

United States Department of the Interior
National Park Service



344

NATIONAL REGISTER OF HISTORIC PLACES
Registration Form

1. NAME OF PROPERTY

HISTORIC NAME: Santa Fe Terminal Building #4
OTHER NAME/SITE NUMBER: Santa Fe IV

2. LOCATION

STREET & NUMBER: 1033 Young Street
CITY OR TOWN: Dallas
STATE: Texas CODE: TX COUNTY: Dallas
 NOT FOR PUBLICATION
 VICINITY
CODE: 113 ZIP CODE: 75202

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.)

Mark Wolfe State Historic Preservation Officer Date 4/15/11
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. (See continuation sheet for additional comments.)

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 See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register See continuation sheet.
- other, explain See continuation sheet.

Edson H. Beall Signature of the Keeper Date of Action 6-8-11

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	
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: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS: COMMERCE / TRADE: business, warehouse
 INDUSTRY / PROCESSING / EXTRACTION: manufacturing facility
 TRANSPORTATION: rail-related

CURRENT FUNCTIONS: DOMESTIC: hotel

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:
 Commercial Style

MATERIALS: FOUNDATION: CONCRETE
 WALLS: CONCRETE; BRICK
 ROOF: ASPHALT
 OTHER: STEEL; GLASS

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-9)

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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

NARRATIVE DESCRIPTION

The Santa Fe Terminal Building #4 is a nine-story building on Young Street between Field and Akard streets in downtown Dallas, Texas. The building is visually linked to Santa Fe Terminal Buildings #1 and #2 (NRHP 1991) by their matching, light tan brick and other similar details showing mixed architectural influences. All three buildings (and Santa Fe Terminal Building #3, demolished in 1988) were designed by architect Lloyd R. Whitson. Historically used as a freight storage facility and commercial office space, the building featured loading docks on the north side. Beneath all four buildings of the complex, three sets of train tracks extended from the Santa Fe Terminal Building #1 to the Gulf, Colorado and Santa Fe freight railyards to the south of Santa Fe Terminal Building #4. The building was converted into a hotel in 2009 yet maintains much of its commercial and industrial character, with its façade restored and its structure exposed on the interior. The Santa Fe Terminal Building #4 is eligible for listing on the National Register of Historic Places under Criteria A and C for its local significance in the areas of Commerce, Industry, Transportation, and Architecture. It retains a sufficient degree of historic and architectural integrity, and association with Santa Fe Terminal Buildings #1 and #2 to support National Register listing.

Downtown Dallas

The Dallas Central Business District (CBD) lies just east of the Trinity River and is encircled by a web of state and federal highways roughly delineated by the Woodall Rodgers Freeway on the north, Central Expressway (U.S. Highway 75) and the Julius Schepps Freeway (Interstate 45) on the east, the R.L. Thornton Freeway (Interstate 30) on the south, and the Stemmons Freeway (Interstate 35E) on the west. Three intersecting street grids meet within this network of freeways. In 1841 John Neely Bryan laid out the initial streets at right angles to the Trinity River on the city's western boundary, with a grid of eight north-to-south streets and twelve east-to-west streets. A competing survey for John Grigsby was laid out at forty-five degrees off the cardinal directions. A third survey for the Peters Colony laid out different sections, again utilizing the cardinal directions. These historical surveys resulted in an odd series of doglegged streets within the CBD. The path of the old railroad tracks, now serving light rail, enter the CBD along the western perimeter, paralleling the path of Interstate 35.

The Santa Fe Building #4 is approximately five blocks south of the West End Historic District (NR 1978), approximately five blocks east and five blocks south of Dealey Plaza (NHL 1993), and approximately three blocks south of the Dallas Downtown Historic District (NR 2006). Numerous individually-listed National Register properties in the CBD include the Adolphus Hotel (NR 1983), the Dallas County Courthouse (NR 1976) and Union Terminal (NR 1975). The nominated property fronts on Young Street, creating connectivity between City Hall, the Dallas Convention Center, and the CBD.

Setting

Constructed between 1923 and 1925, the Santa Fe Terminal Building #4 lies on a site of approximately 0.83 acres just southeast of the West End Historic District and at the southern edge of the central downtown business district in Dallas, Texas. The site faces Young Street, between Akard and Griffin streets, and contains this building, a small surface parking lot on the west side, and a strip of land approximately 17 feet wide along the north side of the

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building. The historic Marilla Street right-of-way is to the immediate north of the site, although it has been closed; the physical demarcation between Marilla Street and the adjacent parking lot is no longer evident. At the east side of the site, DeSoto Street comes to a dead end at the north property line. The site is rather flat, with a change in elevation of only three feet from north to south.

A historic train tunnel remains under the building, extending below Young and Marilla streets; the tunnel has been closed off by concrete walls constructed in the late 1980s. The raised train platform and portions of the three sets of steel tracks—once carrying up to forty trains each day beneath the Santa Fe complex—remain in place in the basement.

Exterior

The Santa Fe Terminal Building #4 is approximately trapezoidal in shape: all four sides of it measure different lengths, with the front and back sides being nearly parallel. The building was constructed as an eight-story reinforced concrete structure clad in a light buff-colored, economy-sized face brick (4 by 4 by 8 inches), laid in a stack bond, with the brick cladding between pilasters slightly recessed by 4 inches. All of the original steel windows were refurbished and repainted black, and fitted with new glass during the recent renovation project, as approximately half of the original glass was damaged, missing, replaced with non-matching glass, or replaced with plywood.

The south and west façades extend one additional story for a short distance around an original stairwell that was removed during the renovation. A ninth floor with eighteen additional hotel rooms was added during the renovation project; this additional floor is set back from the perimeter of the building so as to leave the historic façade undisturbed. The elevations of the building extend above the roofline and form 42-inch high parapet walls. The building has a flat, built-up roof.

South (major) elevation

The primary (south) elevation (Photo 1) of the Santa Fe Terminal Building #4 is six bays wide and faces Young Street. This elevation is pierced at street level by slightly recessed, flat arched openings, two of which were originally unobstructed, allowing a pair of driveways and platforms. An entrance was located at the west end of this façade within a large rectangular masonry opening. Originally containing a storefront, this entrance was modified in the 1950s with recessed brick framing a dropped metal soffit, a stainless steel door with glass block sidelights and angled side walls clad in black ceramic tile. This 1950s entrance was removed during the 2009 renovation and replaced by an industrial, steel storefront with clear insulated glazing and a pair of metal, single-panel glass entry doors. The original brick, uncovered with the removal of the black ceramic tile, was restored and cleaned.

The historic windows at the large arched openings facing Young Street had been removed in the 1950s and the arches filled with black ceramic tile and rectangular aluminum fixed storefront windows. These windows were restored to the original arches during renovation and fitted with industrial, steel storefront windows. The first floor east bay of the south façade has a large rectangular masonry opening that originally contained a storefront for

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the lease space at the southeast corner of the first floor. As was the case for the other first floor openings on this elevation, the black ceramic tile infill and aluminum windows were removed and replaced with industrial, steel storefront windows and a pair of metal, single-panel glass entry doors.

At floors two through eight of this façade, 3-over-5-light steel window units are placed in an A-B-A-A-B-A pattern, with the end and center two sections being triples and the remaining two sections being doubles. Each 15-light window unit has three rows of three fixed panes—two rows on the top and one on the bottom—with an operable pivot window in a 3-over-3 configuration in between them. The brick-clad spandrels of the B-A-A-B center units are recessed by four inches, forming pilasters between the bays that rise from the second floor to the roof. At the west corner of the roof, the façade extends one additional story, encompassing the former penthouse stair.

The requisite signage for the hotel brand was added to this primary elevation above the parapet wall on the west corner, using seven foot tall, individually mounted, internally neon illuminated channel letters. Another sign is located approximately twenty feet high on the western side of this façade and extends five feet into the right-of-way. A metal sign for the hotel bar is located above the south façade entrance, made of internally illuminated neon letters and a curved acrylic soffit.

West elevation

The west elevation (Photos 2 and 3) of the building, facing a small surface parking lot, includes the current main entrance to the building. Original to the Santa Fe Terminal Building #4, a one-story volume once contained the main entrance to the building and restrooms. Prior to the building renovation, the masonry exterior of this entrance volume was in poor condition. Damaged brickwork at the northwest top corner was reconstructed and new built-up roofing replaced the damaged roof. A new opening was created in the west side of this volume to accommodate a new entrance at the motor court, immediately in front of this elevation. A new sliding door and a steel canopy were added to the one-story volume.

On this elevation, floors three through eight possess similar elements as on the south elevation, but with a different fenestration pattern. The 15-light steel sash windows for these floors are placed in a C-B-A-A-A-A pattern, with the north section a single window, the next section paired windows, and the remaining sections groups of three windows. On floors two through eight are 9-light steel sash windows with a pivoting sash of 6 lights over a fixed bottom row of 3 lights. Pivoting 6-light steel sash windows are located at the upper portion of the first floor on this west façade following the same pattern, but stopping short of the last two bays, or C-B-A-A-A. Also on the first floor, in the sixth bay from the north and set lower on the building than the 6-light windows, are 18-light steel sash windows that are tripled as in the upper portions of this bay. A 6-light pivoting window is located between the top three rows and the lower row of 3 lights, all of which are fixed. The brick-clad spandrels between the B-A-A-A-A-A units are recessed by four inches, forming pilasters between the bays that rise from the second floor to the roof. On the second floor, the sections of recessed brick extend below the 9-light windows to the same base level as on the north and south elevations, where the windows are larger, with 15 lights. At the south end of this fenestration pattern is uninterrupted recessed brick, without any windows, that directly corresponds to the B bay on the north end of this elevation. At the south corner of the roof, the brick cladding rises one additional story, encompassing the former penthouse stair that extended the height of the south façade.

