

United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Interstate Forwarding Company Warehouse  
other names/site number N/A

### 2. Location

street & number 3200 Main Street n/a not for publication  
city, town Dallas n/a vicinity  
state Texas code TX county Dallas code 113 zip code 75226

### 3. 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 <table border="0"> <tr> <td>Contributing</td> <td>Noncontributing</td> </tr> <tr> <td><u>1</u></td> <td><u>0</u> buildings</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> sites</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> structures</td> </tr> <tr> <td><u>0</u></td> <td><u>0</u> objects</td> </tr> <tr> <td><u>1</u></td> <td><u>0</u> Total</td> </tr> </table>	Contributing	Noncontributing	<u>1</u>	<u>0</u> buildings	<u>0</u>	<u>0</u> sites	<u>0</u>	<u>0</u> structures	<u>0</u>	<u>0</u> objects	<u>1</u>	<u>0</u> Total
Contributing	Noncontributing													
<u>1</u>	<u>0</u> buildings													
<u>0</u>	<u>0</u> sites													
<u>0</u>	<u>0</u> structures													
<u>0</u>	<u>0</u> objects													
<u>1</u>	<u>0</u> Total													

Name of related multiple property listing: n/a  
Number of contributing resources previously listed in the National Register n/a

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

Charles Sumrell 30 Dec. 1991  
Signature of certifying official Date  
State Historic Preservation Officer, Texas Historical Commission  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date  
\_\_\_\_\_  
State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Autumnella Lee 2/14/92  
 See continuation sheet. \_\_\_\_\_  
 determined eligible for the National Register.  See continuation sheet. \_\_\_\_\_  
 determined not eligible for the National Register. \_\_\_\_\_  
 removed from the National Register. \_\_\_\_\_  
 other, (explain:) \_\_\_\_\_

for Signature of the Keeper Date of Action

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**6. Function or Use**

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Historic Functions (enter categories from instructions)

Commerce/trade: WarehouseTransportation: Rail-related

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Current Functions (enter categories from instructions)

Domestic: Multiple dwellingCommerce/trade: Business, ProfessionalRecreation and Culture: Theater

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**7. Description**

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Architectural Classification

(enter categories from instructions)

Late 19th and Early 20th Century American  
Movements/Commercial style

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Materials (enter categories from instructions)

foundation Concretewalls Brick

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roof Asphaltother N/A

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Describe present and historic physical appearance.

The Interstate Forwarding Company Warehouse (IFCW) is a mid-rise 6-story structure with sub-basement, built in 1913 in the Chicago influenced industrial/commercial style. The building is constructed of reinforced concrete with brick and window infill and flat roof. The interior is large, open and versatile, containing only elevator shaft, stairwell, and columns. Noteworthy features include: large industrial steel windows, oversized elevator with steel roll-up fire doors, massive structural columns with mushroom capitals and an interior loading dock for railroad cars. The building is near downtown Dallas in a district of industrial buildings developed in the 1910s. It is the tallest building in this area, retains a high degree of integrity and remains visually dominant. The 2-story Lincoln Paint Building, an earlier project of the developers (1910), abuts and shares some common elements.

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The Interstate Forwarding Company Warehouse building is at the northeast corner of Main and Murray Streets in a flat industrial area east of downtown Dallas, Texas, known as the Fair Park Industrial Area (see map, p. 7-4). The building faces north to Main Street. The 100' X 96' footprint practically fills the entire 100' X 100' lot. Front and rear (north/south) walls are the shorter ends of the box-like configuration. Advertised as "absolutely fireproof" (City Directory 1914), plans called for the building to be constructed of "reinforced concrete and steel throughout" (Dallas Times Herald, 3/6/13, p.7). The building is 82'-11" in height (top of parapet) with 6 full floors and a 100' x 70' sub-basement. The 26' difference between the sub-basement and the upper 6 floors is due to the railroad siding that enters the building on the south (alley) elevation.

Concerned with security and ease of unloading, the plan called for placement of an oversized freight elevator (15,000 lbs. capacity), adjoining stairwell, and dock areas, all placed at the rear (south) of the site. This enabled railroad box cars to enter the facility and unload directly onto the elevator platform (see plan, p. 7-5; photo 3). Concurrently, it also created open interior spaces, free of hallways, supplemental stairs and interior partitions. The cavernous open areas were supported by large mushroom columns (flared capitals) (photo 7). The lower three floors were designed to accommodate heavier loads than the upper stories, and ceiling heights are higher with larger diameter columns on these lower floors. Floors are 8" reinforced

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concrete slabs and are supported by a column grid approximately 15'9" on center. Column sizes decrease as the required loads on the upper three floors diminish. The basement, five feet below grade, has a ceiling height of 8'9". First and second floors have heights of 12'10", the third floor is 11'9", upper floor heights are 10'5".

The north/south elevations are divided into 6 equal bays. The east/west elevations have 5 equal bays with a slightly larger bay (approximately 5') at the south end. This southernmost (alley side) bay was extended to enable rail car entry into the building. Square exterior columns with cement plaster finish provide a strong vertical emphasis which was visually extended by the use of ornamental column caps (removed some time ago). A flag pole on the roof rose from a slightly larger corner cap at Main and Murray Streets.

The brick on the Main and Murray (north and west) facades is a finely finished medium ironspot material. The iron content lends a metallic tone to the clay body, creating a dark colored facing which contrasts with the lighter expression of the structure. The south and east facades are composed of common red brick infill. All windows in the building are pivotal industrial steel sash with clear glass. The building is expressed in terms of the lines of the light colored concrete structural frame (columns, floors and sills) which contrast with the dark wall infill of the brick panels and create a composition that is a clear expression of the modernists' rational grid.

The roof is flat and covered by a pitch and gravel membrane. Parapet walls are equal in height on the Main and Murray facades, and somewhat shorter on the south and east facades. An elevator penthouse rises above the roof line and is visible from a considerable distance. The presence of steel reinforcing bars extending from the columns from the floor slab to above the roof membrane provides physical evidence of expansion plans. The elevator's size and construction further indicate a probable thought to future vertical growth. It is of some interest to note that the developer had originally announced plans for a 5-story building, that grew to 6 upon completion.

The Main Street facade (north elevation) features the major pedestrian entry to the building. Set in the third bay (asymmetrical) off the corner, the entry is recessed and raised with eight concrete steps leading to a landing. Entry articulation is achieved by matched pilasters located on either side of the entry. A small vertical brick panel separates the pilasters from the nearby structural column grid. An unembellished tympanum of cement plaster is inset and further articulates the entry area (photo1). At grade level, a tripartite window arrangement of two rows of five panes comprise the clerestory to the sub-basement. First floor windows

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retain the tripartite pattern, but have larger panes, and have their own arrangement unique to the spaces within, possibly indicating an office use. All other windows on the facade are the tripartite pattern, each with a central pivoting sash. Minor ornamentation in the form of two raised brick squares is found in the brick infill just below the cornice level on the Main and Murray facades. The Main Street pattern features two small rectangular brick insets, the upper at cornice level, the lower near the top of the 6th floor windows (photo 1).

