

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

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

FOR NPS USE ONLY

RECEIVED MAR 21 1975

DATE ENTERED

MAY 29 1975

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

1 NAME

HISTORIC

Dallas Union Terminal

AND/OR COMMON

2 LOCATION

STREET & NUMBER

400 S. Houston Street

__ NOT FOR PUBLICATION

CITY, TOWN

Dallas

CONGRESSIONAL DISTRICT

Alan Steelman

__ VICINITY OF

STATE

Texas

CODE

048

COUNTY

Dallas

CODE

113

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" 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 type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

City of Dallas

STREET & NUMBER

500 S. Ervay

CITY, TOWN

Dallas

STATE

Texas

__ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Dallas County Courthouse

STREET & NUMBER

Houston Street

CITY, TOWN

Dallas

STATE

Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Dallas Historic Sites Survey

DATE

June - September, 1974

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

City of Dallas Planning Office

CITY, TOWN

Dallas

STATE

Texas

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" 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

Dallas Union Terminal, located between Jackson and Young Streets at 400 S. Houston Street in downtown Dallas, is an excellent example of the Beaux-Arts Classicism that pervaded architecture in America around the turn of the century. Designed by the noted Chicago architect Jarvis Hunt in 1914, the building was completed and opened to the travelling public in October, 1916. As is typical of the style, the east, or main, facade is composed of five parts, arranged in a symmetrical order in an "ABCBA" pattern. Coupled columns of the Roman fluted Doric order divide the central portion into three equal openings behind which are the three enormous arched windows of the main waiting room on the second floor. The base of this level is composed of Vermont granite to a six foot height with Tiffany white combed enameled brick above. This same brick comprises the majority of surface treatment of the building. A moulded sandstone water table encircles the building at the mezzanine level, clearly defining the ticket lobby and baggage areas from the main waiting room level.

The central portion of the facade is further emphasized as the focal point of the composition in that its surface plane is advanced four feet from the two wings on either side. Ornate Grecian urns flank either side of the central opening of the portico, while rosettes and cartouche motifs further adorn the walls. A simple cornice and parapet with turned balusters comprise the entablature which caps this section, as well as encircling the building.

The wings on either side of this central portion are dominated by tripartite mullion windows with transoms and nine lights per sash. The entablature over these windows is composed of a cornice supported by consoles. Below these windows are groups of six doors through which the stair hall on the south end and company offices on the north end are entered. The adjoining wings which terminate the facade composition possess Roman fluted Doric pilasters and decorative cast iron spandrels with festoon and cartouche motifs.

The north and south facades of the terminal building are rather flat planes, contrasting with the undulations of advancing and receding planes of the east front. Only large double windows with horizontal lintels and decorative supporting consoles, along with a finely detailed cast iron marquee over the carriage entrance on the north facade, diminish the severity of the brick walls. The west facade, or track side, has its

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ITEM NUMBER 7

PAGE one

symmetrical configuration complicated by the existence of a concourse and midway over the ten platform tracks. Windows appear in groups of two and four in random fashion, further diminishing the symmetrical quality of the scheme.

The plan of the building is perhaps its most significant architectural feature. The architect provided for a separation of functions in an endeavor to increase the efficiency of circulation. The first floor was designed to accommodate ticket and baggage handling facilities. A large semicircular ticket kiosk with fourteen windows occupied the space between the two central entrances. The baggage room occupied the opposite (west) end of the ticket lobby. The carriage entrance with its ornate marquee was housed in the north end along with the hospital and other offices. The south end of this level accommodated the stairs to the second level and the family waiting room. Patrons could by-pass the ticket lobby and baggage room completely by taking the stairs directly to the train gates.

The major visual feature of the second floor is the main waiting room, which occupies a central location. This room measures 70 by 132 feet with a ceiling height of 48 feet. High arched windows line the side and end walls, and the space is spanned by a vaulted ceiling. Wall surfaces are of buff colored brick with terra cotta Corinthian pilaster capitals and bases. The ceiling treatment is of creme-colored plaster from which the four cast iron chandeliers with incandescent bulbs are suspended. Furnishings consist of sixteen double wooden benches flanked by radiators in cast iron grilles. The floor surface is of buff-colored terra cotta tiles while the door and window frames are of cast iron with moulded decorative ornamentation. An information kiosk constructed of brick and cast iron with a marble counter top occupies the space between the stair hall and men's smoking room on the south wall.

Surrounding the general waiting room are several smaller waiting areas for specific groups. Along the eastern front of the waiting room is a high portico which overlooks Ferris Plaza. The ceiling is vaulted like that of the waiting room, while cast iron light fixtures with alabaster shades adorn

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the walls. Dining facilities occupy much of the northern end of the second floor. Counter tops, wainscoting, and base boards of Verde antique and white marble add elegance and refinement to the coffee shop and dining room. Coffered ceilings with skylights further embellish these rooms.