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North elevation

The north façade of the building faces the historic Marilla Street right-of-way (Photo 4). On the first floor are four large rectangular openings that historically accommodated recessed loading docks for trucks; these four open bays were retained during the renovation, although they are no longer in service as loading docks. Two equidistant elliptical walls, one within and one outside the structure, now frame the existing first floor (Photo 5). Twelve inches thick, the outer wall is constructed of an inner and outer layer of curved, horizontally laid Western red cedar boards; the wall is 8 feet tall atop a 12 inch concrete base and serves to enclose the swimming pool area. This wall matches an opposite, concave wall under the structure. The overall effect has one half of the pool deck area sheltered under an overhang with its other half exposed to direct sun, the areas broken only by the original brick façade that remains, flanking the masonry openings.

Floors two through eight of this elevation possess similar elements as the other elevations, but again with a different fenestration pattern. The 15-light steel windows are placed in an A-B-B-B-A pattern on these floors, with the outer bays having tripled windows and the center bays having quadrupled windows. The second two rows are a pivoting window, and the other rows are fixed. The brick panels beneath the windows are recessed slightly, forming pilasters between the bays that extend from the second floor to the roof.

East elevation

The east façade faces DeSoto Street, which comes to a dead end at the north property line (Photo 6). Windows on this elevation are placed in an A-B-B-A pattern, with the outer bays having single windows and the center bays having tripled windows. Pivoting 6-light steel sash windows are located at the upper portion of the first floor on this east façade, as on the west elevation. On the second floor are 9-light steel sash windows with a 6-light pivoting window on the top, and the lower row of fixed glass. Floors three through eight of this elevation have 15-light steel sash windows. The brick of the spandrels is recessed by four inches, forming pilasters between the bays that extend from the second floor to the roof. Although the windows on the second floor are 9-light, the recessed brick extends below these windows to compensate and arrive at the same lower level as on the north and south elevations, where the 15-light windows are located.

Interior

Historically, the interior of the Santa Fe Terminal Building #4 was a vast open space broken only by the round, cast-in-place concrete columns that rose from the basement to the eighth floor. The western portion of the first floor contained a suite of offices, with the remainder of this floor open for freight loading and warehouse storage. These historic offices remained in place with the original plaster walls, large windows, and wood moldings intact until the recent renovation. Two bays near the east end of the first floor were open driveways with platforms into warehouse space.

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Floors 2 through 8 typically were open and used for warehouse space, except for two utility and circulation cores with stairs and freight elevators located towards the center of the building; the partition walls of these two cores were constructed of double-wythe brick and hollow-core structural clay tiles, typically 12-by-12-by-6 inches in dimension. The floor of structural concrete was covered with an asphalt topping slab, approximately one inch thick, throughout the entire floor area on these upper levels; this floor surface was rough in texture and showed damage from heavy use over the years. Later tenants had constructed limited offices, toilets, and partition walls of concrete masonry units or plywood on these levels. More extensive offices and a showroom were constructed later at the second floor for the Olmsted Kirk Paper Company (later known as OK Paper), the longest-term tenant in the building. This area remained intact, although in very poor condition, until the recent renovation.

All four Santa Fe buildings were connected below grade by a train tunnel that remains intact in the basement of Building #4. Supported by massive cast-in-place concrete columns—round with octagonal capitals—the tunnel was constructed for the multiple railroad lines that serviced the four-building complex and emerged south of Young Street into the Santa Fe freight yard. The raised train platform and three distinct track areas, with a portion of the steel rails still in place, was preserved beneath the new floor during the 2009 renovation of this building.

A spiral metal chute extends from the sixth floor to the first floor (Photos 7 through 10). This chute was a gravity conveyor of freight from floor to floor, measuring ten feet, six inches in diameter, and it was in fair condition. During the renovation the chute was retained in place, with two-hour fire separation installed between floors and steel plates at the floor and ceiling levels.

Subsequent to the 2009 renovation, the current interior embraces the historic integrity of the building. New elements were designed to blend with the original features of the building, including the cast-in-place concrete columns, open floor plan, windows, brick walls and tall ceilings (Photo 11). The original concrete floor remains exposed in the majority of the ground level. This marriage of old and new material is also illustrated in the hotel rooms on floors two through eight (Photos 12 and 13). Using the historic structure as a basis for design, the rooms were planned to incorporate the columns, windows, and perimeter walls (Figure 1).

The exposed historic interior adds invaluable character to the building in its current function as a loft-style hotel and inspires conversation about the history of the building among visitors. The design has earned both a Commercial Restoration/Rehabilitation Award and a Green Award from Preservation Dallas, the local non-profit preservation advocacy organization.

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

Property:

- A** is associated with events that have made a significant contribution to the broad patterns of our history.
- B** is associated with the lives of persons significant in our past.
- C** embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** has yielded, or is likely to yield information important in prehistory or history.

CRITERIA CONSIDERATIONS

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or has achieved significance within the past 50 years.

AREAS OF SIGNIFICANCE: ARCHITECTURE; COMMERCE; INDUSTRY; TRANSPORTATION

PERIOD OF SIGNIFICANCE: 1923-1961

SIGNIFICANT DATES: 1923-1925, 1926

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT / BUILDER: Lloyd R. Whitson; Frederick (Todd) Cowderie-Dale

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-10 through 8-16)

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 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, Austin
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

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STATEMENT OF SIGNIFICANCE

The Santa Fe Terminal Building #4 is nominated to the National Register of Historic Places at the local level of significance under Criteria A and C in the areas of Commerce, Industry, Transportation, and Architecture, with a period of significance that begins in 1923, the year of the building's construction, and ends in 1961, the current end date for the National Register's 50-year criterion. For its association with one of the major railroad facilities of its kind in North Texas from 1923 through 1942, the Santa Fe Terminal Building #4 is nominated under Criterion A in the area of Transportation. In the areas Commerce and Industry, the building is locally significant as the birthplace of the Haggard Clothing Company, a nationally-known purveyor of menswear that counted President Lyndon B. Johnson as one of its clients, and as the home of other noteworthy commercial tenants that helped Dallas to grow as an important center of business and manufacturing from 1923 to 1966, when its last commercial tenant left. The recently-rehabilitated building also retains a good deal of historic fabric, including a gravity-based freight conveyor, train platforms in the basement, exposed concrete columns and floors, and steel windows, and it remains an excellent example of this building type; it is therefore nominated under Criterion C in the area of Architecture.

The Atchison, Topeka & Santa Fe

The companies that built railroad lines and established facilities in Dallas played a significant role in the city's development since the first arrival of the railroad there in 1872. Transportation provided the key to economic expansion, and when the Houston and Texas Central and the Texas and Pacific railway companies laid tracks through Dallas, the city found itself as one of the first rail crossroads in Texas and in a strategic location for the transport of goods to northern and eastern markets. The city's population grew from a mere 1,500 in 1872 to 10,358 in 1880, a number that would quadruple by the turn of the twentieth century. Several more companies laid tracks through the city, making it an important shipping and transportation outlet, and two of the companies, the Missouri, Kansas and Texas and the Texas and Pacific, headquartered their general offices in Dallas.

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

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

Texas required all railroads operating within its boundaries to have their corporate headquarters within the state. Following this merger in 1886 with the AT&SF, the GC&SF retained its own name—while assuming the "Santa Fe" nickname—and its Galveston headquarters, and it operated as a separate unit of the AT&SF until 1961, when it was absorbed by the AT&SF.

By 1911 the GC&SF owned over 1,000 linear miles of track in its own name, and it operated another 500 miles owned by the AT&SF. The 1920s arguably marked the peak of both GC&SF and AT&SF's prosperity and influence. The Texas Railroad Commission's figures for 1925 show that the GC&SF earned \$21 million in freight revenue—the highest of any railroad in Texas for that year—and essentially tied with the Texas & Pacific for second place in total revenue (both passenger and freight) in Texas. The GC&SF employed 8,214 persons with a payroll of over \$12 million. While the construction of new track had slowed considerably, the railroad continued to construct fine depots, warehouses, and office buildings in the 1920s, sharing fully in the prosperity of Texas and the nation at that time.

As previously noted, the GC&SF was absorbed by the AT&SF in 1961. The AT&SF then became a subsidiary of the holding company Santa Fe Industries, Inc., in 1968; this company then became known simply as the Santa Fe Pacific Corporation in 1989. The Santa Fe Pacific Corporation was subsequently purchased by the Burlington Northern in 1995, and the resulting company took the name Burlington Northern Santa Fe Corporation. (Figures 6 through 10)

Planning and Construction of the Santa Fe Terminal Complex

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

The site chosen for the Santa Fe Terminal complex was already owned by the Santa Fe railroad and used as freight yards served by tracks that connected with the East Dallas GC&SF yard. The northern block on the site housed the combined GC&SF and St. Louis & Southwestern "Cotton Belt" Railway passenger station, constructed in 1897. This imposing Richardsonian Romanesque-style station included a Fred Harvey restaurant that was popular with Dallas-area residents and with travelers. The station was one of six depots belonging to different railroads that all became redundant with the completion in 1916 of the Dallas Union Terminal (NRHP 1975).

