

UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
 INVENTORY -- NOMINATION FORM**
DATA SHEET

FOR NPS USE ONLY

JUL 17 1975

RECEIVED

DATE ENTERED

SEP 9 1975

 SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
1 NAME

HISTORIC

International & Great Northern Railroad Passenger Station

AND/OR COMMON

Missouri Pacific Station

2 LOCATION

STREET & NUMBER

Medina at Houston Streets

—NOT FOR PUBLICATION

CITY, TOWN

San Antonio

CONGRESSIONAL DISTRICT

20

STATE

Texas

CODE

048-

COUNTY

Bexar

CODE

029

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER: Vacant

4 OWNER OF PROPERTY

NAME

Dr. Max Morales, Jr.

STREET & NUMBER

1600 Culebra

CITY, TOWN

San Antonio

VICINITY OF

STATE

Texas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Bexar County Courthouse

STREET & NUMBER

140 Main Plaza

CITY, TOWN

San Antonio

STATE

Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Historic Sites Inventory

DATE

June 1970

—FEDERAL STATE —COUNTY —LOCALDEPOSITORY FOR
SURVEY RECORDS

Texas Historical Commission

CITY, TOWN

Austin

STATE

Texas

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The International & Great Northern Railroad passenger station in San Antonio is one of the finest examples of the Mission Revival Style in Texas. Designed in 1907 by Harvey L. Page and built by James Stewart and Company, the station is constructed of tan brick with a steel structural framing system. The plan of the building is a Greek Cross defined by a central domed space from which four barrel vaults radiate. The exterior facades are symmetrical and virtually identical with each other. A bell tower of three-story height is located at each of the four corners and frame the mission-styled parapet on each facade.

The East front faces Medina Street at its intersection with Houston Street. A green tiled canopy of hipped design is supported by simple wooden brackets and covers the entrance. The doors are of tripartite configuration with rounded-arched transoms. The tan brick arch framing the entrance is also rounded in design along those over the windows. Above the entrance canopy is a stained glass window whose design is adapted from that of the famous San Jose Mission. Encircling the rose window is the inscription: "International & Great Northern R The Texas Railroad."

The central section of each of the four facades is capped with a Mission-styled parapet wall, again reminiscent of the missions of the area. Flanking these sections are twin bell towers whose lanterns are capped with pyramidal roofs.

The two-storied waiting room space is enclosed in a dome which is supported by eight massive Tuscan columns. Galleries on the first and second levels encircle the rotunda and provide access to the office spaces. A simple cast-iron balustrade at the second level terminates in a grandiose staircase of symmetrically divided flights. Cornice detailing on the entablature that supports the dome and the lantern is stencilled with eclectic motifs representing the Art Nouveau, Prairie Style, and Victorian periods.

The lantern which terminates the dome is defined by a clerestory of rounded-arched windows above which is the bronze figure of an Indian, a motif frequently used by the railroad in the era.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1906-07

BUILDER/ARCHITECT Harvey L. Page

STATEMENT OF SIGNIFICANCE

The International & Great Northern Railroad passenger station is one of only two remaining railroad stations in San Antonio, and is one of the few remaining buildings designed by Harvey L. Page. The building is significant not only for its excellence in architectural detailing, but also for its representation of an important transportation center in the city's early 20th century history.

San Antonio emerged as an important cultural and economic center of South Texas after the arrival of the Galveston, Harrisburg, and San Antonio Railroad in 1877. The year 1879 marks the beginning of the extension of the International & Great Northern Railroad from Austin to Laredo, thereby linking the United States with Mexico. At the time of this extension, a station was erected in San Antonio which served the railroad until the present station was built in 1907. The International & Great Northern, although an affiliate of the Texas & Pacific and the Missouri Pacific systems, was operated as an independent line until January 1, 1924, when the company was bought by the New Orleans, Texas, and Mexico Railway, a Missouri Pacific property. All of the affiliate railroads assumed the Missouri Pacific name in the 1930's as a means of alleviating the confusion of the many separate lines.

Harvey L. Page was commissioned in 1906 as the architect for the station at the intersection of Medina and Houston Streets. Construction of the building was begun the same year by James Stewart and Company for the International & Great Northern Railroad. A monumental growth in passenger train traffic at the turn of the century coupled with the economic growth of the railroad industry resulted in the necessity for a facility that would both serve the public as well as reflect a prosperous image. The station was one of the transportation centers for the city until the end of World War II when passenger train activity began to decline. By 1965 only one train both North and South used the station on a daily basis. This once luxurious train, the "Texas Eagle", connecting St. Louis with Laredo was reduced

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE one

to "Coach Only" status beginning January 1, 1968, with the removal of all Pullman Company-owned cars from United States railroads.