The stairway at the southern end leads directly to the "passenger midway", an enclosed passageway extending over the tracks from which the gates opened onto the stairways that led to the individual platforms. A transition circulation area was provided between the midway and the coffee shop in the form of a concourse along the west side of the station, overlooking the tracks.

The third level of the building was occupied by the Union Terminal Company offices and other facilities for many years. This floor occupies the space on both the north and south ends of the station on either side of the waiting room.

Major interior renovations were made to the depot between 1947 and 1950 by the Fort Worth architect Wyatt C. Hedrick. The most extensive adaptations were the closing of the main waiting room and dining room facilities on the second floor, the conversion of the passenger midway and concourse into offices, the construction of a tunnel beneath the tracks and connecting the platforms with the street level entrance, the conversion of the family waiting room on the first floor into a taxi arrival area, and the renovation of the ticket lobby into the main waiting room and coffee shop area.

The station has recently been renovated to accommodate Amtrak as well as "Surtran" bus passengers. Only the westernmost "butterfly" platform shed remains to accommodate the two remaining tracks. The other four sheds and the eight tracks they served, along with the passenger midway, have been razed for safety reasons. Future plans will involve the restoration of the grand second floor waiting room into a hotel lobby to accommodate two interconnecting high-rise hotels, and the conversion of the rest of the facility into an inter-modal transportation center.

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 checked="" 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 1914-1916/ 1947-1950 BUILDER/ARCHITECT Jarvis Hunt/ Wyatt C. Hedrick

STATEMENT OF SIGNIFICANCE

The Dallas Union Terminal building is one of the finest examples of the Beaux-Arts Classical style in Texas. The building is significant not only for the excellence in its craftsmanship and detailing, but also for its representation of how Beaux-Arts Classicism was interpreted in Texas after its prime popularity on the East and West Coasts. Built at a time when railroad travel was at its peak, the station was used to capacity only prior to 1920 and during World War II. Despite its infrequent use over the last decade, the facility remains virtually intact today.

During the years prior to the construction of a passenger facility for all of Dallas' railroads, the city was served by nine lines using five depots. Preliminary studies for a single station began in 1906, leading to a proposal for two stations to accommodate all the railroads except the St. Louis Southwestern. The citizens of Dallas, which numbered 140,000, disapproved of this plan, and in 1912 the Union Terminal Company was organized to construct a single facility. Stock in the company was owned equally by the member railroads: the Gulf, Colorado, and Santa Fe; the Chicago, Rock Island & Gulf; the Missouri, Kansas, & Texas, the St. Louis, San Francisco & Texas; the Houston & Texas Central; the St. Louis Southwestern; the Trinity & Brazos Valley; and the Texas & Pacific. The Texas & New Orleans Railroad also entered the terminal as a tenant line.

Mr. Jarvis Hunt of Chicago was commissioned as the architect for the project. Chief engineer of the Union Terminal Company was Mr. C. H. Dana, while Mr. F. D. Griffin was the engineer of outside construction. Engineer of buildings was Mr. W. P. Weathers, who worked in conjunction with Mr. J. W. Thompson of St. Louis, general railroad contractor. Construction began in March, 1914, and the terminal opened to passengers on October 8, 1916. An official opening was held six days later on the opening day of the State Fair of Texas in Dallas.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Fildes, Steve. Dallas Union Terminal. Dallas: Building Services Department, City of Dallas, 1975.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY five

UTM REFERENCES

UTM
14705 370
3628 340 HL
only needs one point when less than ten acres.

A | 1,4 | 70,5 | 2,20 | 3,6 | 2,8 | 5,00 |
ZONE EASTING NORTHING
C | 1,4 | 70,5 | 1,80 | 3,6 | 2,8 | 1,80 |

B | 1,4 | 70,5 | 4,00 | 3,6 | 2,8 | 4,00 |
ZONE EASTING NORTHING
D | 1,4 | 70,5 | 1,40 | 3,6 | 2,8 | 1,40 |

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Joe R. Williams - Project Director
Stephen Smith - Restoration Consultant.

2/25/75

ORGANIZATION
Texas Historical Commission

DATE
215/475/3094

STREET & NUMBER
P. O. Box 12276, Capitol Station

TELEPHONE
512-475-7327

CITY OR TOWN
Austin

STATE
Texas

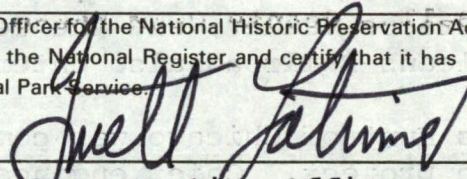
12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE



TITLE Texas State Historic Preservation Officer DATE February 25, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

A. H. W. [Signature]

DATE 5/29/75

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: *[Signature]*

DATE 5.28.75

KEEPER OF THE NATIONAL REGISTER

[Signature]

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PAGE one

At that time the station handled 85 trains per day.