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In April 1923 the magnificent old passenger station was demolished and a vast excavation of 100,000 cubic yards was completed with the equivalent of a single boxcar load of dynamite. Architects Lloyd R. Whitson and Frederick (Todd) Cowderie-Dale, working with engineers and railroad planners from the AT&SF, planned the complex so that four buildings, in a line running north to south from Commerce to Young Street, could be served by up to three sets of underground railroad tracks that branched from a central subsurface line, which emerged further south, near the present site of the Dallas Convention Center.

Thirty-five to forty rail cars were to enter the tunnel each day, pulled by a "thermos bottle" locomotive, also referred to as a "hot water bottle" locomotive or "fireless engine." It was specifically designed to prevent smoke in the main line and tunnels by being powered with steam at 2,000 pounds per square inch, which would originate from a central, high pressure boiler under the office building and last from four to five hours. A 1924 *Santa Fe Magazine* article called the engine a "unique feature in locomotive construction, only one other of its type being in existence." Santa Fe Engine No. 2299 arrived in Dallas on August 5, 1925. This special locomotive engine was built by Baldwin Locomotive Company, which provided most of the locomotives for the AT&SF companies during the 1910s through the 1930s. This engine was a 0-6-0T type, and construction began on it in 1924; it remained in service until about 1948, when diesel locomotives assumed the duty. Santa Fe then renumbered this engine 9299.

Design and construction of the buildings and the 750-foot-long subterranean freight tunnel was a massive undertaking. In association with consulting engineers George Maney and Robert T. Summers, architect Whitson planned a central concrete mixing plant to be placed in an area between buildings #3 and #4 at Marilla Street. An elaborate system of overhead chutes and hoisting towers was designed to deliver the concrete across two streets, which remained open to traffic, to the construction sites of the tunnels and four buildings. Work on the buildings often continued around the clock; at one point, the concrete mixing plant reportedly ran for sixty continuous hours in order to keep up with the form builders. The project's general contractor was the Watson Company, with excavation by the Vilbig Company, mill work by Ingram & Company, reinforcing and structural steel by Austin Brothers, and work in marble, tile, and terrazzo by W. A. Jacobie Company. An asphalt topping slab was laid in the buildings by the Uvalde Rock and Asphalt Company.

The 20-story Santa Fe Terminal Building #1 opened in late 1924; essentially an office tower, it provided offices for the railroad company and space for lease to scores of tenants, including a restaurant and a drug store. Behind the office tower and attached to it was a 10-story warehouse and distribution facility. By mid-1925 the complex was nearly completed, with tenants having moved into several of the warehouse units. The four buildings, constructed of concrete and steel frames, were designed to withstand a 200-pound-per-square-foot live load on each floor, and together they contained approximately 1,500,000 square feet of floor area.

The Santa Fe Terminal Building #2, also called Warehouse #2, contained merchandise storage, sample showrooms, and wholesale facilities for the city of Dallas, which had become the major merchandising center of the Southwest (Figure 5). Building #3, also known as the Ingram Freezer Building, was a cold storage facility for produce, meats, and other materials that required refrigeration. The smallest of the four buildings in the complex was the Santa Fe Terminal Building #4, which was used as warehouse space for the storage and transfer of freight. The ground floor was reported to have been constructed "to above ground" on October 26, 1924. When it opened in late 1925, this 8-story building contained 149,000 square feet of floor area.

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Articles about the Santa Fe complex in publications between 1924 and 1926 state that the project cost in excess of \$5,000,000 to complete and was "one of the outstanding construction projects in the world today," occurring at a time when construction projects and building permits in Dallas had reached an all time high. The completed Santa Fe Terminal complex offered railroad freight service from Dallas—the "market place of the Southwest," with the largest wholesale market building—to Chicago, Kansas City, Los Angeles, San Diego, Houston, and Galveston.

The four-building Santa Fe Terminal complex was one of the more ambitious local projects of the period. Connected by a network of subterranean railroad tunnels, the massive complex served to centralize the Gulf, Colorado and Santa Fe (GC&SF) Railway's freight transfer and warehouse operations in the heart of Dallas, while limiting the network of surface railroad tracks that had hindered downtown traffic for many years. Construction on the first building began September 1, 1923, and the last building, Santa Fe Terminal #4—the subject of this nomination—was occupied by the summer of 1925. It was used as warehouse space for the storage and transfer of freight for the city of Dallas, which had become the major merchandising center of the Southwest.

Sanborn maps (Figures 3 and 4) reveal that the number of surface railroad tracks in this area of downtown Dallas was greatly reduced by this complex. The Santa Fe freight yard was similarly reduced in size, as much of this freight transfer was now occurring in these new buildings. The one rail line between the new Dallas-Fort Worth Brewing Company Building (to the immediate south of Santa Fe Building #4) and DeSoto Street is the spur that declined below street level and served the Santa Fe Terminal complex with basement train platforms; this spur had a slope of one percent.

The entire complex served the GC&SF railway company until 1942, when the federal government acquired the Santa Fe Terminal Building #1 for use during World War II. Perhaps the best known tenant of the Santa Fe Terminal Building #4 was the Haggard Clothing Company, which opened there in 1926. The building continued to be used as warehouse and office space for many years, until its last major tenant, Olmsted-Kirk Paper Company, vacated the premises in 1966.

The four Santa Fe Terminal buildings comprised the first multi-building complex in downtown Dallas and made a major contribution to the Dallas skyline for several decades. The Santa Fe Terminal Building #3 was demolished in 1988, leaving a void between the nominated Santa Fe #4 and the other two buildings; the basement of Santa Fe #3 was filled in at that time, and a concrete wall was built at the basement level to close it off from the basement of Santa Fe #4. All three surviving buildings nevertheless retain their essential historic character, as the surface parking lot where the third building once stood, owned in conjunction with Santa Fe Terminal Building #4, is rather unobtrusive, allowing a clear visual connection from the fourth to the first and second buildings. Each of the three buildings and the parking lot occupy one city block, with the total length of the tunnel below them stretching over 750 feet in length. The Santa Fe Terminal Buildings #1 and #2 were listed on the National Register of Historic Places in 1991.

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Section 8 Page 14

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Criterion A: Local Significance in the Areas of Commerce, Industry, and Transportation

The sale of Santa Fe Terminal Building #1 to the federal government in 1942, the growth in the trucking market following World War II, and the city government's desire to remove all train traffic from downtown Dallas all contributed to changes in the railroads' freight and distribution patterns in the Dallas area. In 1954, the AT&SF began construction on a 43.7-mile railroad line from Sanger, Texas, through Denton, to Garland, Texas, giving the Santa Fe access to the booming industrial areas north of Dallas. This new line provided a more direct railroad route to Chicago and western locations. The Santa Fe purchased a 172-acre industrial site in northeast Dallas in 1955; this site was developed as warehouses with freight access and a freight yard, which effectively ended the need for a central freight and distribution center in downtown Dallas. At that time, the Santa Fe Terminal Buildings #2, #3 and #4 were still in use as warehouses by local businesses.

In 1945 the Santa Fe management office was not listed in the Dallas City Directory, and Building #4 had just two major tenants: the U.S. Rubber Company, which occupied floors 1, 2, 3, 4, and 6; and the Olmsted-Kirk Paper Company, which occupied a portion of the first floor. By 1950, the U.S. Rubber Company had left and Olmsted Kirk occupied floors 1, 2, and 5; a variety of tenants occupied floors 6 through 8. Olmsted Kirk remained the major tenant of the building with their warehouse, distribution, and showroom departments located there until early 1966, when they relocated to a new facility. Since that time, the occupancy of the building has been limited, with the building mostly vacant since the early 1980s.

One of the city's great commercial successes occurred in the Santa Fe Terminal Building #4, where a Lebanese immigrant named J.M. Haggar, Sr., established the Haggar Clothing Company in 1926. In 1905 the thirteen-year-old Haggar had arrived penniless in the United States. Initially, he found employment in various menial jobs, including that of a dishwasher. A gifted salesman, eventually he became the top salesman for the King Brand Overall Company. Haggar left his position with the King Company when his supervisor reduced his territory, and in 1926 he established the Haggar Clothing Company on the fourth floor of Building #4.

The Haggar Clothing Company would become one of the largest dry goods manufacturers in the United States, offering affordably-priced men's apparel. Among the company's innovations were hemmed pants and wash-and-wear fabrics; it is also claimed that Haggar coined the term "slacks." The Haggar Company's menswear line proved so popular with people from all walks of life that even President Lyndon Baines Johnson called from the Oval Office to order several pair of slacks and matching shirts in the 1960s. Today, the corkscrew conveyor that was used by Haggar and other companies in the building to move goods from floor to floor during the manufacturing process has been preserved and can still be seen in the corridors on floors two through six (Figures 11 through 13).

Harry Olmsted and Myron Kirk acquired a Dallas paper distributorship in 1922 and organized the Olmsted-Kirk Paper Company—now OK Paper. In 1925 the company leased the second floor of Building #4, later expanding to other floors. The Olmsted-Kirk left the building in 1966, but the OK Paper Company still supplies paper in all of the major markets throughout the state of Texas today (Figure 14). Other tenants in this building included the U.S. Rubber Company, Eureka Fire Hose Manufacturing, Dallas Paint, Wholesale Footwear, Rand McNally, University Publishing, Webster Publishing, and Southern Publishing.