Another event that marked the decline of passenger train activity at the station was the removal of the platform canopies in the late 1960's. The facility was closed in September 1970 when the last "Texas Eagle" left the station. Maintenance of the facility ceased many years previous to the discontinuance of passenger service as is reflected in the advanced state of decay.

Dr. Max Morales, Jr., purchased the building in 1972 and plans are pending through the Amtrak Improvement Act to adapt the facility for intermodal transportation activity. Amtrak service from St. Louis to Laredo uses the platform on the West side of the station, but tickets must be purchased from the Southern Pacific station fifteen blocks to the East.

Property International & Great Northern Railroad Passenger Station

Ry # 75001951

Notify DOT

Bekar

State Iowa

Working Number 7.17.75.1373

TECHNICAL

Photos 6

Maps 1

1 cont. sheet (#8)

CONTROL

cm

OK 7.18.75

HISTORIAN

ARCHITECTURAL HISTORIAN

Marvelous bldg - hope it can find a new use - ACCEPT Hujansel

8/6/75

ARCHEOLOGIST

OTHER

HAER

✓ Inventory 8/18

Review Accept Early 8/20

Beautiful

REVIEW UNIT CHIEF

ACCEPT
COLE
9.3.75

BRANCH CHIEF

accept
Hujansel
9.8.75

KEEPER

[Signature]
SEP 8 1975

National Register Write-up _____

Send-back _____

Entered SEP 9 1975

Federal Register Entry 11-4-75

Re-submit _____

INT:2106-74



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AND/OR COMMON

Missouri Pacific Station

2 LOCATION

CITY, TOWN

San Antonio

____ VICINITY OF

COUNTY

Bexar

STATE

Texas

3 PHOTO REFERENCE

PHOTO CREDIT

Alex Nelson

DATE OF PHOTO

June 1975

NEGATIVE FILED AT

Texas Historical Commission, Austin, Texas

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

East elevation of station building from Houston Street.

PHOTO NO. 1 of 6

PROPERTY OF THE NATIONAL REGISTER



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North elevation of station building.

PHOTO NO.

2 of 6

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

West elevation of station building from tracks

PHOTO NO. 3 *of 6*

PROPERTY OF THE NATIONAL REGISTER

892 H 312 1222



INTERNATIONAL & GREAT NORTHERN
THE TEXAS RAILROAD

PRO-PLU
MILLS

TEXAS
HISTORICAL
COMMISSION

UNITED STATES DEPARTMENT OF THE INTERIOR
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PHOTO CREDIT

Alex Nelson

DATE OF PHOTO

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

South elevation of station building.

PHOTO NO. 4 of 6

PROPERTY OF THE NATIONAL REGISTER

822-32 4 3/4 12/26



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PHOTO CREDIT

Alex Nelson

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DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Interior of rotunda, Southwest corner.

PHOTO NO.