The site chosen for the facility was previously occupied by a flour mill, grain elevator, and several warehouses. Due to its close proximity to the Trinity River, a passenger tunnel connecting the waiting areas to the platforms could not be built. Consequently, a "passenger midway" was built over the tracks connecting the second floor waiting room with the platforms. This design proved to be unsatisfactory with the general public, and in 1947, a new tunnel was built beneath the tracks after the construction of the Trinity River levee.

After World War II, Dallas Union Terminal experienced the same decline in passenger traffic as did other large railroad stations. In an effort to compensate for the traffic decline, the Dallas Times Herald launched a campaign to renovate the station. The Fort Worth architect Wyatt C. Hedrick was employed as the architect for the renovation, with A. J. Rife in charge of the construction work. With the new tunnel completed, the second floor waiting room and dining facilities were no longer needed and were therefore closed. A new waiting room and coffee shop replaced the former ticket lobby on the first floor. In spite of the efforts to attract more passengers, traffic continued to decline until by the mid-1960's, such famous trains as the Southern Pacific's "Sunbeam," the Katy's "Texas Special", and the Texas & Pacific's "Sunshine Special" were mere memories of railroading history. April 8, 1969, saw the last Texas & Pacific "Eagle" pull out of the station, representing an end to private railroad passenger operation at Dallas Union Terminal.

In 1972, the City of Dallas purchased the station building, leaving control of freight tracks and some related facilities to the dwindling Union Terminal Company which finally dissolved in March, 1974. A major restoration was begun in January, 1974, in anticipation of Amtrak's renewing service to the station. The official dedication of the new Dallas Transportation Center was held on March 14, 1974, with passenger service provided by Amtrak and Surtran buses to the new Dallas-Fort Worth Regional Airport. Current proposals

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PAGE two

are to preserve the station structure with minor modifications in order to accommodate a 210 million dollar development project undertaken by Hunt Investment Corporation. The project as proposed would include a luxury hotel, shopping mall, and entertainment facilities on fifty-three acres of the old Union Terminal Company property. The second floor of the station would serve as lobby space for the project while the City of Dallas would retain the rights to the ground floor.

75001966

Notify DOT Dallas

Property Dallas Union Terminal

State Texas Working Number 3.21.75.447

TECHNICAL

Photos 8

Maps 1 Floor Plan

~~ATM~~ appear interest called

CONTROL

OK

pl
3.21.75

HISTORIAN

ARCHITECTURAL HISTORIAN

PROPOSED RENEWAL PROJECT (#8 last yr)
OF HOTELS, SHOPPING CENTER WILL THREATEN
BUILDING'S INTEGRITY,

ACCEPT
LEBOVICH
3-24-75

ARCHEOLOGIST

Interesting reuse proposal which would allow OTHER
for restoration of main waiting room ACCEPT Huganell

3/26/75
HAER

Inventory has 28/iii/75
Review accept 2/24/75
3/24/75

REVIEW UNIT CHIEF

ACCEPT
COL
4.14.75

BRANCH CHIEF

KEEPER

Herrington
for Muntz
5.28.75

National Register Write-up _____

Send-back _____

Entered MAY 29 1975

Federal Register Entry 7-1-75

Re-submit _____

INT:2106-74



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2 LOCATION

CITY, TOWN

Dallas

— VICINITY OF

COUNTY

Dallas

STATE

Texas

3 PHOTO REFERENCE

PHOTO CREDIT

Stephen Smith

DATE OF PHOTO

January 1975

NEGATIVE FILED AT

Texas Historical Commission, Austin, Texas.

4 IDENTIFICATION

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

East facade from Ferris Plaza (across Houston Street)

PHOTO NO. 1

PROPERTY OF THE NATIONAL REGISTER

#2088



surtran

DO NOT STOP HERE
OR STOP HERE
OR STOP HERE
OR STOP HERE

15
15

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

Southeast oblique of station from Houston Street.

PHOTO NO. 2

1088

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PHOTO NO. 3

Northwest oblique, exterior of rear of station.

3-88

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PHOTO CREDIT Stephen Smith

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Northeast corner of main waiting room, second floor.

PHOTO NO. 4

PROPERTY OF THE NATIONAL REGISTER

4088



NO SMOKING

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PHOTO NO. 5

Ticket kiosk, main waiting room, second floor.