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Section 8 Page 15

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Criterion C: Local Significance in the Area of Architecture

The Santa Fe Terminal buildings are visually connected through their common use of materials, including a light buff-colored brick, limited stone details on their primary elevations, and industrial steel-sash windows. They feature minimal inspiration from Beaux Arts-inspired classicism, yet they also reflect the influence of early twentieth-century modernism. Designed by Dallas architect Lloyd R. Whitson and his associate Frederick (Todd) Cowderie-Dale, the buildings have been a notable visual feature in the city's western central business district for over eighty years, and they remain an important reminder of one of the region's major building projects during the 1920s.

Architect Lloyd R. Whitson (1889-1973), was involved in several significant building projects in Dallas. A native of Fergus Falls, Minnesota, he graduated from the University of Minnesota and began his architectural practice in Dallas in 1919. One account cites his employment with esteemed Dallas architects Lang & Witchell, but his architectural certification form mentions only partnerships with an architect from the United Kingdom, Frederick (Todd) Cowderie-Dale, R.I.B.A., with whom Whitson designed the nominated property, and Charles E. Bargebaugh. The Santa Fe complex was evidently Whitson's largest Dallas project, although he and Cowderie-Dale designed the first unit of the Medical Arts Building (1923) and the Continental Building (1936). The Medical Arts Building (demolished in 1978) was the tallest reinforced structure in Texas at the time of its completion. Whitson later resided in Menlo Park, California.

The Santa Fe complex is a noteworthy transitional building in the history of local commercial architecture. The earlier Busch-Kirby Building (1912, NRHP 1980, extension 1996), the Praetorian Building (1909, altered), and Southwest Life Insurance Co. Building (1912, razed) all were high-rise office buildings, constructed prior to World War I, that reflect Prairie School and Beaux Arts-styled influences. The Magnolia Building (1921, NRHP 1978), the Medical Arts Building (1923, razed), and the Santa Fe Terminal complex arguably were the major local high-rise office buildings of the 1920s; each retained some Beaux Arts characteristics, but with their ziggurat-like setbacks they bore stronger influence from New York than from Chicago. Local landmarks from the 1930s, such as the Dallas Power and Light (1930), Lone Star Gas (1931) and Tower Petroleum (1931) buildings, demonstrated a break with the Beaux Arts past and a stronger affinity with the Art Deco or Moderne styles and other contemporary influences.

The Santa Fe Complex is also of significance in the larger statewide context of railroad related buildings. The importance of wealthy railroad companies in the early twentieth century ensured the construction of monumental buildings. Very fine passenger depots and important office buildings were built in many parts of the state. In the latter category are the Gulf, Colorado & Santa Fe's headquarters (1926) on the Strand (NHL, 1976) in Galveston, and the Santa Fe Office Building (1928, NRHP 1996) in Amarillo. The Art Deco-styled Texas & Pacific Terminal Complex and Freight Buildings (1928, NRHP 1978) in Fort Worth are perhaps the closest parallel to the Dallas complex as a massive, mixed use facility.

The Santa Fe Terminal Building #4 was purchased in 1999 by the principals of the Sava Group, which planned to market it as a rehabilitation project. Three successive buyers were unable to complete a sale over an eight year period, and so the owners ultimately teamed up with Hamilton Properties Corporation. Together the joint venture created a plan, obtained a key hotel franchise agreement and financing, and construction began in April 2008—just

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National Register of Historic Places Continuation Sheet

Section 8 Page 16

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

as a national economic crisis and resulting recession halted new projects across the country. Nevertheless, the rehabilitation project moved ahead and opened in September 2009. The hotel developers and design team focused on maintaining the original exterior of the building, and many of the building's components. The steel windows, original to the building's construction in 1925, were carefully removed and repaired, fitted with new glass, and reinstalled.

The new 193-room hotel quickly became the flagship of Starwood's Aloft brand, created as a "sister" to the W Hotels brand. As of 2009, Building #4 is the only hotel of this brand that was a historic rehabilitation project, as opposed to new construction. The warehouse lent itself perfectly to the loft concept and the "hip and edgy" finishes employed by the brand. The project successfully preserved an important building in danger of demolition, protecting Dallas's diverse architectural legacy (Photo 14).

Summary

For its role as one of the major railroad facilities of North Texas from 1923 to 1942, the Santa Fe Terminal Building #4 is nominated to the National Register of Historic Places under Criteria A and C in the areas of Architecture, Commerce, Industry, and Transportation at the local level of significance. The building was the birthplace of the Hagggar Clothing Company and housed other noteworthy tenants that contributed to the economic growth of Dallas from 1923 to 1966.

The Santa Fe Terminal Building #4 is visually linked to Buildings #1 and #2 (NRHP 1991) by their similar materials and architectural details. Successfully converted into a hotel in 2009, the building maintains its commercial and industrial characteristics, with its historic elevations restored and much of the historic building fabric left exposed on the interior. The building retains a sufficient degree of historic and architectural integrity and association with buildings #1 and #2 to support National Register listing.

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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

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10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: 0.8 acre

UTM REFERENCES

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
14	705868	3628709

VERBAL BOUNDARY DESCRIPTION: (see continuation sheet 10-18)

BOUNDARY JUSTIFICATION: (see continuation sheet 10-18)

11. FORM PREPARED BY (with assistance from Rachel Leibowitz, Historian, Texas Historical Commission)

NAME / TITLE: Ashley Farha

ORGANIZATION: Hamilton Properties **DATE:** October 15, 2010

STREET & NUMBER: 1310 Elm Street, Suite 140 **TELEPHONE:** (214) 741-5100, ext. 6

CITY OR TOWN: Dallas **STATE:** Texas **ZIP CODE:** 75202

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see continuation sheet Map-19 through Map-20)

PHOTOGRAPHS (see continuation sheet Photo-33 through Photo-34)

ADDITIONAL ITEMS (see continuation sheets Figure-21 through Figure-32)

PROPERTY OWNER

NAME: Santa Fe IV Hotel, L.P. (Lawrence Hamilton, Partner)

STREET & NUMBER: 1310 Elm Street, Suite 140 **TELEPHONE:** (214) 741-5100, ext. 4

CITY OR TOWN: Dallas **STATE:** Texas **ZIP CODE:** 75202

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Section 10 Page 18

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

VERBAL BOUNDARY DESCRIPTION

Being a 0.830-acre tract of land in blocks 352 and 65 in the Central Business District of Downtown Dallas. The property primary site is situated on the north line of Young Street between South Griffin Street and South Field Street.

BEGINNING at an "x" cut found in concrete at the intersection of the northwest line of Young Street (a variable width public R.O.W.) with the west line of Desoto Street (a 60 foot public R.O.W.);

THENCE, S 76 degrees 30 minutes 35 seconds W, along said northwest line of Young Street, a distance of 75.76 feet to an "x" cut found in concrete for an angle point;

THENCE, S 84 degrees 59 minutes 49 seconds W, continuing along said northwest line of Young Street, a distance of 145.26 feet to an "x" cut found in concrete for corner;

THENCE, N 01 degree 38 minutes 14 seconds W, departing said line of Young Street and along the east line of a tract of land conveyed to the City of Dallas by deed recorded in Volume 76037, Page 290, Deed Records of Dallas County, Texas, passing at a distance of 21.21 feet the southeast corner of Lot 1, Block A/352 of E. Allen Subdivision, an addition to the City of Dallas, Texas according to the plat thereof recorded in Volume 76042, Page 351, Deed Records of Dallas County, Texas, continuing in all a distance of 104.77 feet to a PK nail set for an angle point;

THENCE, N 09 degrees 33 minutes 33 seconds E, continuing with the east line of said Lot 1, Block A/352, a distance of 102.12 feet to a PK nail set for corner in the southwest line of Marilla Street (a variable width public R.O.W.);

THENCE, S 76 degrees 57 minutes 14 seconds E, with the southwest line of Marilla Street, a distance of 61.69 feet to a set PK nail found at the beginning of a non-tangent curve to the right having a central angle of 12 degrees 53 minutes 18 seconds, a radius of 751.99 feet, a chord bearing of S 66 degrees 46 minutes 00 seconds E and a chord distance of 168.80 feet;

THENCE, Southeasterly, continuing with the southwest line of Marilla Street and along said curve, an arc distance of 169.16 feet to a 60d nail found for corner at the intersection of the southwest line of Marilla Street with the aforementioned west line of Desoto Street;

THENCE, S 06 degrees 30 minutes 45 seconds W, with the west line of Desoto Street, a distance of 95.19 feet to the Point of Beginning and containing 36,137 square feet or 0.8296 acres of land.

BOUNDARY JUSTIFICATION

The nominated area consists of the Santa Fe Terminal Building #4 and all property historically associated with the building by the property lines as shown in the survey (Figure 1: survey).

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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Section MAP Page 19

Map 1. The location of the Santa Fe Terminal Building #4 is indicated by the star on the map below.