5 *af*

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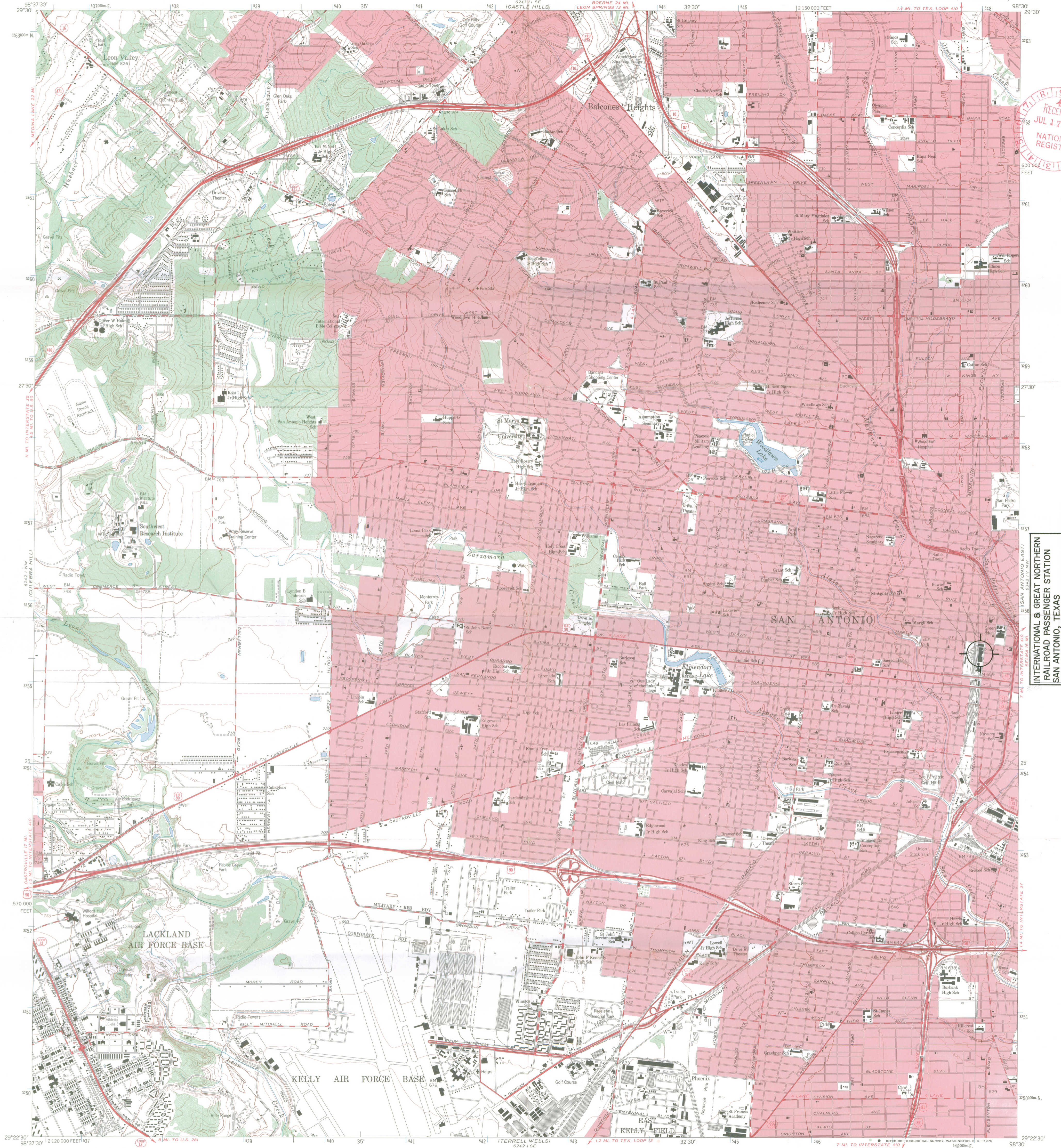
DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Interior of rotunda, North wall with staircase.

PHOTO NO. 6 of 6

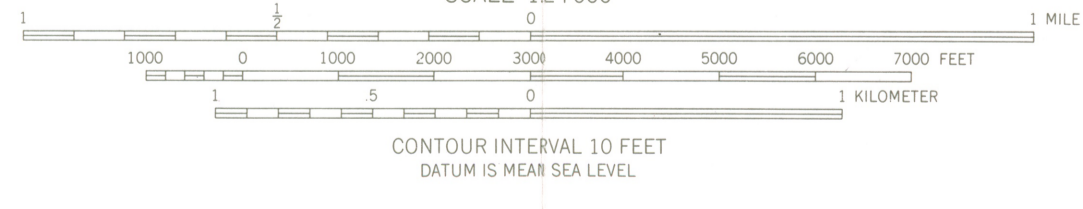
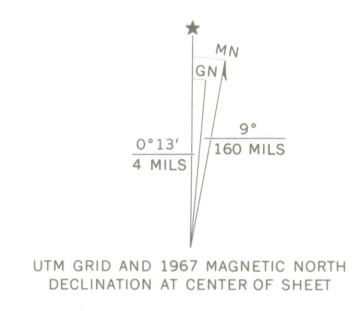
PROPERTY OF THE NATIONAL REGISTER

File + 12cc #3



INTERNATIONAL & GREAT NORTHERN
RAILROAD PASSENGER STATION
SAN ANTONIO, TEXAS
UTM REFERENCE:
14/548020 / 3255420

Mapped by the Army Map Service
Edited and published by the Geological Survey
Control by USGS, USC&GS, and USACE
Topography by photogrammetric methods from aerial photographs
taken 1952. Field annotated 1953. Revised by Geological Survey
from aerial photographs taken 1966. Field checked 1967
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
south central zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines



SCALE 1:24,000
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SAN ANTONIO WEST, TEX.
N2922.5-W9830.7/5