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#508



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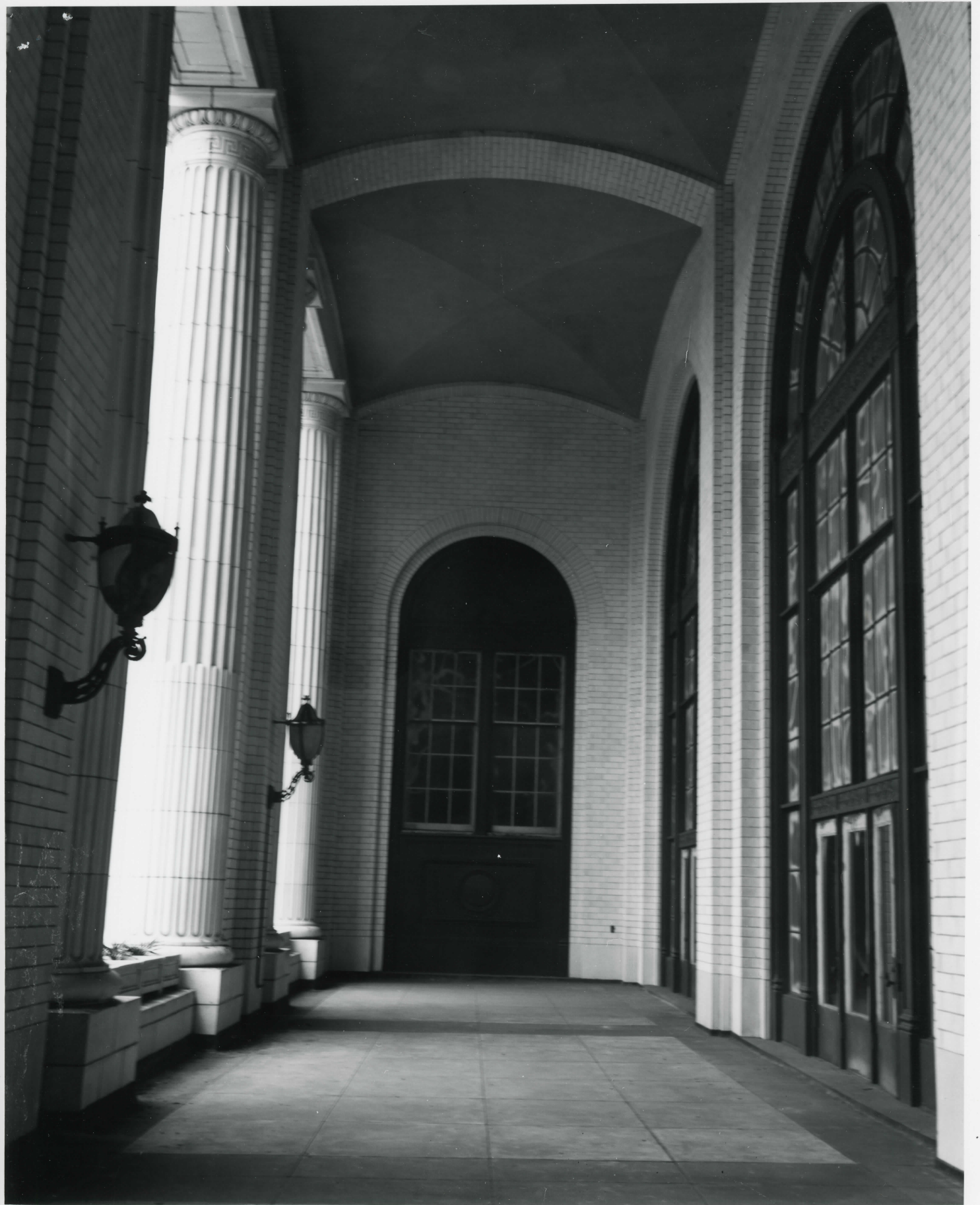
DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT. GIVE BUILDING NAME & STREET

Interior of coffee shop, second floor north of waiting room.

PHOTO NO. 6

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Perspective of loggia, off second floor waiting room.