North is towards the top. (Bing Maps)



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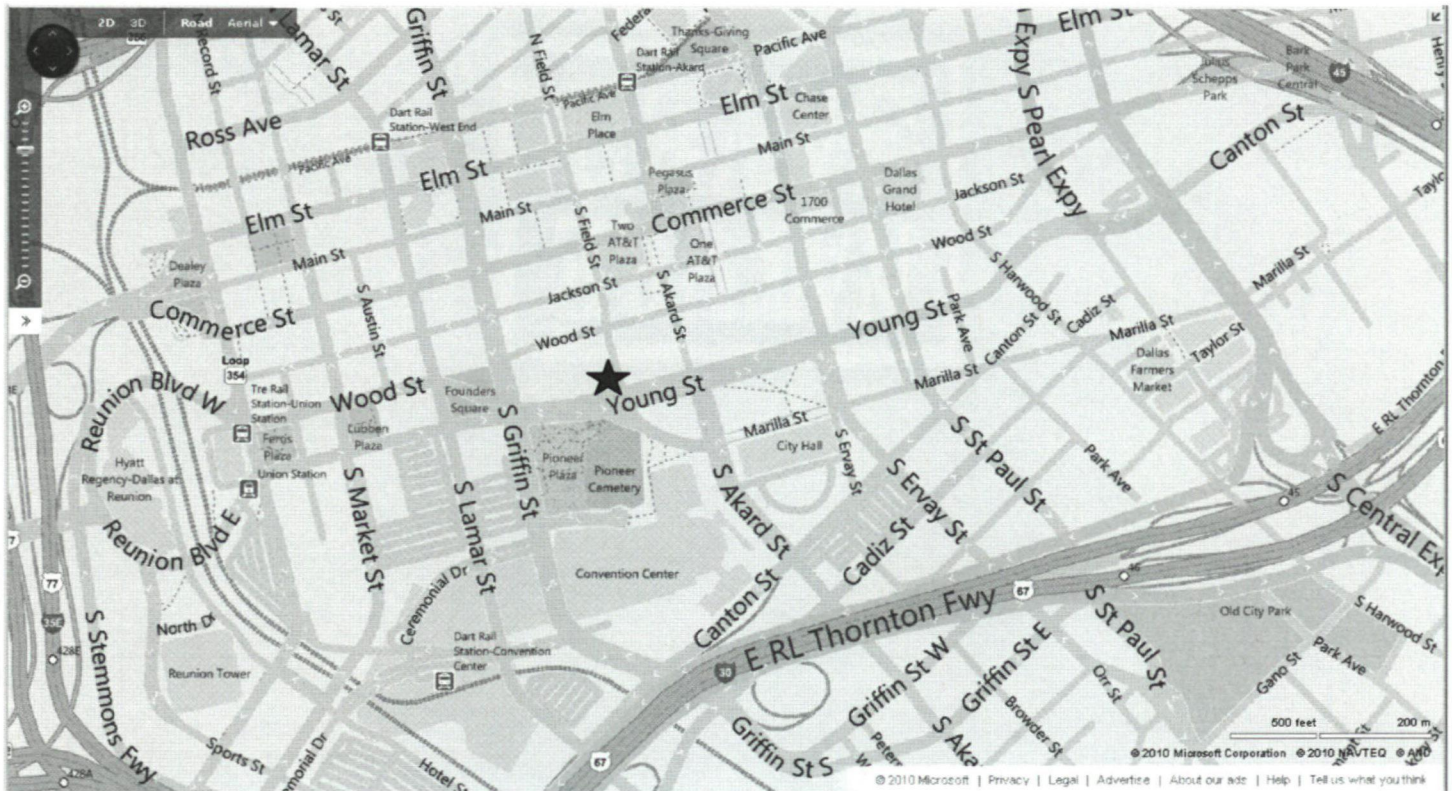
National Register of Historic Places Continuation Sheet

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Section MAP Page 20

Map 2. The location of the Santa Fe Terminal Building #4 is indicated by the star on the map below.

North is towards the top. (Bing Maps)



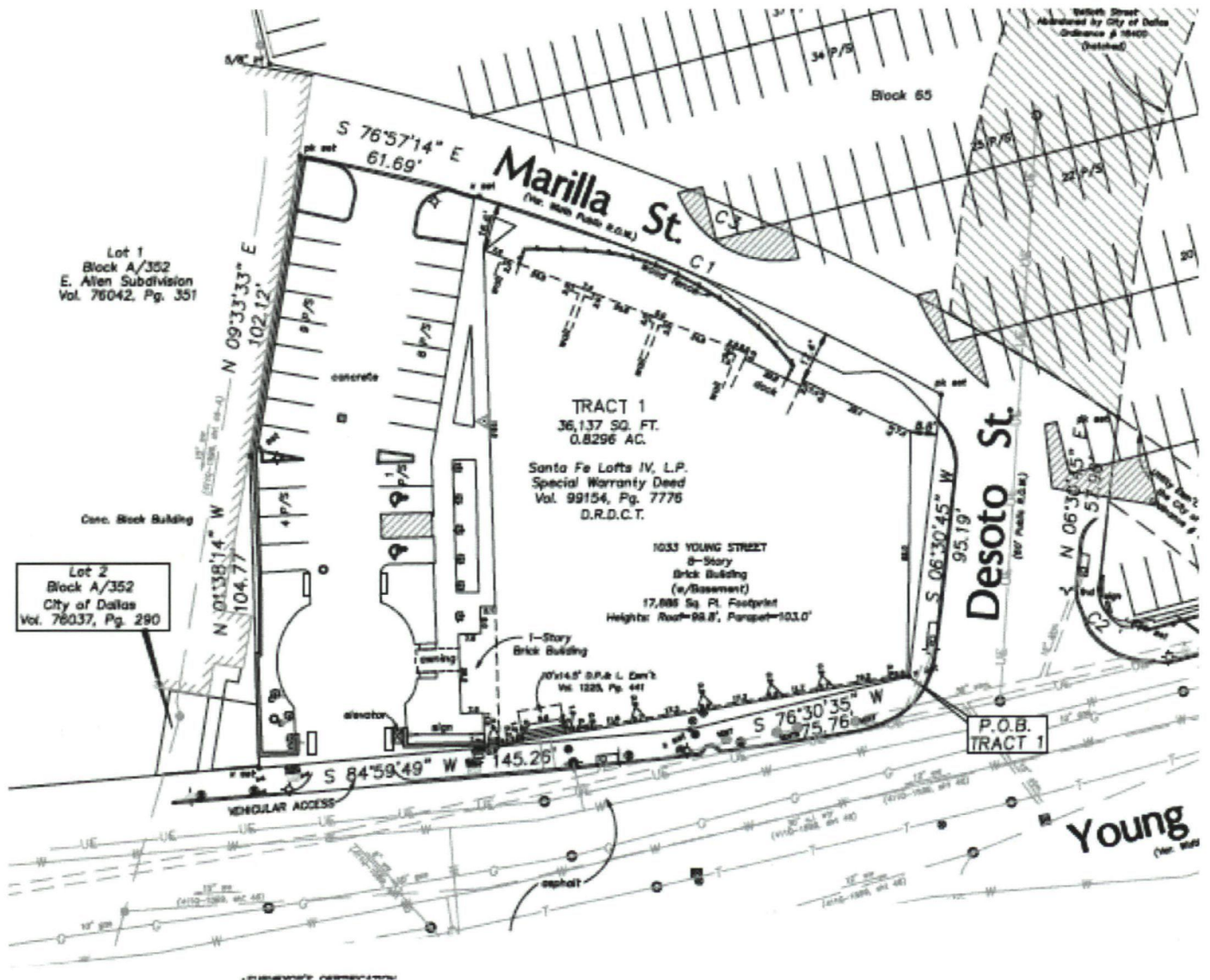
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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Section FIGURE Page 21

Figure 1. Santa Fe Terminal Building #4 survey.



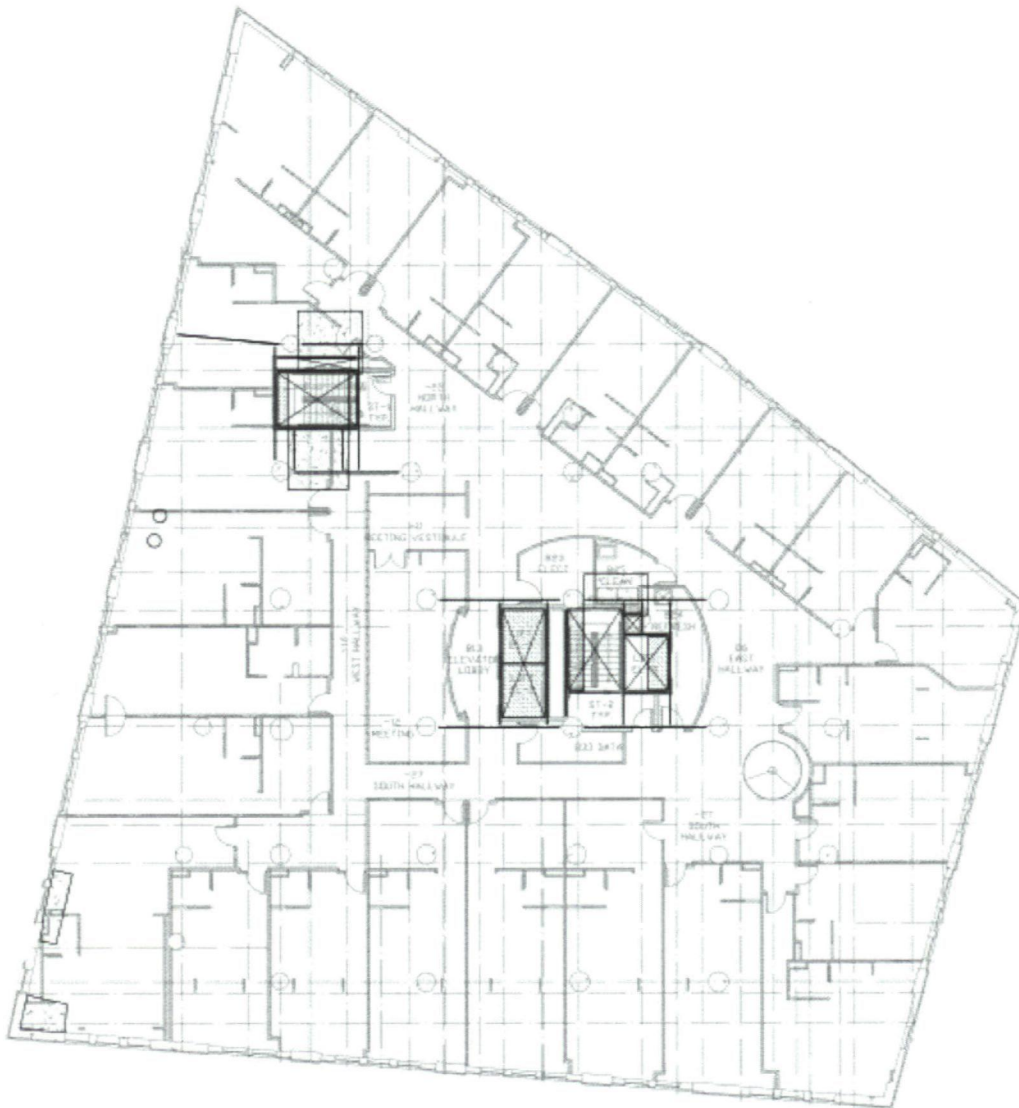
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Section FIGURE Page 22