1967
AMS 6242 LINE-SERIES V82
2998-244

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3 MAP REFERENCE

SOURCE

United States Geological Survey

SCALE

1:24000

DATE

1967

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

ENTRIES IN THE NATIONAL REGISTER

STATE **TEXAS**

Date Entered **SEP 9 1975**

<u>Name</u>	<u>Location</u>
International & Great Northern Railroad Passenger Station	San Antonio Bexar County

Also Notified

Hon. John G. Tower
Hon. Lloyd M. Bentsen
Hon. Henry B. Gonzalez
Regional Director, Southwest Region

Mr. Robert F. Crecco, DOT

PR MMott/row 9/17/75

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas State Historical Survey Committee
Post Office Box 12276, Capitol Station
Austin, Texas 78711

check style
MTZ
LE

NR Data Sheet

DATE: 12-10-76
Reviewer INITIALS: nesbitt
NR DOE 9/9/75

NAME AS IT APPEARS IN FEDERAL REGISTER: International & Great Northern Railroad Passenger Station
OTHER NAMES: Missouri Pacific Station - sec.

LOCATION:

STREET & NUMBER

Medina and Houston Streets

CITY, TOWN

San Antonio

STATE

TX 48

CONGRESSIONAL DISTRICT

20

COUNTY

Bexar

code

029

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

INTERIOR Substantially intact-1 EXTERIOR Substantially intact-2 ENVIRONS Substantially intact-3
- unknown - 4 - unknown - 5 - unknown - 6
- not applicable - 7 - not applicable - 8 - Not applicable - 9

- Interior, exterior, environs not intact-0

CONDITION - EXCELLENT DETERIORATED UNALTERED ORIGINAL SITE
- GOOD RUINS ALTERED MOVED
- FAIR UNEXPOSED Reconstructed Unknown
Unexcavated Excavated

ACCESS - Yes-restricted Yes-unrestricted No access Unknown

historic district? YES NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO
IF YES, NAME:

ADAPTIVE USE: YES NO Saved? YES NO

FUNCTION(S): (use vocabulary words)

then- RR STATION

now- NOT IN USE

SIGNIFICANCE:

ARCHAEOLOGY-PREHISTORIC LANDSCAPE ARCHITECTURE RELIGION entertainment
ARCHAEOLOGY-HISTORIC CONSERVATION LAW/Gov't/politics SCIENCE health
AGRICULTURE ECONOMICS LITERATURE recreation
ARCHITECTURE - 4 EDUCATION MILITARY SOCIAL/HUMANITARIAN settlement
ART ENGINEERING MUSIC socio/cultural
COMMERCE - 6 EXPLORATION PHILOSOPHY TRANSPORTATION - 25 urban & commun
COMMUNICATIONS INDUSTRY POLITICS/GOVERNMENT OTHER (SPECIFY) planning
INVENTION

Claims

"first" YES NO "oldest" YES NO "only" YES NO

Mission style elements

ARCHITECTURAL STYLE: SPANISH MISSION/ECLECTIC ELEMENTS

✓ architect/~~m. builder~~: ^(a) Harvey L. Page

engineer:

landscape/garden designer:

artist/artisan:

interior decorator:

builder/contractor: James Stewart & Co,

ETHNIC GROUP:

NAMES: personal

(label role & appropriate date)

events

institutional

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1906-07

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY

OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre)

one

COMMENTS: (include architectural information here) *Steel frame,* Structural steel, brick; ^{1/2} 2 stories,

✓ Steel frame, brick; 2¹/₂ stories, modified square, flat and pyramidal roof sections, interior chimney, shallow central ribbed dome with domed lantern; corner towers, each with openwork belfry, side curvilinear gabled parapets, round-arched windows and doors, bracketed entrance canopies; large rotunda and barrel-vaulted cross aisles. Mission Style elements. An unusual combination of Spanish Mission Style with Byzantine elements; one of ~~the~~ few remaining examples of the work of ~~prominent~~ architect Harvey L. Page.

SDM
31

Mission style elements

ARCHITECTURAL STYLE: SPANISH MISSION/ECLECTIC ELEMENTS

architect/m. builder: Harvey L. Page

engineer:

landscape/garden designer:

artist/artisan:

interior decorator:

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~~shaped gable ends, bracketed entrance canopies; round-arched fenestration; domed rotunda,~~

~~barrel-vaulted cross aisles;~~ *large rotunda and* SPANISH MISSION/ECLECTIC ELEMENTS. An unusual combination

of Spanish Mission ^{Style} with Byzantine elements; One of the few remaining examples of the work

of prominent architect Harvey L. Page.

SIGNIFICANCE: (maximum two sentences)