PHOTO NO. 7

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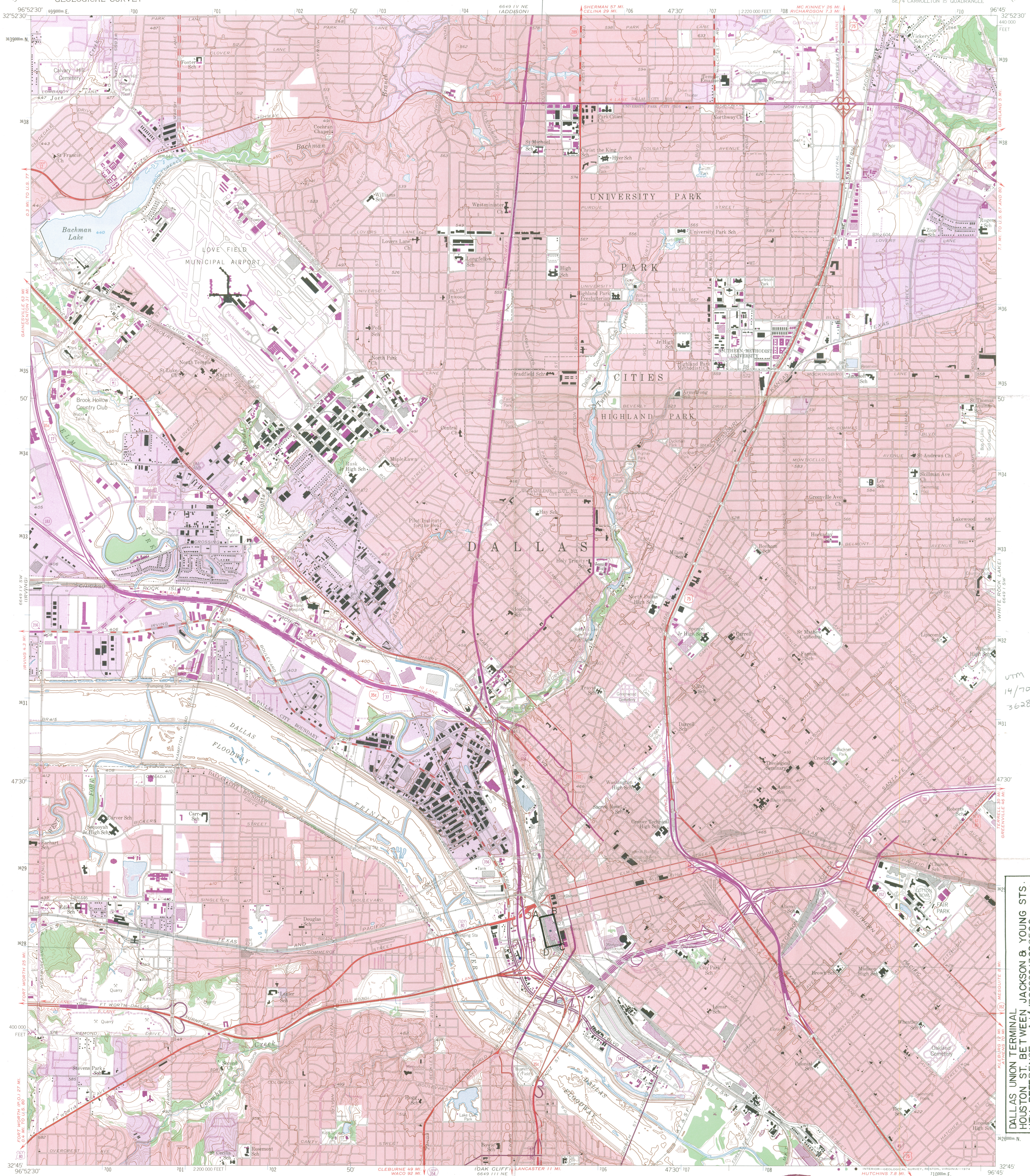
DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

PHOTO NO. 8

Interior of present waiting room, first level (old ticket lobby).

8 of 8

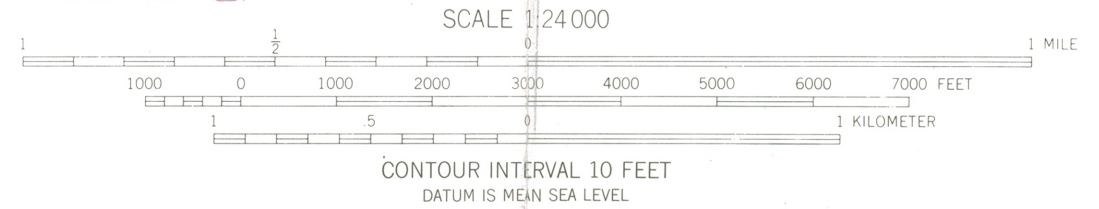
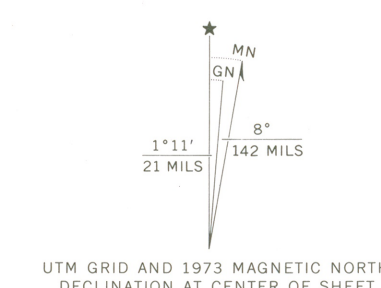
PROPERTY OF THE NATIONAL REGISTER