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 2. Typical floor plan. Courtesy of property owner, Santa Fe Hotel IV, LP.



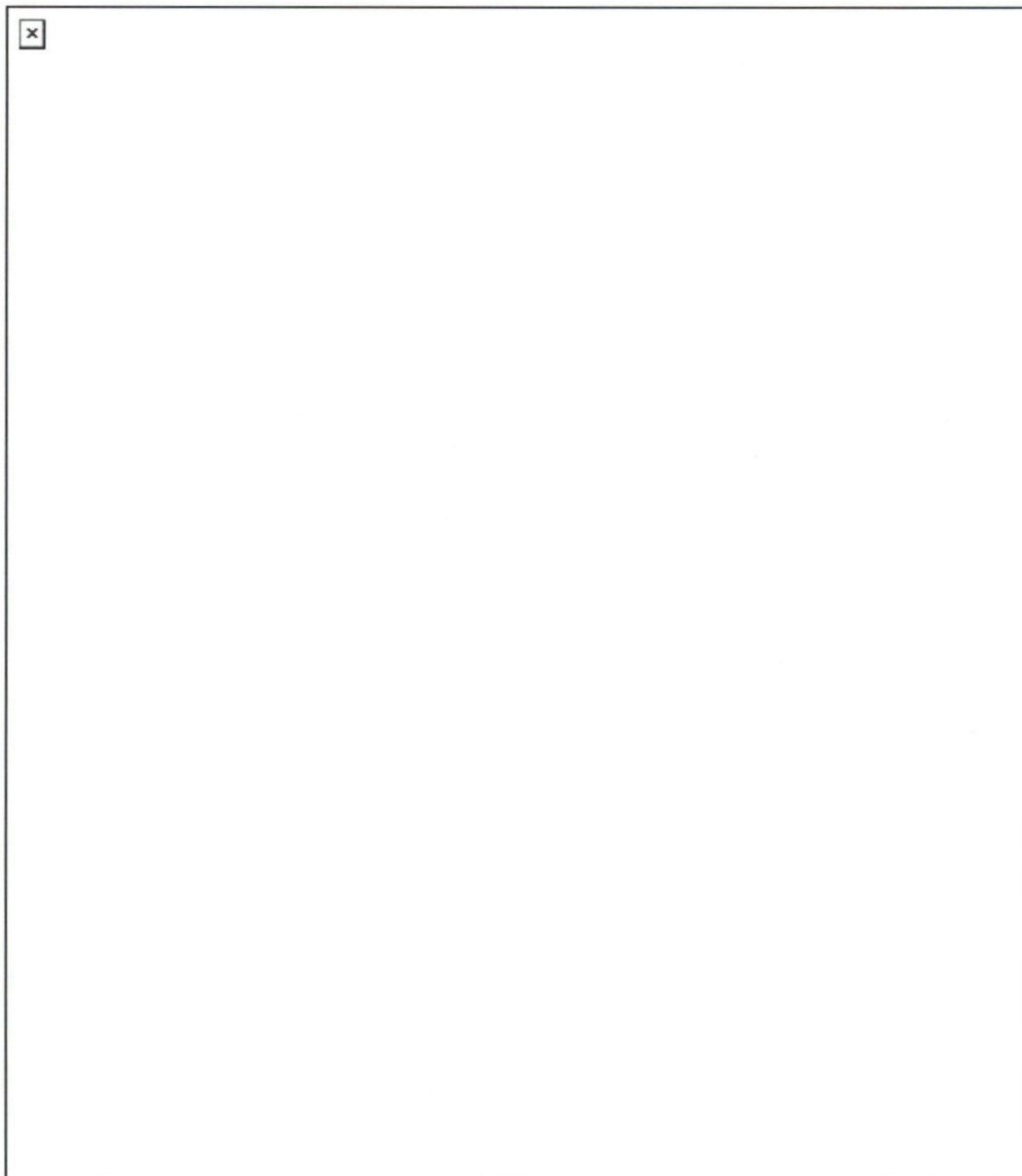
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Section FIGURE Page 23

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 3. Sanborn Map, showing site of Santa Fe Terminal #4 Building, circa 1921.
(Sanborn Map, 1921-27: Volume 2, page 49)



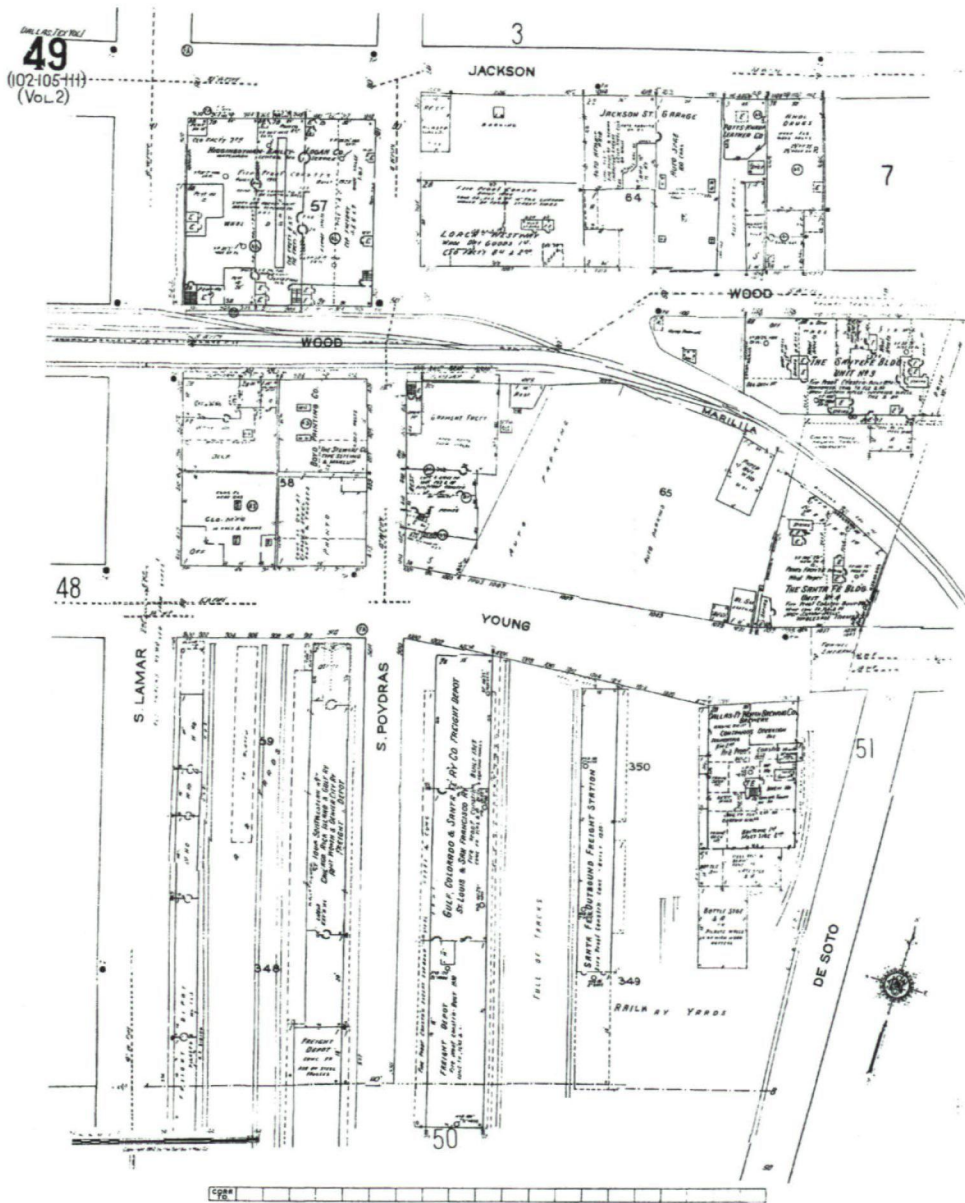
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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Section FIGURE Page 24

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



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Section FIGURE Page 25

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 5. The Dallas Transfer & Terminal Warehouse Co. (Santa Fe buildings), *Dallas City Directory*, 1930.