The Murray facade (west elevation) provides the second of the public sides of the building. Repeating the 6-bay division, the southernmost bay (alley-side) was extended to permit the railroad siding entry, resulting in a quadripartite division of windows in this section. Other windows conform to the established tripartite pattern. Exterior ornamentation consists of a raised square brick inset at the upper cornice level. Originally, two truck dock openings fronted Murray. A third dock was added in the third bay. The Murray/alley-side dock was altered to grade at some time after original construction.

The rear (south) elevation has great visibility since the adjacent construction is 1-story. The facade reveals the repeating grid pattern of structural concrete infilled with common unfinished red brick (photo 2). Windows are single-sash, multi-pane with central pivoting sash at floors 2-6. The ground level contains 3 truck bay openings. The first bay opening, at the Murray/alley corner, had been infilled with metal cladding. A second dock, in the 3rd bay off the corner and previously altered, was infilled. The last dock opening in the 6th bay, or east corner, was also previously infilled with concrete block.

The east elevation, partially obscured by the adjoining Lincoln Building, has only one exterior opening, the large dock opening (altered and enlarged) where the rail cars entered and exited (photo 3). A large overhead door now fills the opening. A grid of exposed concrete and common brick completes the facade.

The materials in the interior spaces were intended to provide a secure and fireproof storage facility. All materials are of concrete, brick or steel. Overhead rolling fire doors are still in place at each floor off the stairwell and elevator openings. Additional features of note are the two brick bank vaults with steel doors just inside the main entry (see plan, p. 7-7). The doors and hardware to the safes were manufactured by Mosler Lock Company and are still functional.

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The 2-story Lincoln Paint Company abuts on the east facade. This structure, built three years earlier in 1910 by Milan & Connor, shares common floor levels with the Interstate Forwarding Company Warehouse. Overhead fire doors provide interior access between the two buildings at all common levels, basement through 3rd floors.

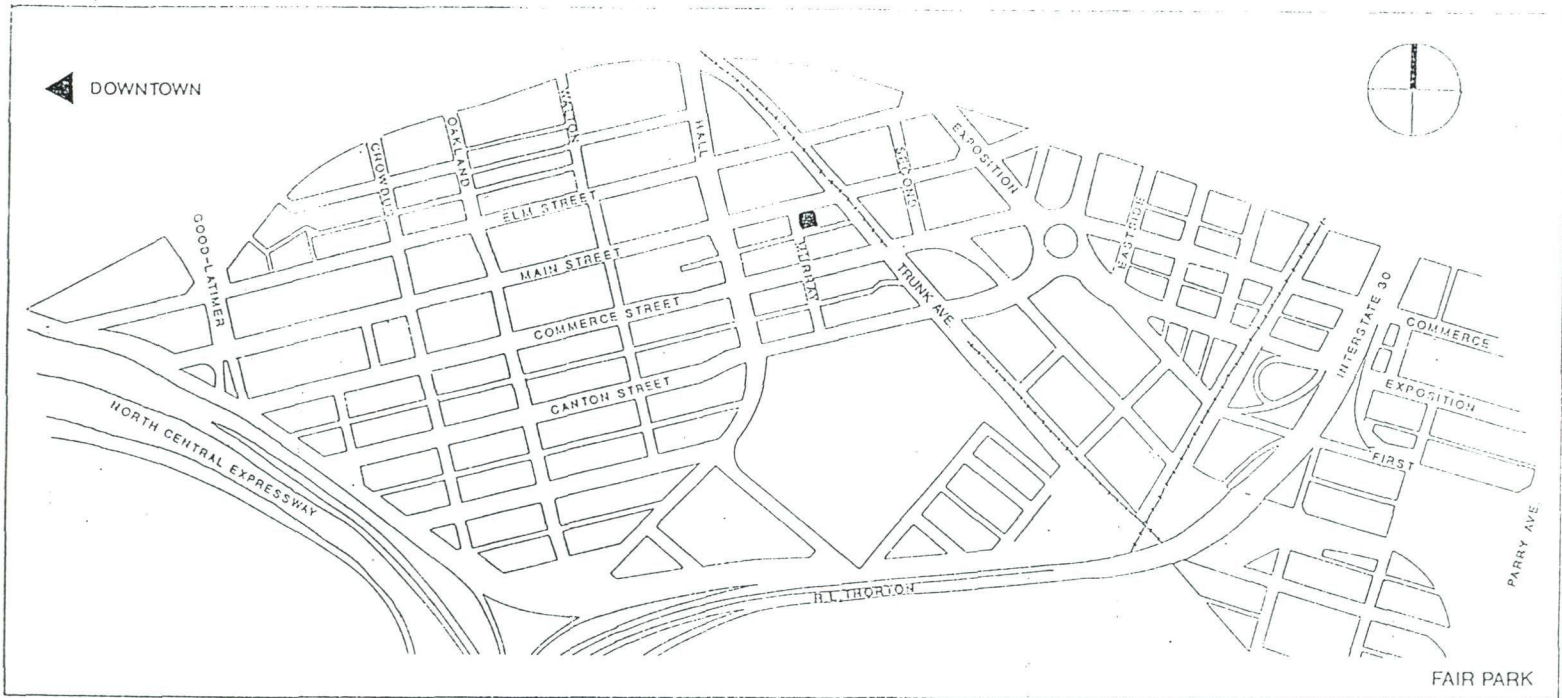
The site is in a transition area between Downtown and Fair Park, approximately one mile east of downtown (see map, p. 7-7). The immediate area was developed between 1910 and 1930 and retains one of the highest concentrations of multi-story industrial buildings, attendant loading docks, railroad sidings and spurs in the City of Dallas. Main Street in this location was recently upgraded with brick pavers, period light standards and sidewalk trees.

The building is in a remarkably fine state of preservation, considering its years of intensive industrial use. The building is currently undergoing redevelopment. It is the intent of the developer to retain the exterior appearance in its original condition, possibly restoring original elements removed during its history.

