Corner detail, looking up, camera facing northwest
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 12
Brise soleil detail showing exposed aggregate
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 13
Parking garage ramp, level two, camera facing north
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 14
Typical garage upper level, camera facing northwest
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 15
Typical garage upper level, camera facing northeast
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 16
Garage top level, camera facing south
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 17
Garage top level, camera facing east
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 18
Garage top level, camera facing northeast
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 19
Garage entrance/exit bay, camera facing southeast
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 20
Garage entrance/exit bay, camera facing east
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 21
Garage entrance/exit bay, camera facing west
January 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 22
Motor bank entrance, camera facing south
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 23
Garage entrance/exit bay, camera facing west
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 24
Drive-up teller window, camera facing northeast
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 25
Garage entrance/exit bay, looking down ramp, camera facing north
February 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 26
Pine Street entrance to the 1962 Office Annex, camera facing west
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 27
West Elevation of the 1962 Office Annex, camera facing northeast
March 2021



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 28
Annex lobby (Installment Loan Office), camera facing southeast
September 2020



Texarkana National Bank (Motor Bank and Parking Garage), Texarkana, Bowie County, Texas

Photo 29

Transit Department on the second floor of the office annex, camera facing east
September 2020



- end -