1930

TRANSFER, STORAGE AND MOTOR FREIGHT 414

ESTABLISHED 1875

The Dallas Transfer & Terminal Warehouse Co.

E. D. BALCON, Pres. GUS K. WEATHERED, V.-Pres. R. H. WASKOM, Sec.-Treas.

MEMBERS OF

American Chain of Warehouses American Warehouse Men's Assn.
Dallas Chamber of Commerce and Mfrs. Assn. Texas Warehouse Transfer Men's Assn.
National Furniture Warehouse Men's Assn. Rotary Club

**Receivers, Forwarders and Distributors
of All Classes of Merchandise
and Household Goods**

STORAGE



Office and Warehouse Space
Household Goods and Merchandise
MOVING, PACKING, SHIPPING, DRAYAGE

YEARS "50" YEARS
KNOWING HOW
Overland Moving by Truck

The Dallas Transfer & Terminal Warehouse Co.

Unit No. 2 Santa Fe Building
PHONES FOR ALL DEPARTMENTS 2-7111

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Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Section FIGURE Page 26

- Figure 6. (top left) Santa Fe Line ticket from Belen, NM, to Lubbock, TX - fare 55¢. August 12, 1962.
- Figure 7. (top right) Santa Fe Line ticket from Lubbock to Dallas - fare \$6.38. August 12, 1962.
- Figure 8. (bottom) Santa Fe ticket cover jacket. 1962.

SANTA FE LINES

A. T. & S. F. RY. Pass. To Wm. T. ...
 B. C. & S. F. RY. Pass. To ...
 P. & S. F. RY. Pass. To ...

FROM *Belen* TO *Lubbock* VIA RAILROAD *ATSF*

FORM **B-9 T 46213** NOT GOOD FOR PASSAGE

PARLOR CAR SPECIAL SERVICE CHARGE FOR RESERVED COACH SEAT

EXTRA FARE - Not Good for Passenger
 FIRST CLASS Fractional Fare
 SINGLE OCCUPANCY FIRST CLASS Fractional Fare

WHEEL COACH GOVT. OTHER

SELLING AGENT REAMP HERE

Fare \$ *50*
 Tax \$ *5*
 Total \$ *55*

BAGGAGE

3110 MINGLET & COMPANY, CHICAGO PRINTED IN U.S.A.

THE PULLMAN COMPANY
PASSENGER'S CHECK

To identify accommodations purchased
 Property taken into car will be entirely of owner's risk

FORM **B-1-S 984881**

FROM *Lubbock* TO *Dallas*

ACCOMMODATIONS *Lower 12* CAR *241*

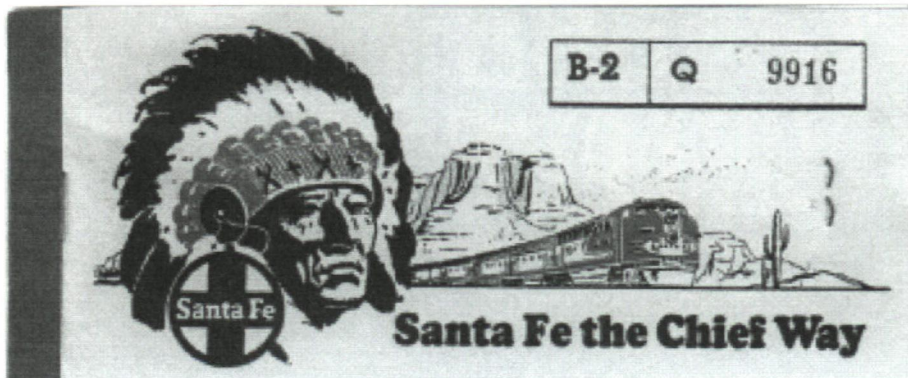
DATE *7 SEP 8/12*

RESERVATION RECORDED FOR *1* PERMIT ON NO. *XE 5568*

GOVT. DRIVER

SELLING AGENT Value \$ *580*
 Tax \$ *58*
 Total \$ *638*

44-1
 AUG 10 1962



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Section FIGURE Page 27

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 9. Santa Fe Railroad advertisement, *Holiday Magazine*, October 1950.

You arrive and depart
Down-Town
on the Santa Fe

?
MILES TO TOWN

- not
out in the
country

When you're going somewhere, you want to be there when you arrive.
Go Santa Fe. You leave on your trip when you plan to leave.
You arrive relaxed, refreshed, at a convenient station right downtown, close to your hotel or office.
Travel Santa Fe and you choose accommodations to suit yourself. You get privacy as you like it. You have room to roam around when you want it. You enjoy wonderful Fred Harvey meals.
You be the judge. Go Santa Fe all the way!

Santa Fe

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Section FIGURE Page 28

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 10. Santa Fe Railway advertisement, *Holiday Magazine*, January 1950.



The **Chiefs**

BETWEEN CHICAGO AND THE WEST AND SOUTHWEST



Headed by the *Super Chief* and *The Chief*, the Santa Fe great fleet of trains between Chicago and California offers a choice of fine accommodations to satisfy every taste and fit every pocketbook. And between Chicago and Texas, it's the *Texas Chief*.

For smooth-riding comfort... friendly hospitality... delicious Fred Harvey meals... fascinating scenery... travel Santa Fe—the Chief Way!

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Section FIGURE Page 29

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 11. Hagggar Company advertisement, *Southwestern Retailer*, October 1944.



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Section FIGURE Page 30

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 12. Haggar Company advertisement, *Southwestern Retailer*, March 1944.

FROM THIS... TO THIS...

HAGGAR

SLACK SUITS • SLACKS • TROUSERS

*The Same HAGGAR Comfort
When He Gets Back*

Haggar's three great, streamlined plants are busy meeting Uncle Sam's requirements for Army slacks . . . and doing their best to meet your needs, too. The scientific, post-war planning we are doing now will place Haggar in top position to better serve you when freedom returns.

BUY BONDS TO HELP SPEED HIS RETURN

*Looking Ahead
with HAGGAR*

HAGGAR COMPANY
GREENVILLE . . . DALLAS . . . WAXAHACHIE

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Section FIGURE Page 31

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 13. Haggar Company advertisement, *Southwestern Retailer*, May 1944.

HAGGAR
TROUSERS ••• SLACKS ••• SLACKSUITS

**YOU'RE TELLING ME ABOUT
HAGGAR COMFORT?**

Save your praises, Civilian. Private Joe also knows the smart comfort Haggar bulks into slacks. Our main job today is meeting *his* needs. He's looking forward to when he'll don a sport shirt and Haggar Slacks again. And the knowledge we've gained will put Haggar *first* in meeting his civilian needs. . . . Let's all BUY BONDS to hasten his "Sportsweat Comfort" days.

FREE
to merchants
and men in service. Write
for Haggar's handsome,
illustrated history book-
let on trouser styles,
"Keeping Up With Your
Trousers." . . . Address,
Haggar Company, Dallas.

Looking Ahead
WITH HAGGAR

HAGGAR COMPANY
GREENVILLE ••• DALLAS ••• WAXAHACHIE

BUY MORE WAR BONDS ••• SPEED VICTORY

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Section FIGURE Page 32

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Figure 14. OK Paper advertisement, *Dallas City Directory*, 1933.

1933
193

PAPER - WHOLESALE

OLMSTED-KIRK COMPANY PAPER



FINE PAPERS

We carry in our Dallas and Fort Worth warehouses extensive stocks of fine printing and commercial papers including such lines as Warren, Strathmore, Hampshire, Atlantic and other leading mill-brand papers. We are also Southwestern distributors for the Japan Paper Company, importers of fine papers and paper specialties.

COARSE PAPERS

We also carry for the wholesale and retail trade complete stocks of toilet tissues, paper towels, paper bags, plain and corrugated boxes, wrapping papers, twines, sealing tape, drinking cups, paper plates, paper cans and many other converted paper products.

OLMSTED-KIRK COMPANY

DALLAS 1033 Young Street 2-8471	FORT WORTH Texas & Pacific Terminal Bldg. 3-2438
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Section PHOTO Page 33

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

PHOTOGRAPH LOG

Name of Property:	Santa Fe Terminal Building #4
City or Vicinity:	Dallas
County:	Dallas County
State:	Texas
Name of Photographer:	Photos 1-5 and 7-10 by Ashley Farha; 6 and 11-14 by Graham Hobart
Date of Photographs:	May 2008, pre-rehabilitation; October 2009, post-rehabilitation
Location of Original Digital Files:	1310 Elm Street, Suite 140, Dallas, Texas 75202

Photo #1 (TX_Dallas County_Santa Fe Terminal Building #4_0001)
South elevation, camera facing north.

Photo #2 (TX_Dallas County_Santa Fe Terminal Building #4_0002)
West elevation, camera facing northeast. The neighboring building to the west is in close proximity, the photo was shot at the best possible angle.

Photo #3 (TX_Dallas County_Santa Fe Terminal Building #4_0003)
West elevation, camera facing northeast. Taken slightly closer up than Photo #2.

Photo #4 (TX_Dallas County_Santa Fe Terminal Building #4_0004)
North elevation, camera facing south.

Photo #5 (TX_Dallas County_Santa Fe Terminal Building #4_0005)
East elevation, camera facing west.

Photo #6 (TX_Dallas County_Santa Fe Terminal Building #4_0006)
Exterior post-renovation of the pool area on the north side of the building.

Photo #7 (TX_Dallas County_Santa Fe Terminal Building #4_0007)
Chute pre-renovation, historically used for moving materials from one floor to another.