UTM
14/705370
3628340
1L

DALLAS UNION TERMINAL
HOUSTON ST. BETWEEN JACKSON & YOUNG STS.
UTM REFERENCE: A 14/705220/3628500
B 14/705400 / 3628400
C 14/705600 / 3628300
D 14/705800 / 3628200

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Culture and drainage in part compiled from aerial photographs
taken 1952 and 1956. Topography from city of Dallas surveys
1954 and by planetable surveys 1958
Polyconic projection: 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north 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
Revisions shown in purple compiled from aerial photographs
taken 1968 and 1973. This information not field checked
Purple tint indicates extension of urban areas



RECEIVED
MAR 21 1975
NATIONAL REGISTER

ROAD CLASSIFICATION

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

DALLAS, TEX.
SE 1/4 CARROLLTON 15' QUADRANGLE
N3245-W9645/7.5

1958
PHOTOREVISED 1968 AND 1973
AMS 6649 IV SE-SERIES V882

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

JAN 14 1975

3296 - 331

23

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

FOR NPS USE ONLY

RECEIVED **MAR 21 1975**

DATE ENTERED **MAY 29 1975**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC

Dallas Union Terminal

AND/OR COMMON

2 LOCATION

CITY, TOWN

Dallas

VICINITY OF

COUNTY

Dallas

STATE

Texas

3 MAP REFERENCE

SOURCE

United States Geological Survey

SCALE

1:24,000

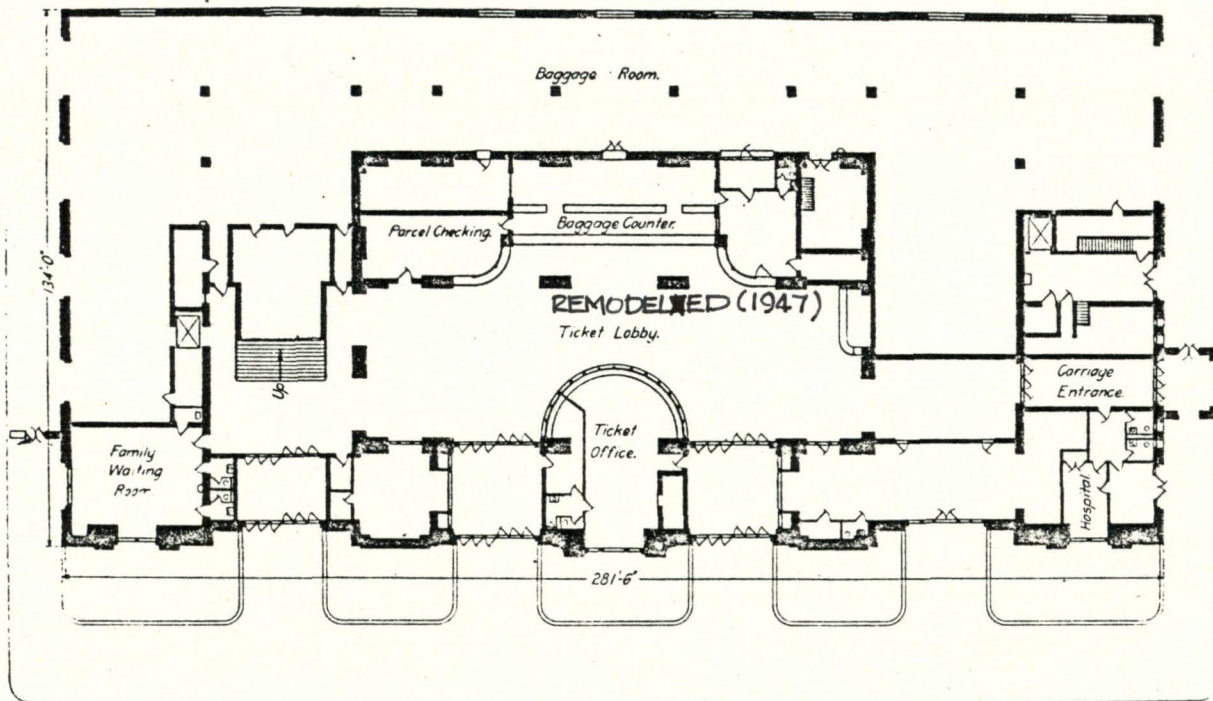
DATE 1973

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

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

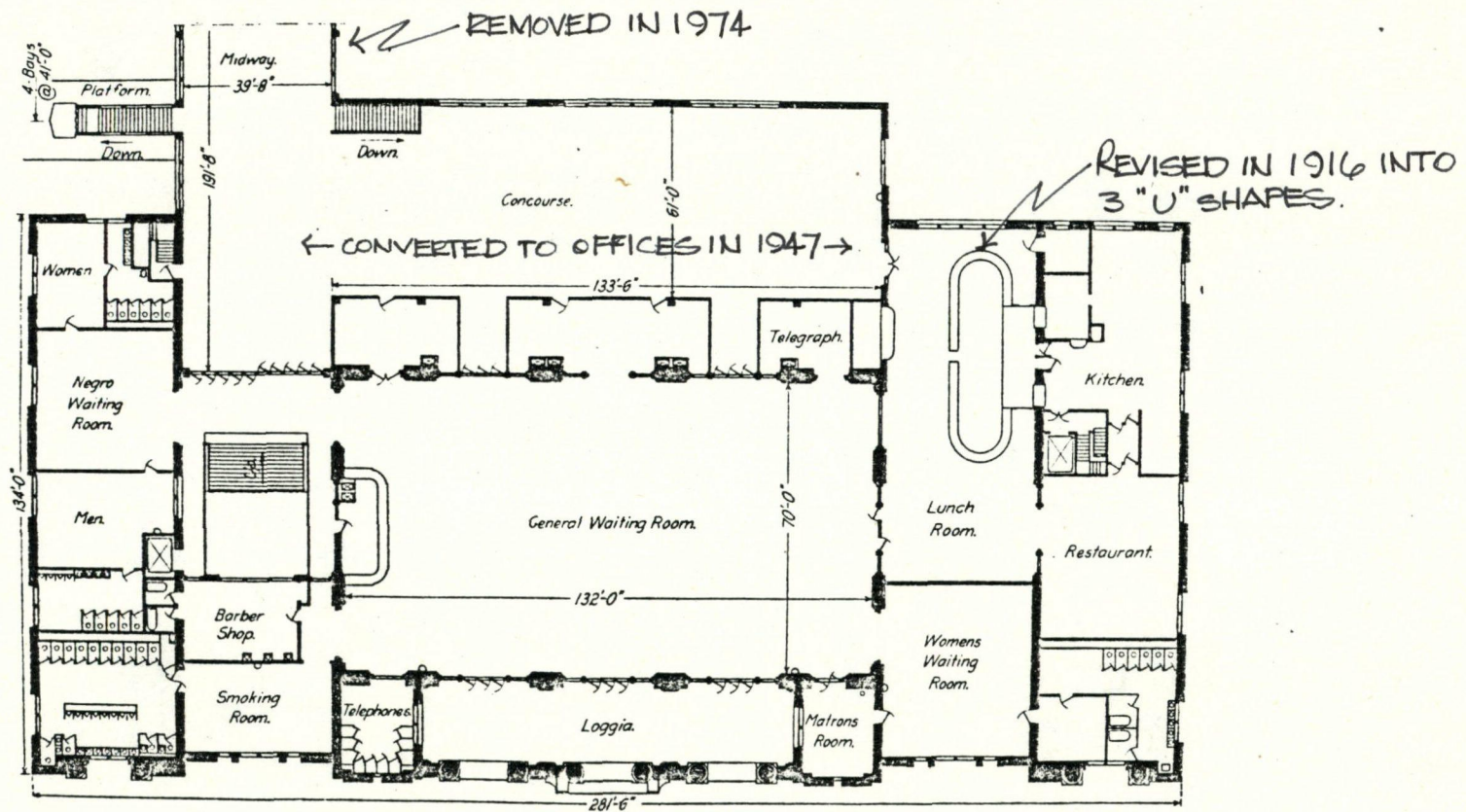
← TUNNEL BUILT IN 1947.



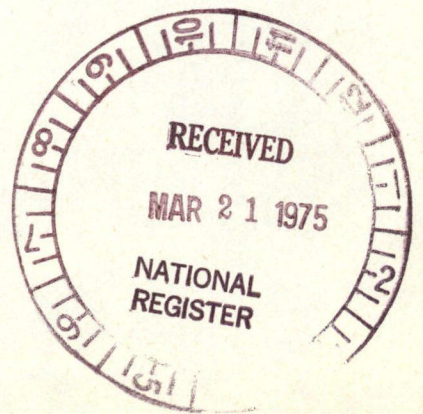
First or Street Floor Plan



← TRACK & PLATFORM AREA →



Second Floor Plan Showing the Waiting Room and Concourse





TEXAS HISTORICAL COMMISSION

Box 12276, Capitol Station, Austin, Texas 78711

Truett Latimer

Executive Director

March 14, 1975

National Register of Historic Places
Department of the Interior
National Park Service
18th & C Streets, N. W.
Washington, D. C. 20240



To whom it may concern:

In addition to the prepared submission, photographs and U. S. G. S. map enclosed for your review, you will please find xerox copies of the original floor plans of Dallas Union Terminal as designed by Jarvis Hunt in 1913-1914. Several notations have been made in hopes that you may better understand the circulation through the building. The plans are provided courtesy of the Dallas Building Services Department, and are taken from a special report prepared for that agency by Mr. Steve Fildes, Department of Architecture, Texas Tech University, Lubbock, Texas.

I hope that this addition will aid in your evaluation of this historic and architecturally significant building.

Sincerely,

Stephen Smith

Stephen Smith
Restoration Consultant

SS/s

Enclosures

John Clifton Caldwell, Chairman
Albany

Phillip Bowen, Vice-Chairman
El Paso

Mrs. Frank M. Covert III, Secretary
Austin

John Beretta
San Antonio

Mrs. Wesley B. Blankenship
Lubbock

Mrs. Frederick M. Lange
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Jefferson

Mrs. Mary Moody Northen
Galveston

Dr. A. M. Pate, Jr.
Fort Worth

Mrs. Dan Petty
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Hollis Ranpin, Jr.
McAllen

Mrs. Julian Read
Austin

Mrs. D. J. Sibley, Jr.
Austin

Vernon Smylic
Corpus Christi

Mrs. J. Douglass Toole
Houston

Mrs. Charles R. Woodburn
Amarillo

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered MAY 29 1975

<u>Name</u>	<u>Location</u>
Duckner's Creek Bridge	Flatonia Fayette County
Dallas Union Terminal	Dallas Dallas County
Southern Pacific Railroad Passenger Station	San Antonio Bexar County

Also Notified

Hon. John G. Tower
Hon. Lloyd Bentsen
Hon. J.J. (Jake) Pickle
Hon. Alan Steelman
Hon. Henry B. Gonzalez
Regional Director, Southwest Region

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

PR

MMott/bsh

6/3/75

NR Data Sheet

DATE: 12-9-76
 Reviewer INITIALS: nesbitt
 NR DOE 5/29/75

NAME AS IT APPEARS IN FEDERAL REGISTER: Dallas Union Terminal

OTHER NAMES:

LOCATION:

STREET & NUMBER: 400 S. Houston Street
 CITY, TOWN: Dallas
 STATE: Texas
 CONGRESSIONAL DISTRICT: 113
 COUNTY: Dallas

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 EXTERIOR ENVIRONS
 Substantially intact-1 Substantially intact-2 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- RR STATION

SIGNIFICANCE:

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

Claims

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

Neo Classical Revival and

ARCHITECTURAL STYLE: ~~BEAUX ARTS~~ *elements*

architect/^sm-builder: ^② Jarvis Hunt ^{and ③} Wyatt C. Hedrick engineer: C.H. Dana/F.D. Griffin
landscape/garden designer: artist/artisan:
interior decorator: builder/contractor:

ETHNIC GROUP:

NAMES: personal (1)W.P.Weathers-Engineer of bldgs. (2)J.W. Thompson-General RR contractor.
(label role & appropriate date) events

institutional (1)Gulf, Colorado & Santa Fe. (2)Chicago, Rock Island & Gulf.(3)Missouri, Kansas & Texas,(4)St Louis, San Francisco & Texas,(5)Trinity & Brazos Valley,(6)Texas & Pacific(7)Texas & New Orleans,(8)Houston & Texas Central, (9) St. Louis Southwestern -all were tenants in the building.

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1914-16
DATE(S) OF "MAJOR" ALTERATIONS: 1947-50
HISTORICALLY SIGNIFICANT DATE(S):

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

ACREAGE: (to nearest tenth of an acre) five acres

COMMENTS: (include architectural information here) Brick, 3 stories, rectangular, flat roof ^{with balustraded parapet sections,} interior chimney; slightly projecting center ^{and three 2nd-3rd-story distyle porticoes in antis} & end pavilions, ^{with tall round arched windows, tripartite 2nd-story windows surmounted by smaller windows} 2nd-3rd story center loggia; balustraded parapet; consoled hood moulds and decorative cast-iron spandrels articulate windows; 2nd-story vaulted waiting room, round-arch windows; interior alterations, 1947-50;
BEAUX ARTS. ~~One of the finest~~ examples of the Neo-Classical Revival in TX; ^{DESIGNED BY CHICAGO ARCHITECTS JARVIS HUNT & WYATT HEDRICK.}

SIGNIFICANCE: (maximum two sentences)
Brick, 3 stories, rectangular, flat roof, parapet with balustraded sections; slightly projecting end and center pavilions, each featuring distyle 2nd-3rd-story porticoes in antis and tall round-arched windows; ground-floor entrances and windows, tripartite windows with hood moulds and cast-iron spandrels; 2nd-story vaulted waiting room; interior alterations, 1947-50. Neo-Classical Revival, ~~and Beaux Arts elements~~