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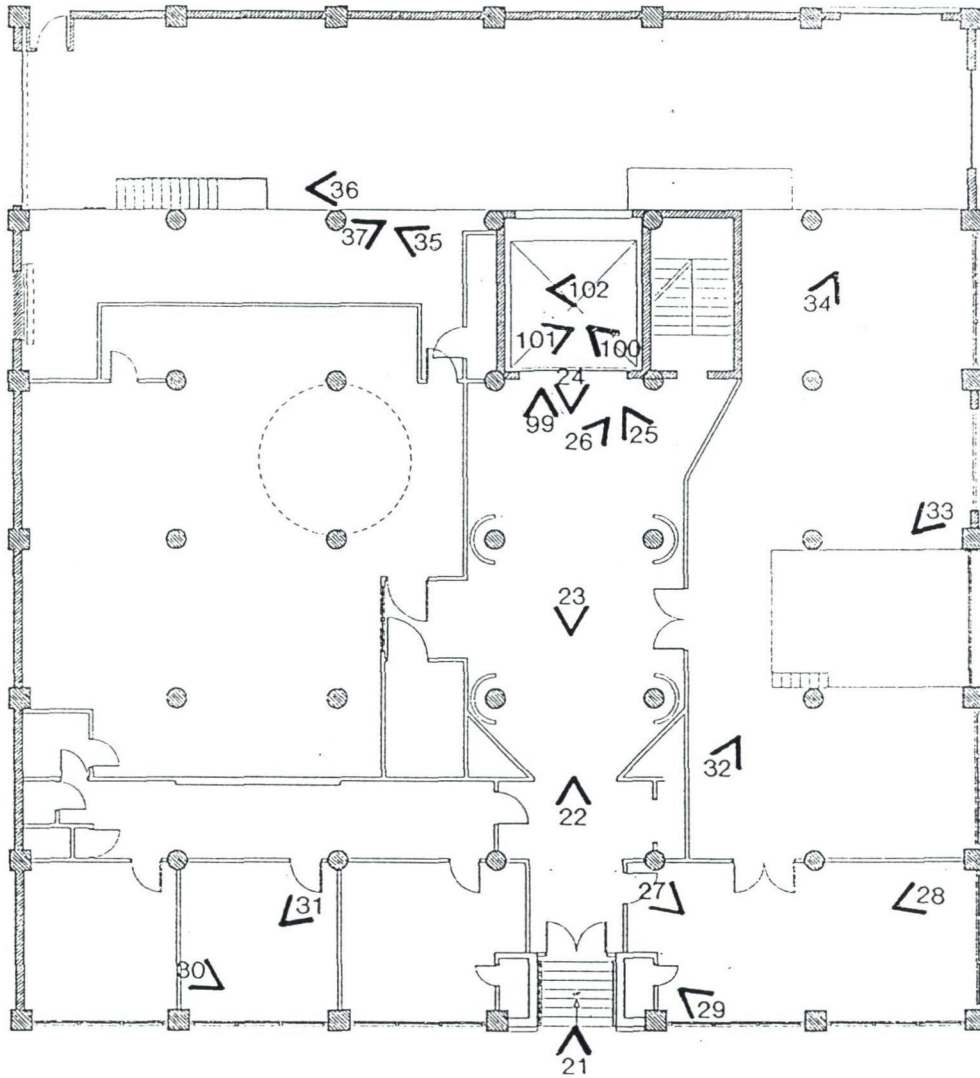


SITE MAP

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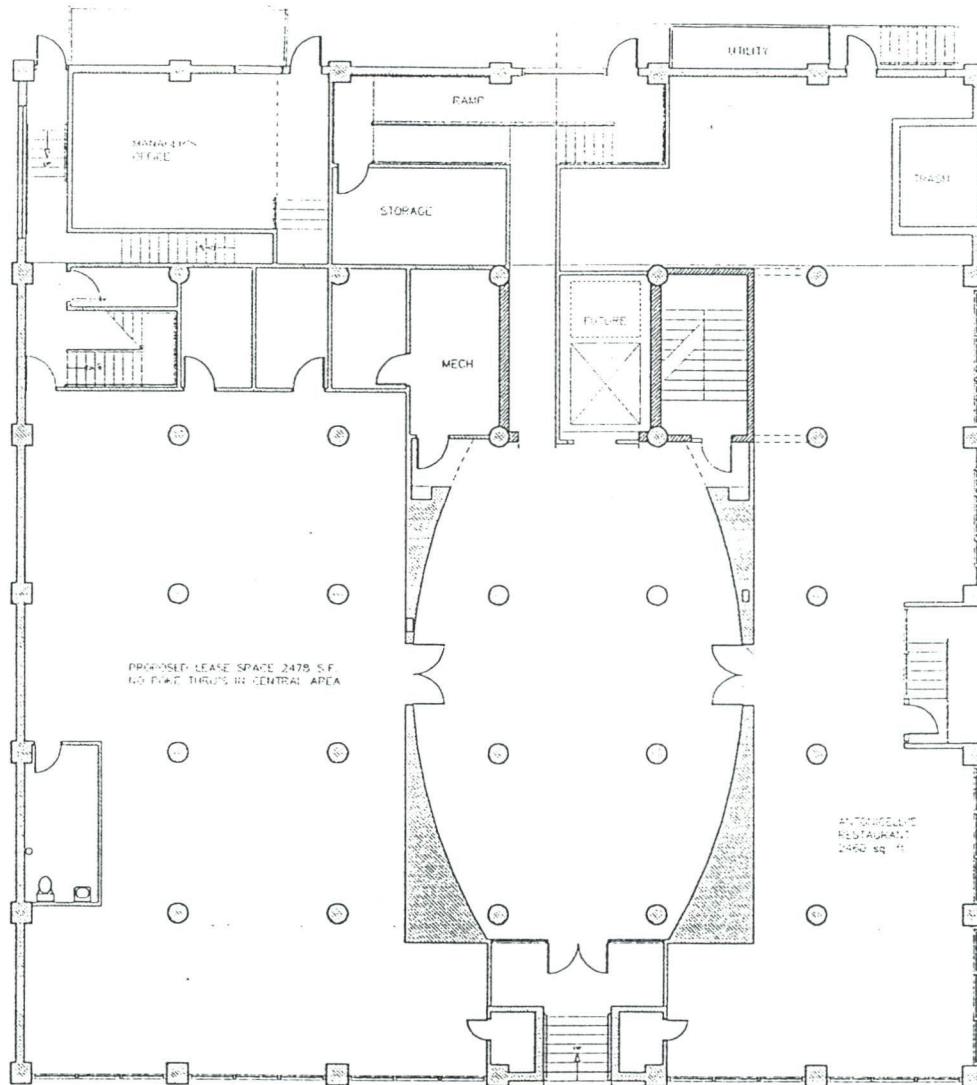


FLOOR 1

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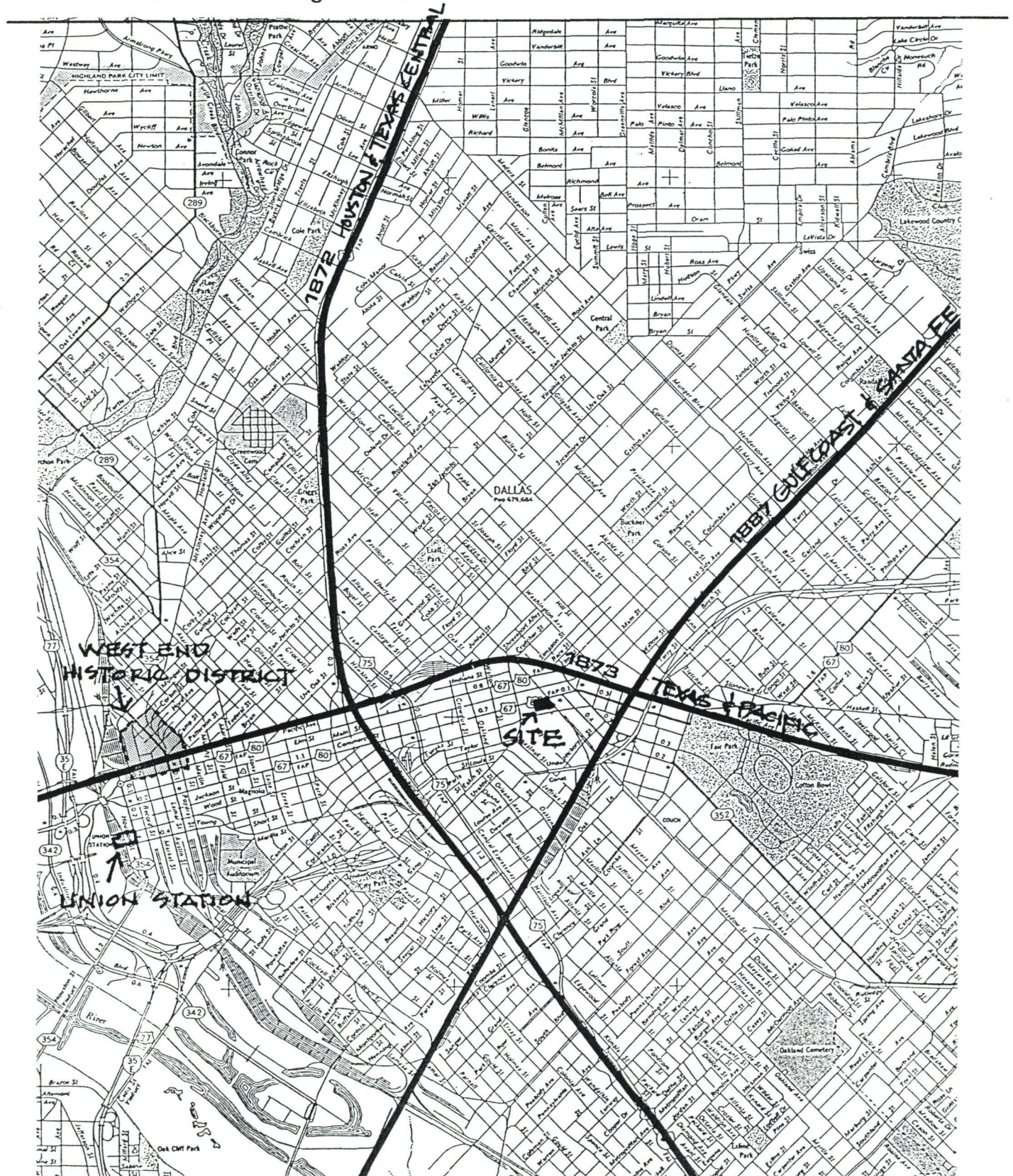
FLOOR 1

APRIL 24, 1990

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**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G    N/A

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Commerce	1913-1941	1913
Transportation	_____	_____
Architecture	_____	_____
_____	_____	_____
_____	Cultural Affiliation	_____
_____	N/A	_____
_____	_____	_____
_____	_____	_____
Significant Person	Architect/Builder	_____
N/A	Unknown	_____
_____	_____	_____

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The emergence of Dallas as a major regional center for trade and commerce received a considerable boost with the construction of the Interstate Forwarding Company Warehouse (IFCW) building in 1913. Built by local developers to serve as Dallas' first U.S. Customs warehouse, the building also leased out space to manufacturers. The first major tenant to occupy the building was the Interstate Forwarding Company. The current name of the building was chosen by the present owner to reflect the first major tenant that occupied the building from 1913-1920. The building satisfies Criterion A, in the areas of Commerce and Transportation at the local level. Criterion C is met at the local level as the structure is a distinctive and relatively intact example of the Chicago School influenced industrial style of concrete support construction that had become widely employed during this important period. The period of significance extends from 1913 to 1941.

Dallas' founder, John Neely Bryan, came to the area in 1841 to establish a trading outpost. Steady, if unspectacular growth marked the next two decades at the settlement until the arrival of the railroad in 1872. Attracted by the rails, merchants and manufacturers began to arrive in Dallas and an industrial and trading base was established to serve the largely agrarian surroundings. Population figures, provided by the U.S. Census and The Texas Almanac record the following growth during this period;

1872	...	1,500
1873	...	2,063
1880	...	10,358
1890	...	38,067
1900	...	42,638
1910	...	92,004

See continuation sheet

**9. Major Bibliographical References**

See Continuation Sheet 9-1.

- 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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Texas Historical Commission, Austin, TX

**10. Geographical Data**

Acreeage of property less than one

UTM References

A 

1	4
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7	0	8	2	0	0
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3	6	2	9	4	2	0
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Zone      Easting                      Northing

B 

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Zone      Easting                      Northing

C 

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D 

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See continuation sheet

Verbal Boundary Description

Jacob Bopp, Sr. Homestead Subdivision, Block 3/848, Lot 1 and part of Lot 2.

See continuation sheet

Boundary Justification

Property includes area historically associated with building being nominated.

See continuation sheet

**11. Form Prepared By**

name/title Alan S. Mason, Preservation Consultant (with assistance from Lisa J. Hart, THC)

organization \_\_\_\_\_ date Nov., 1990; Dec., 1991

street & number 10288 C Regal Oaks Drive telephone 214/691-7182

city or town Dallas state TX zip code 75230

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The remarkable increase in population evidenced during the 1900-1910 period is mirrored in a general construction boom. The year 1913 proved to be pivotal. Newspapers that year daily announced new building projects including the Adolphus Hotel (NR 1983), Busch (Kirby) Building (NR 1980), Union Terminal (NR 1975), Sangers (NR 1975), Shriners Hall, Sears building, City Hall, and Parkland Hospital (all extant), and the Chamber of Commerce and Federal Building along with numerous others since removed. The commercial image long associated with Dallas can be traced to this time period.

The town's growth paralleled an increase in political and economic influence. Historians often point to the selection of Dallas as the Federal Reserve Bank for the Eleventh District (1914) as one of the most significant events in Dallas' development. A less known, but perhaps equally important act was enacted the previous year. President William Howard Taft, on his last day in office, announced a reorganization of the U.S. Customs Service (62nd Congress, 3rd session, House Documents, vol. 135). Dallas was named as one of the new ports of entry in a national reorganization that trimmed the number of ports from 165 to 49. Reports in the Dallas Morning News (3/6/13, I, p.8) cite the extraordinary efforts of the Dallas Chamber of Commerce under the direction of Secretary J. R. Babcock and Congressman Jack Beall, noting the pair had worked for three years to secure the designation. The Reorganization Act established five custom districts in Texas: Sabine, Laredo, El Paso, Eagle Pass and Galveston. The Galveston District would administer much of the territory in the state and ports of entry included Galveston, San Antonio, Port Lavaca, Houston and Dallas.

Dallas' inclusion as a port of entry realized a long held ambition. Town founders had plotted and invested large sums to secure a water passage up the Trinity River from the Gulf of Mexico. Failing in these efforts, planners turned to the new technology of overland rails to link interior lands with the Gulf Coast. Dallas, with its advanced rail network by 1913 could at last become the port city that town founder Bryan had envisaged. Goods could be shipped inland to storage, to be transferred or warehoused as needed, just as the major sea port cities operated. The designation recognized Dallas' status and mandated continued growth as a regional distribution and marketing center serving the midwest, including areas of Oklahoma, Louisiana, Arkansas, Missouri and beyond.

The advantage of a local port for regional importers was profound. Under the previous operation, local merchants had to travel to distant ports (Galveston was the nearest facility to Dallas) and were required to accept the entire consignment and pay all duties, then have the merchandise removed for later sale. The new act specified that duties were to be

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paid only on that portion removed from storage at the customs facility. A shipment could be taken in smaller parcels, enabling the importer to pay duties only after having secured orders (and possibly payment). The balance of the shipment could be left in a secured and bonded facility for a period of up to five years prior to removal. Not only were up-front duty costs avoided, but also interim shipment and storage charges.

Owners of the warehouse facility had to obtain bonding certification as part of the process of participation as a customs warehouse. Bonding required the owners to secure a pledge that all duties due on goods and materials entering the facility would be paid, either by the importer or by the operator of the facility. The bonding itself was secured by sale of bonds or through an insurance underwriter.

Today numerous bonded customs warehouses are found throughout Dallas. Just after the enactment of the legislation, however, the fortunate operator meeting specifications had a distinct advantage over other warehouse facilities. All goods entering the region from foreign ports had to pass through the facility, assuring an active operation. The 1913 announcement regarding the impending legislation was eagerly anticipated locally. Newspaper accounts regularly reported on the progress to secure Dallas' inclusion as a port. When the announcement came, local investors and builders were ready.

Edward Cowen Connor, a principal owner of the future Interstate Forwarding Company Warehouse building, was quoted in a Dallas Times Herald article of March 6, 1913, regarding the construction of a new warehouse building. "We will store the goods under the supervision of the deputy collector of customs and will also store other goods for private individuals and firms...." (Dallas Times Herald, I, p.7). From the timing of this announcement, only two days after the passage of the act, it is apparent that Connor and his group had secured through prior arrangement an exclusive franchise. On April 11, 1913, a building permit for the construction of a "brick warehouse" was applied for by "Messieurs Milam and Connor"(sic) (City of Dallas, Building Permits, April 8-15, 1913, p. 21, line 29).

The building was constructed through a partnership recorded as B.D. Milam and Ed C. Connor, principal owners. A smaller structure, sharing a partial (east) party wall, the Lincoln Paint and Color Company, was built in 1910 by the Milam/Connor Partnership. In 1914 a third principal, Locksley Fife, was added.

Boyd D. Milam was the elder partner of the group, and served as president. A native of Tennessee, he moved to Dallas in 1900. A great uncle, Benjamin Milam, was a hero of

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the Texas Revolution. Boyd Milam died in 1915 at 58 years of age. (Dallas Morning News, 3/1/15).

Edward Cowen Connor, vice-president of the company was a relatively young man at the time of the building construction announcement. He was born in Dallas in 1883, the son of three term mayor (1887 - 1894) and president of the Union Terminal Company, Winship Capers Connor, and nephew of William Ott Connor, first mayor of Highland Park and later president of Republic National Bank (1920). Trained as a natural gas engineer, Ed C. Connor served as chief engineer for the City of Dallas, and worked with Lone Star Gas as a consultant for much of his professional career. He married Grace Lanham, daughter of then Governor S.W. Lanham and sister of Fritz Lanham, congressman from Weatherford, in the first such ceremony conducted in the Governor's Mansion. Ed C. Connor died in 1948 (Dallas Morning News, 1/30/48, I, p.3).

Locksley Fife served as treasurer for the group. A contemporary of Connor (born 1882), Fife began in business with a wholesale coal operation, the Texas Fuel and Supply Company. He added brick and clay products as a sideline, and the company became the Acme Brick Supply Company, a major manufacturer in the area, still in operation. A brother, Folsom, served as secretary of this building's development group and was also employed at Texas Fuel.

Construction of the facility began shortly after the permit had been granted in April, 1913, and was completed by August (Dallas Times Herald, 9/10/13, p.14). The building was conceived as a strictly utilitarian facility, with little emphasis on ornamentation or embellishment. No mention of an architect has been found. Connor described the building as "...five story reinforced....The buildings (sic) will be constructed according to the most approved plans and will be absolutely fireproof throughout. In fact there won't be any wood in it." (Dallas Times Herald, 3/6/13, p.7). Builders were so confident that no fire insurance was taken out for the building.

The building would serve only as a warehouse facility, as the U.S. Custom's offices were downtown in the new federal building at Ervay and Commerce streets. Apparently, the developers soon anticipated a considerable demand for their new facility and added an additional (6th) floor, providing sufficient additional lease space for other businesses. The first major tenant was the Interstate Forwarding Company. This business quickly outgrew the facility and moved to its own building in 1920 and again in 1924 to Pacific and Market

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streets. Interstate continued its expansion and eventually became one of the largest operators of warehouse facilities in the country.

The Interstate Forwarding Company Warehouse building is in the 2nd of Dallas' two historic industrial districts that flank the downtown office district on the east and west (see map, p. 7- ). Extending west from the courthouse downtown is the West End Historic District (NR 1978). It includes most of the land in Bryan's original township and dates to the earliest period of settlement. Original users included agricultural, cotton and clothing manufacturers. In 1872 the area experienced a boom due to the arrival of the Houston & Texas Central Railroad that ran north/south just to the east of the district. Another service area east of downtown began development in 1873 with the arrival of the Texas and Pacific Railroad (T & P) that ran east/west. This area was known as Deep Ellum and had historically been an area of black settlement. In 1873 it developed a small business district with hotels, taverns, restaurants and worker shacks. The area immediately around the T&P depot was used as stock yards. The major buildings from this period of development (1880-1900) consisted of brick and were 2 to 3 stories. The Deep Ellum area experienced a resurgence in 1887 when the Gulf Coast and Santa Fe Railroad arrived. With three rail lines crossing east of downtown and a dense land use already existing in the West End Historic District, a new industrial area began to emerge in and around Deep Ellum. Munger Cotton Machine Company (NR 1983, Continental Gin Company) set the stage for the new industrial area now known as the Fair Park Industrial District, when they relocated there in 1888, and expanded in 1912 and 1914.

At the time that Milam and Connor bought their Main/Murray streets property in 1910, the area was still generally residential with only scattered commercial and warehouse users (Sanborn Insurance Map, 1905, revised 1916). Their first project, the Lincoln Paint Building shared the site with a hotel/boarding house (future site of the IFCW). Construction of the 6-story IFCW building dramatically changed the still residential small-scale character of the area. Shortly thereafter a number of similar warehouse facilities were constructed and the Fair Park Industrial District began to emerge. A symbiotic relationship existed between the railroads, terminal building and the adjacent users in that, as the area developed, rail services increased. (Oral History, Louis Tobian, 1/31/73 in Reminiscences: A Glimpse of Old East Dallas, 1983, p. 68).

The Interstate Forwarding Company Warehouse building appears today much as it looked upon completion. A solid example of the commercial/industrial, reinforced concrete building type commonly found in other areas of the country, the type is relatively

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uncommon locally. Though other warehouses were built nearby, IFCW remains a dominant feature of the local landscape due to its 6-story height, volume, massing, use of color, and articulation. This building and the other commercial/industrial buildings that surround it represent a significant part of Dallas' history.

The large number of industrial buildings, building type, integrity, and period of significance, make the Deep Ellum/Fair Park Industrial District a potential historic district, of which IFCW would be a contributing member. The district is currently mixed use, with Deep Ellum developing as one of Dallas' major entertainment districts of art galleries and restaurants. The Fair Park Industrial District is still largely industrial, but mixed use conversions are taking place as part of an adaptive use trend.

The Interstate Forwarding Company Warehouse building has undergone rehabilitation as a mixed-use facility under the tax credit program. Interior spaces were divided up and the elevator replaced. The large interior columns are still visible and the exterior remains largely intact, with the exception of a few infilled dock openings. The building has almost 100% occupancy, and the project is nearly complete.

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Annotated Bibliography

Sam Acheson, Dallas Yesterday, (SMU Press, 1977), "Mayors Bud Connor and Bryan Barry, pp. 160-163. Brief review of administrations.

City of Dallas, Building Permits, April 8-15, 1913, p. 21, line 29.

Ellis A. Davis, Edwin H. Grobe The Encyclopedia of Texas (Texas Development Bureau, Dallas, no date), "Locksley Fife", pp. 256-257.

City Directory, John F. Worley, (Directory Company, Dallas).

1914, p. 1007. Picture with advertisement.

1917, p. 224. Picture with advertisement.

1918, p. 237. Picture with advertisement.

John L. Dobson, "Interstate Trinity Building". unpublished outline, Dallas Public Library, 1986.

Dallas Morning News

"Bonded Warehouse Will be Erected," 3/6/13, I, p. 8.

"Customs Service Pruning Ordered," 3/5/13, I, p. 13.

"Dies After Lingering Illness," 3/1/15. Obituary on B.D. Milam.

"Edward Cowen Connor Sr., 65, Natural Gas Engineer, Passes,"  
1/30/48, I, p.3. Obituary and picture.

"Government Bonded Warehouse Completed in 1913," 1/14/14, II, p. 12, Picture.

"Leader in U.S. Transportation Circles Passes, William I Ford, Son of  
Dallas Pioneers," 11/17/40.

"New Seven Story Building on East Main Street to be Used by Government as  
Warehouse," 10/12/13. I, p. 12. Picture (By Johnson).

"Oppose Plan to Cut Down Customs Ports," 3/3/13, I, p. 4.

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Dallas Times Herald

"Building Permits for the Past Week," 4/13/13, I, p. 4.

"Big Permits Issued by City Inspector," 4/13/13, II, p. 9.

"Connor Rites Set Saturday," 1/30/48, I, p. 12. Obituary.

"Customs Office Established After Port of Entry Rule," 9/10/13. Picture and Article.

"Warehouse for Imported Goods," 3/6/13, I, p. 7.

Frank W. Johnson, Eugene C. Barker, A History of Texas and Texans, (American Historical Society) "J.H. Booth," vol. V, pp. 2429-2430.

House Documents, 62 Congress, 3rd Session, "Message from the President of the United States," Reorganization of the Customs Service (1450), vol. 135, pp. 1-45, (Government Printing Office, Washington, D.C.), 1913.

Memorial and Biographical History of Dallas County, Texas (Lewis Publish., Chicago), "W.O. Connor," pp. 471-472.

Oakland Cemetery Records, Connor family.

Louis Tobian, "Oral History, 1/31/73" in Reminiscences: A Glimpse of Old East Dallas, Gerald Saxon, ed., 1983, p. 68.

Walter Prescott Webb, ed. The Handbook of Texas, "William Ott Connor," Austin), vol. I, p. 393.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number \_\_\_\_\_ Page \_\_\_\_\_

### SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 92000021      Date Listed: 2/14/92

Interstate Forwarding Company Warehouse

Property Name

Dallas                      TX  
County                      State

N/A  
Multiple Name

-----  
This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Antoinette N. Lee*  
Signature of the Keeper

2/14/92  
Date of Action

=====  
**Amended Items in Nomination:**

**Geographical Data:** The Verbal Boundary Description is amended to read: Jacob Bopp, Sr. Homestead Subdivision, Block 3/848, Lot 1 and west part of Lot 2.

This information was confirmed with Lisa Hart of the Texas Historical Commission.

-----  
**DISTRIBUTION:**  
National Register property file  
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Interstate Forwarding Company Warehouse

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Dallas

DATE RECEIVED: 1/06/92      DATE OF PENDING LIST: 1/21/92  
DATE OF 16TH DAY: 2/06/92      DATE OF 45TH DAY: 2/20/92  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000021

NOMINATOR: STATE

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:     NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    2/14/92 DATE

ABSTRACT/SUMMARY COMMENTS:

The Interstate Forwarding Company Warehouse is significant as the first U.S. Customs warehouse in Dallas, signalling the emergence of the city as a major regional trade center. In addition, it is a significant example of an industrial, reinforced concrete building type.

RECOM./CRITERIA Accept C  
REVIEWER Antoinette J. Lee  
DISCIPLINE History  
DATE 2/14/92

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

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CLASSIFICATION

\_\_\_count      \_\_\_resource type

---

STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

\_\_\_historic      \_\_\_current

---

DESCRIPTION

\_\_\_architectural classification  
\_\_\_materials  
\_\_\_descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect  
Statement of Significance (in one paragraph)

\_\_\_summary paragraph  
\_\_\_completeness  
\_\_\_clarity  
\_\_\_applicable criteria  
\_\_\_justification of areas checked  
\_\_\_relating significance to the resource  
\_\_\_context  
\_\_\_relationship of integrity to significance  
\_\_\_justification of exception  
\_\_\_other

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BIBLIOGRAPHY

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GEOGRAPHICAL DATA

\_\_\_acreage      \_\_\_verbal boundary description  
\_\_\_UTMs      \_\_\_boundary justification

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ACCOMPANYING DOCUMENTATION/PRESENTATION

\_\_\_sketch maps    \_\_\_USGS maps    \_\_\_photographs    \_\_\_presentation

---

OTHER COMMENTS

Questions concerning this nomination may be directed to

Phone \_\_\_\_\_

Signed \_\_\_\_\_

Date \_\_\_\_\_



INTERSTATE FORWARDING COMPANY WAREHOUSE

3200 MAIN

DALLAS, DALLAS CO., TEXAS

CORNER OF MAIN & MURRAY STREETS (NORTH & WEST FACADES)

CAMERA FACING SOUTHEAST

PHOTOGRAPHER: ALAN MASON, 1990

NEGATIVE ON FILE AT THE TEXAS HISTORICAL COMMISSION.

PHOTOGRAPH 1 of 7



Commerce

ONE WAY



NO PARKING

PAINT & CO.

DALLAS SEC

LING  
PAINT & CO.

SUBS

OPEN 10 AM - 10 PM

CHEVROLET

INTERSTATE FORWARDING COMPANY WAREHOUSE

3200 MAIN

DALLAS, DALLAS CO., TEXAS

ALLEY-SIDE (SOUTH FACADE)

CAMERA FACING NORTH

PHOTOGRAPHER: ALAN MASON, 1990

NEGATIVE ON FILE AT THE TEXAS HISTORICAL COMMISSION

PHOTOGRAPH 2 of 7



INTERSTATE FORWARDING COMPANY WAREHOUSE

3200 MAIN

DALLAS, DALLAS CO., TEXAS

RAILCAR - ENTRY (EAST FACADE)

CAMERA FACING WEST

PHOTOGRAPHER: ALAN MASON, 1991

PHOTOGRAPH 3 of 7



INTERSTATE FORWARDING COMPANY WAREHOUSE

3200 MAIN

DALLAS, DALLAS CO., TEXAS

STREETSCAPE

CAMERA FACING WEST

PHOTOGRAPHER: ALAN MASON, 1991

PHOTOGRAPH 4 of 7



INTERSTATE FORWARDING COMPANY WAREHOUSE

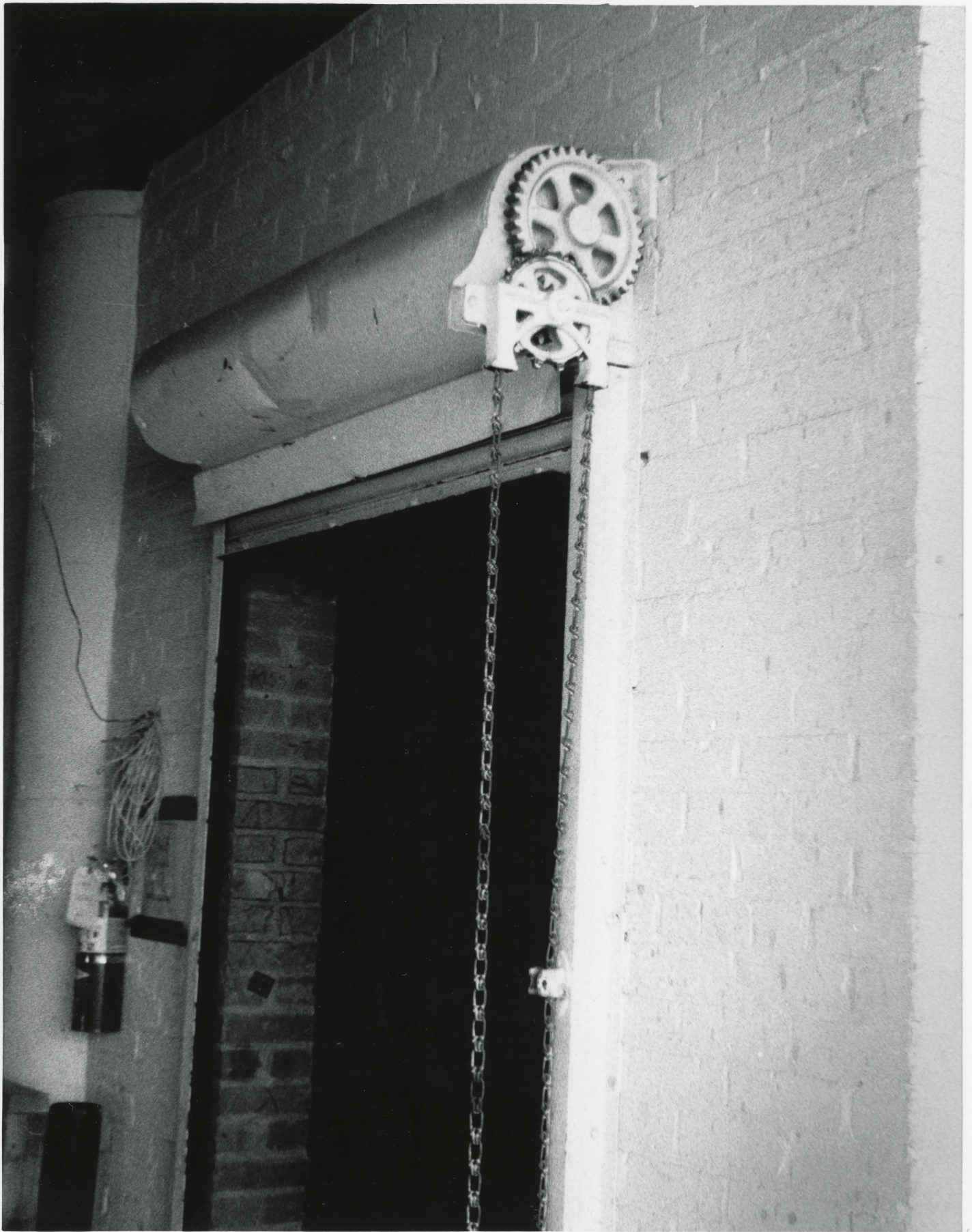
3200 MAIN

DALLAS, DALLAS CO., TEXAS

WINDOW DETAILS

PHOTOGRAPHER: ALAN MASON, 1991

PHOTOGRAPH 5 of 7



INTERSTATE FORWARDING COMPANY WAREHOUSE

3200 MAIN

DALLAS, DALLAS CO., TEXAS

ELEVATOR

PHOTOGRAPHER: ALAN MASON, 1991

PHOTOGRAPH 6 of 7



INTERSTATE FORWARDING COMPANY WAREHOUSE

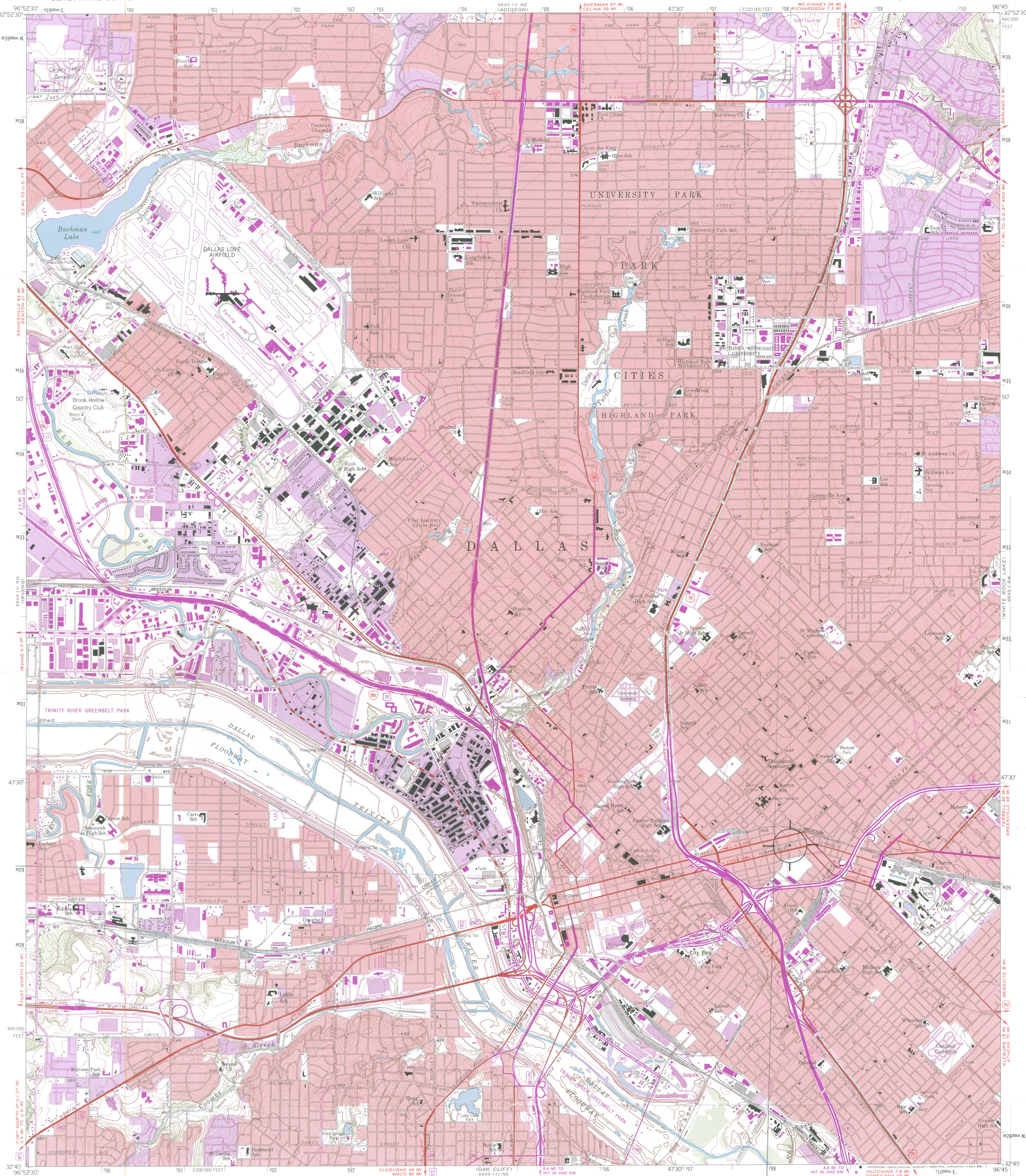
3200 MAIN

DALLAS, DALLAS CO., TEXAS

MUSHROOM CAPITALS

PHOTOGRAPHER : ALAN MASON, 1991

PHOTOGRAPH 7 of 7



Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA

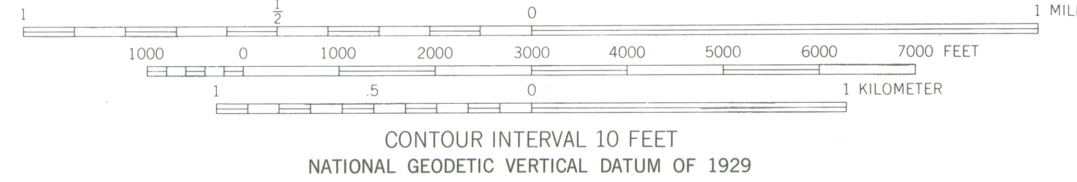
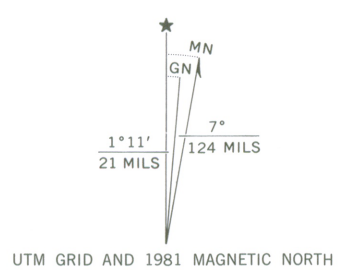
Culture and drainage in part compiled from aerial photographs taken 1952 and 1956. Topography from City of Dallas surveys 1954 and by planetable surveys 1958

Polyconic projection. 10,000-meter grid ticks based on Texas coordinate system, north central zone. 1000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 10 meters south and 26 meters east as shown by dashed corner ticks

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple and woodland compiled from aerial photographs taken 1978 and other sources. This information not field checked. Map edited 1981

Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

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

DALLAS, TEX.  
SE/4 CARROLLTON 15' QUADRANGLE  
N3245-W9645/75

1958  
PHOTOREVISED 1981  
DMA 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

3296-331

INTERSTATE FORWARDING COMPANY WAREHOUSE  
3200 MAIN STREET  
DALLAS, TEXAS  
UTM REFERENCE: 14I708200/3629420