Photo #8 (TX_Dallas County_Santa Fe Terminal Building #4_0008)
Chute post-renovation preserved to retain the original character of the building, as seen on the 6th floor where it begins.

Photo #9 (TX_Dallas County_Santa Fe Terminal Building #4_0009)
Chute post-renovation, as seen on floors 2 through 5.

Photo #10 (TX_Dallas County_Santa Fe Terminal Building #4_0010)
Chute post-renovation, as seen from the 1st floor where it ends.

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Section PHOTO Page 34

Santa Fe Terminal Building #4
Dallas, Dallas County, Texas

Photo #11 (TX_Dallas County_Santa Fe Terminal Building #4_0011)
Interior post-renovation of ground floor lobby.

Photo #12 (TX_Dallas County_Santa Fe Terminal Building #4_0012)
Interior post-renovation of a typical hotel room.

Photo #13 (TX_Dallas County_Santa Fe Terminal Building #4_0013)
Interior post-renovation of typical corner hotel room.

Photo #14 (TX_Dallas County_Santa Fe Terminal Building #4_0014)
Exterior post-renovation into Aloft Starwood brand hotel.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Santa Fe Terminal Building No. 4
NAME:

MULTIPLE
NAME:

STATE & COUNTY: TEXAS, Dallas

DATE RECEIVED: 4/28/11 DATE OF PENDING LIST: 5/18/11
DATE OF 16TH DAY: 6/02/11 DATE OF 45TH DAY: 6/13/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000344

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 6.8.11 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX
PHOTO 1 OF 14



SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX
PHOTO 2 OF 14



SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS CO., TX

PHOTO 3 OF 14



SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX
PHOTO 4 OF 14



10/2/2012

SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS CO., TX

PHOTO 5 OF 14



SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS CO., TX

PHOTO 6 OF 14



Handwritten text in the top right corner, possibly a date or location, including the number "7".

SANTA FE TERMINAL BLDG. # 4

DALLAS, DALLAS Co., TX

PHOTO 1 OF 14



2000/10/10

SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX
PHOTO 8 OF 14





SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX

PHOTO 9 OF 14





SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS Co., TX

PHOTO 10 OF 14





SANTA FE TERMINAL BLDG. #4
DALLAS, DALLAS CO., TX
PHOTO 11 OF 14



SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS Co., TX

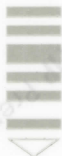
PHOTO 12 OF 14



SANTA FE TERMINAL BLDG. #4

DALLAS, DALLAS CO., TX

PHOTO 13 OF 14

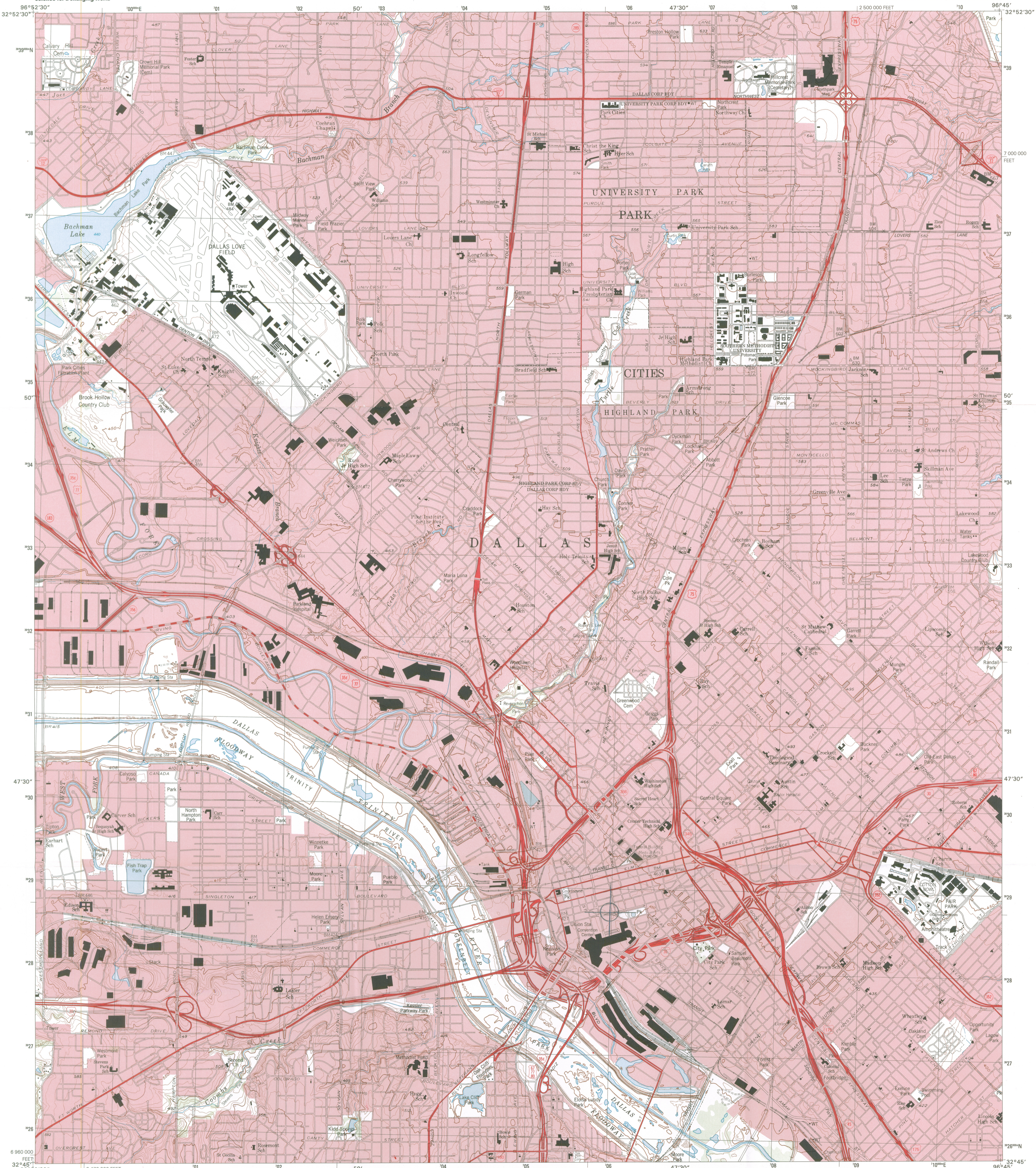




SANTA FE TERMINAL BLDG. #4

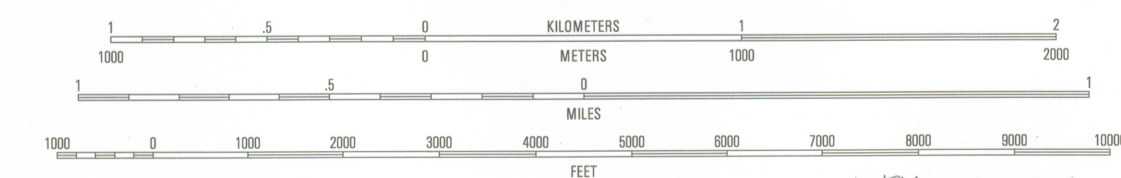
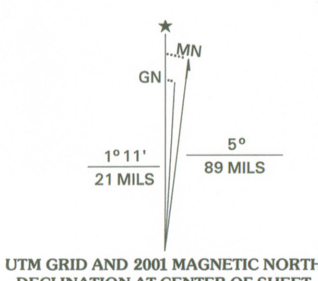
DALLAS, DALLAS CO., TX

PHOTO 14 OF 14



Produced by the United States Geological Survey

Topography compiled 1954. Planimetry derived from imagery taken 1995 and other sources. Survey control current as of 1988. Boundaries current as of 2000.
North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 14. 10 000-foot ticks: Texas Coordinate System of 1983 (north 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.
Houses of worship, schools, and other labeled buildings verified 1958.



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

SANTA FE TERMINAL BUILDING #4
1023 YOUNG STREET, DALLAS, DALLAS COUNTY, TEXAS

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



QUADRANGLE LOCATION

1	2	3	1 Carrollton
			2 Addison
			3 Garland
			4 Irving
			5 White Rock Lake
			6 Duncanville
			7 Oak Cliff
			8 Hutchins

ADJOINING 7.5 QUADRANGLE NAMES
3296-331

ROAD CLASSIFICATION

Primary highway hard surface Light-duty road, hard or improved surface
Secondary highway hard surface Unimproved road
Interstate Route U.S. Route State Route

DALLAS, TX
1995

NIMA 6649 IV SE-SERIES V882



TEXAS HISTORICAL COMMISSION
real places telling real stories



MEMORANDUM

TO: Linda McClelland
National Register of Historic Places

FROM: Rachel Leibowitz, Historian
Texas Historical Commission

RE: Santa Fe Terminal Building #4
1033 Young Street, Dallas
Dallas County, TX

DATE: April 21, 2011

The following materials are submitted regarding [address]:

<input checked="" type="checkbox"/>	Original National Register of Historic Places form
<input type="checkbox"/>	___ Resubmitted nomination
	Multiple Property nomination form
<input checked="" type="checkbox"/>	Photographs
<input checked="" type="checkbox"/>	USGS maps
	Correspondence
<input checked="" type="checkbox"/>	Other: archival gold CD with digital image files (.tif)

COMMENTS:

- SHPO requests substantive review
- The enclosed owner objections (do___) (do not___) constitute a majority of property owners
- Other:

